

MASON HISTORICAL SOCIETY NEWSLETTER



HAPPY THANKSGIVING

November 2021



THANK YOU TO ALL OF OUR VETERANS

MAVERICKS OF THE SKY

The Brothers Meguire

Sally Sherman Caudill, Editor

In 1904, Mason resident Clara Landen married local boy, Elmer Ray Meguire and they soon had a houseful of children. There were 4 boys: Elmer, Clarence, Ralph and George, and 3 girls: Alice, Grace and Dorothy. Elmer, Sr. was a telegraph operator for the railroad and the youngest of his sons followed in his footsteps there. The three older Meguire brothers, however, aspired to a “higher” calling. They all wanted to be airplane pilots.

The oldest, Elmer Landen Meguire, graduated high school and attended the University of Cincinnati. In 1925, he enlisted in the Army and attended West Point. He was at the top of the class and served as a mentor to other students, tutoring them in difficult mathematics. Elmer showed remarkable leadership for such a young man. He was called the “company sage,” as everyone would come to

him with problems and he would help to solve them to everyone’s satisfaction. He was so well liked that each season, practically every student requested to room with him.⁴

The second oldest, Clarence O. Meguire, attended law school at night in 1924, but spent his days hanging out with the Air Corps at Grisard Field in Blue Ash. By making himself useful, he would get a 10-minute plane ride on Sundays. The next year he helped move the squadron out to Lunken Field. When the Embry-Riddle Flying School was started, Clarence worked for them for free in



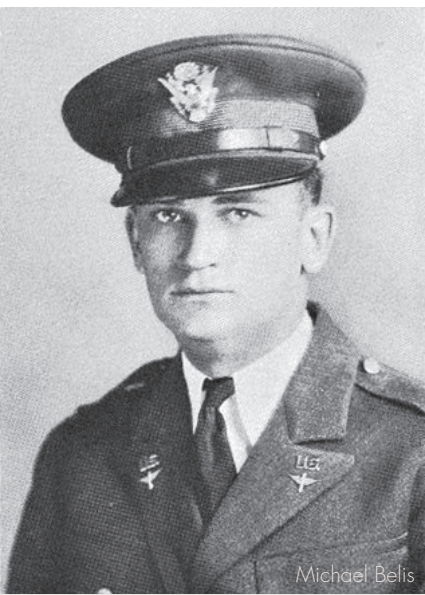
Clarence O. Meguire was one of the first students to graduate from Embry-Riddle Flying School, 1928

exchange for airplane rides. He was soon enrolled and took his first solo flight in June 1926. By the following summer he was working for Embry-Riddle (E-R). E-R was one of the first flying schools in the country. It also had a prosperous contract for airmail delivery between Cincinnati and Chicago. The company “taught the daring to fly, provided thrill rides, and performed air shows.” They’re credited with being the first air travel agency as they routinely booked passengers on their scheduled mail routes.

Clarence had a lot going on in 1928 and 1929. He earned his transport pilot’s license, and became E-R’s office manager, while at the same time finishing law school and passing the bar. However, his love of flying won out over practicing law. He was appointed assistant director of the School of Aeronautics, and was one of E-R’s most visible public faces; whether it be a ‘meet and greet’ with kids’ aviation clubs, or performing in a WLW air melodrama.

Later that year in 1929, 16-year-old Ralph joined his brother as the newest Flying School recruit. Ralph proved to be a remarkable flyer. At the age of 17, he became the youngest licensed pilot

story continues next page



2nd Lt. Elmer Meguire of the Army Air Corps, 1930



Ralph Meguire, 1930

The Mason Historical Society and Alverta Green Museum are located in the heart of downtown Mason, Ohio. Established over 40 years ago, the Society’s aim is to create, promote and preserve the history and heritage of Mason.

TO SUBSCRIBE TO OUR NEWSLETTER

Join the Mason Historical Society at
Masonhistoricalsociety.org
or Call 513-398-6750

• Holiday Museum Hours •

Thursdays, December 23 & 30 – 1-4 pm.
Regular Museum hours – Thursdays from 2-8 pm.
Museum tours outside these hours
will still be available by appointment.

The Brothers Meguire, cont.

in America. In a July 4, 1930 air circus at Lunken Airfield put on by E-R, Ralph stunted “a Fleet airplane in some breath-taking innovations.” His specialty was a “squirrel cage roll.”¹

Lunken Airfield was the largest commercial airport in the country by 1930. Early aviation was exciting, but underlying it was the sobering reality

of the danger these pilots faced every day. Pilots were bursting through clouds and soaring across land and water in “aircrafts that were basically flying gas tanks equipped with bare-bones instruments.”²

Elmer graduated from West Point, and joined the Army Air Corps in late 1930. He had just started his training when he received devastating news. In the early morning hours of October 30, 1930, 22-year-old Clarence was piloting his last airmail night run to Chicago, before he moved to flying passengers. He was in the midst of dense fog over northwest Indiana when he developed motor trouble. He attempted to jump, but his parachute caught on the wings of his plane and he was dragged to his death.³



Clarence in front of the E-R hangar at Lunken Field, 1930. He was a standout on E-R's “All-Pilots” basketball team. In a very impressive show, the team would fly in formation to the city where they were playing.

Prophetically, Clarence was quoted in 1928 on the difficulty of parachute jumping. “Makes me mad to see a pilot sit there so coolly and say ‘All right, go ahead.’ That’s easy.”⁴

Clarence Meguire was buried at Rose Hill next to his mother, Clara, who had died at the age of 46 just three months before. Elmer took a week’s emergency leave to come home, but then returned to

his training. Almost a year to the day after his brother’s death, Elmer graduated from Army flying school. He was stationed at Nichols Field in the Phillipine Islands, which was a U.S. territory at the time. Three weeks after his arrival there on January 15, 1932, 2nd Lieutenant



Ralph Emerson Meguire, just sworn in, 1930

Elmer, as co-pilot, took off in a bomber on an early morning mission. One of the motors died and the pilots tried to land in the dark on a narrow strip of beach. They struck quicksand and mud and nosed over. Three enlisted men escaped the wreckage, but the two pilots were suffocated by the slime before they could be freed.⁶

Just over one year after the death of Clarence, the Meguire family was now burying 26-year-old Elmer at West Point in New York. A classmate eulogized him as “one of the finest men ever to be graduated from the Military Academy.”⁵

At this time, 20-year-old Ralph was the youngest airmail pilot in the U.S. He was a co-pilot for the E-R division of American Airways. Faced with the loss of his two older brothers whom he idolized, he didn’t let this deter him

from his love of flying. He continued piloting for American for several years before forming his own flight instruction and aerial photography company in 1937. During the Great Flood of 1937, Ralph piloted mercy flights all over the area, dropping food to flood refugees.⁶

In the mid-1930s, Ralph married and raised a son. In WWII, after having served as a 2nd lieutenant in the Reserves, he enlisted in the Army Air Corps, like his brother before him. From 1942-1945, he bravely piloted missions across Europe.

Ralph lived a long, happy life while carrying on his brothers’ legacies. In an interview late in life, he reflected that within a few years, he’d lost three family members (see sidebar pg. 3) and 75 friends in air accidents. “It was a process; a part of aviation. We didn’t know what we were doing.” He died at the age of 86 in 1998, and is buried next to his brother Clarence in Rose Hill Cemetery. If you happen to walk by the southwest corner of Section 1 at Rose Hill, go ahead and give these fearless flyers a spirited salute and a heartfelt thanks.



Ralph in his “uniform” for open-cockpit flying in winter weather: leather face mask and head gear, heavy leather winter coveralls, shearling collar, insulated boots, and leather gloves; likely wearing a pair of itchy wool long johns.

The Brothers Meguire, cont.

Thanks to Everett Landen (MHS Class of 1963) for this story suggestion. The Meguires were his father's cousins.

¹ *Cincinnati Commercial Tribune*, July 4, 1930

² *Lunken Airfield*, Johnson and Bauer, Arcadia, 2012

³ *The Cincinnati Enquirer*, October 31, 1930

⁴ "Sky Traffic," *Embry-Riddle Magazine*, September, 1928

⁵ "63rd Annual Report of the Association of Graduates of the US Military Academy at West Point," New York, June 9, 1932

⁶ *The Cincinnati Enquirer*, January 16, 1932 / January 28, 1937

Ralph Meguire interview, ERAU Heritage Archives, [youtube.com](https://www.youtube.com/watch?v=...), 1996
Embry-Riddle Heritage Archives

The title of this article "Mavericks of the Sky" is a term coined by authors Barry Rosenberg and Catherine Macaulay for the title of their 2006 book. It describes the early daring pilots of the U.S. Air Mail.

MAYFLOWER DESCENDANTS

Dave Anderson, Contributor

If April showers bring May flowers, what do May flowers bring? Pilgrims!

Did you ever wonder who your forefathers were? Did you ever watch one of those TV shows where they explore someone's family tree? Did you ever wonder if you were related to a famous person or a sports star or maybe royalty?

Well, my wife Carole and I belong to *ancestry.com* and have spent some time looking into our family tree(s). For Mason's bicentennial I investigated descendants of William Mason and it was very interesting.

From the time she was in the third grade Carole was fascinated by the Pilgrims and the Mayflower. She recently discovered that she was the 9th great granddaughter of Edward Doty. Edward Doty was a passenger on the 1620 voyage of the Mayflower to North America and he was one of the signers of the Mayflower Compact. Doty was from London and traveled with another Londoner, Stephen Hopkins, as his indentured servant. Upon arrival of the Mayflower at Cape Cod, Doty was one of 41 male passengers who signed the Mayflower Compact. That first winter, 50 of the 102 passengers died.

Edward Doty had a son, Joseph; who had a son, John; who had a son, Samuel; who had a son, David; who had a son, Amos; who had a daughter; Harriet. (Wow, is that enough Dotys?) Harriet married John Willoughby and moved to Mason. John and Harriet had a daughter Eliza Jane who married Henry Crone. Now this is where it gets interesting.

Henry and Eliza Jane Crone had 7 daughters:

Henrieta Crone married Rueben Dill.

4 children: Maud Dill, Muriel Dill, Horace Dill and Albert Dill

Emma Crone married Layfayette Dill

2 children: Viola K. Dill and Henry C. Dill.

Matilda Crone married John Baysore.

4 children: Richard John Baysore, Charles R. Baysore, Clyde Baysore and Erma Dea Baysore.

GENETICS & THE PULL OF FLYING

The Meguire brothers' first cousin was Shearman Leroy "Roy" Manning, A WWI veteran pilot, he was introduced to Henry Ford by their mutual friend, Charles Lindbergh. Roy became the head test pilot for Ford as well as his friend and confidante. In September, 1931, while testing out an experimental bomber for Ford (that had already passed its early tests at Wright Field), Roy was killed when the G-forces overloaded the wings and sheared them off. Henry Ford was so distraught over the loss of his friend that he abandoned his military airplane division until WWII.



Eliza Crone on the porch of her home where she and Henry raised their seven daughters. This cozy home on S. Forest behind the American Legion still stands.

Lavonia Crone married William Irwin.

8 children: Violetta May Irwin, Harry Lee Irwin, Nora Marie Irwin, Norma M Irwin, William H. Irwin, Leona Grace Irwin, Ansel Glenn Irwin and Nancy Irwin

Viola Crone married Wilbur Robeson.

4 children: Viola Robeson, David Loran Robeson, Mable M. Robinson and Henry E. Robinson.

Olive Pearl Crone married Charles Bennett.

2 children: Deavera Bennett and Francis Bennett

Lillian Crone married George King (no children)

If you are a direct relation (your mother, father, grandmother, grandfather, great-grandmother, great-grandfather, etc.) to any of these people, then you are a descendant of the Mayflower pilgrims. Congratulations.

Footnote from Dave Anderson: "My wife, Carole, was (is) a McCurley. Her mother, Betty, was a Cummings and her grandmother, Erma, was a Baysore. I always say that my family was from Maine and my great-great-grandma was a MicMac Indian, so my people were here to welcome the Pilgrims."

WWII VETERAN HOWARD WATROUS

An Unexpected Special Guest

Gina Burton Arens, Editor

When Sally Sherman Caudill presented her program “Fatal Flight” in September she was unaware that an actual WWII B-29 crew member was in the audience. Ninety-seven-year-old, Mason resident Howard Watrous found the presentation especially meaningful having served as a flight engineer on a B-29 bomber, the predecessor to the B-50 bomber featured in the program.

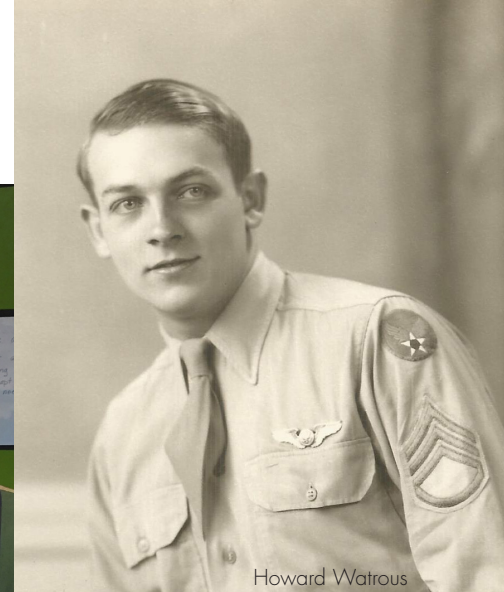
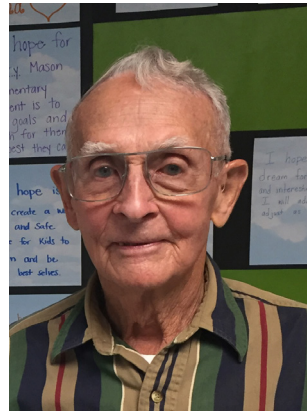
After graduating high school in 1942, Howard applied and was accepted into a military program for meteorology attending a 12-month program at the University of Virginia. At that point, the military decided they didn’t need as many meteorologists, so he was reassigned to B-17 mechanics school in Amarillo, Texas. This training morphed into B-29 preflight training and then flight engineer school in Denver, Colorado. Once completed, he was moved to Pratt, Kansas, in January 1945, where crew squadrons were training.

By late July 1945 they were mission ready and sent to Okinawa, Japan in brand new planes. Exciting news came that famous Air Force General, James Doolittle was there as Commander in Chief of the Air Force. They were told a new military base complete with barracks awaited them. However, they arrived to find nothing had been built. Hit by a typhoon just three months prior, building materials had been lost or scattered. Within a couple of days, they left for the Island of Tinian, part of the Mariana Islands a little over 1,300 miles south of Okinawa. The Air Force had bases on three of the islands: Tinian, Saipan, and Guam.

They were on Tinian just a few of days when Howard’s captain asked him if he was ready to go on a mission. “Heck yes!” he replied, this was what he had spent so much time preparing for and was anxious to go. A youthful Howard was fearless and eager to engage in this adventure! He was advised that this would be a massive air attack, the largest ever, engaging hundreds of combat-ready planes.

In a short time, the crews boarded their planes full of anticipation and loaded with bombs and ammunition. As they waited for the radio command to depart, they instead got a command to “delay”. A while later another command was heard, “delay”. And then finally a third command to “delay”. After about five hours of waiting the word came down that the mission had been canceled!

Oh, what great disappointment Howard felt that day. But the Howard who has had a lifetime to consider that moment knows that had he gone on that mission he may not have been here to tell this story. Many lives likely would have been lost, not just to combat but mechanical failure. Howard now knows, it was not at all uncommon for a plane to go down due to mechanical failure, never to be seen again. In fact, this was in all probability the fate of Sally Sherman Caudill’s uncle, (Leo) Charles Rosselot, Jr., a WWII pilot.



Left 97-year-old Howard Watrous at the B-50 bomber presentation in September, and right as a young Staff Sgt. during WWII, before his promotion to Master Sgt.

The massive airstrike that was planned but cancelled was less than one week before the bombing of Hiroshima and Nagasaki and only about a month before Japan signed the Instrument of Surrender, prepared by the War Department, on the USS Missouri in the Bay of Tokyo on September 2, 1945.

Howard says, “The public today does not understand what it was like to be in the military back then. There was no TV or radio and few newspapers. Wars were run by the military, not by the press who are in the middle of every conflict, instantaneously communicating events, questioning, and critiquing the military’s actions.”

Regarding the B-50 Bomber Presentation: He agrees highly with Sally’s assessment of the B-50 Bomber’s mission. “She hit the nail on the head!” He feels the scenario described would be completely plausible. The extra mechanics and the “fly-away kit” would be reasonable and expected given the mission. Personally, he feels the plane went down due to mechanical failure of the engines. The B-29 engine was full of problems, but he doesn’t know if the B-50 was a different design. (Sally’s research does indicate that there were many mechanical issues with the B-50 plane.)

Could it have been sabotage? Howard thinks possibly. The Russians have had spies in our country for years and they are very clever people!

Howard was happy to share his story but wants to emphasize he was no war hero. He says he was just part of a pipeline of people and weaponry that fed the war. He was ready to serve but fate had other plans for him.

Originally from Ashtabula, Ohio, Howard moved to the area just months before the 1950 bomber crash to take a job at GE but said he didn’t remember any media coverage of the event at the time. Our research indicated that local newspapers printed initial articles about the crash, but there were no follow-up stories. After a year and a half at GE, Howard went to work for Procter and Gamble where he remained for 40 years until his retirement.

photos and sidebar stories continue on page 7

RON PENNINGTON VIETNAM WAR VETERAN

Gina Burton Arens, Editor

On a recent visit with Ron Pennington and his wife Donna, we discovered that Ron has been many things. Longtime Mason resident, former horse trainer and harness racer, collector of unusual vehicles, master electrician, successful business owner and for the purposes of this story, Vietnam combat Veteran.

Ron grew up in Mason, graduating in 1966. He joined the Army in December of that year because he knew he'd get drafted, and he thought he might as well get it over with! Besides, two of his friends were joining up too so he'd have company. Well as luck would have it his two friends were not eligible for induction for various reasons, but Ron was. So, he waved goodbye to his friends and off he went to boot camp.

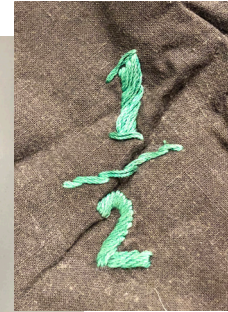
Ron received his basic training in Ft. Knox, Kentucky. Afterwards he was sent to Advanced Infantry Training (AIT) at Fort Polk, Louisiana, the home of "Tigerland," a place that simulated the conditions in Vietnam. During the last week AIT recruits were sent to the infamous "Tiger Village," a locked-off area of land that had been transformed into dense jungle-like vegetation. The experience in Tiger Village, essentially a week-long war game, helped US army men prepare for the conditions they were about to face in Vietnam and learn essential survival skills. To say Tigerland was tough would be minimizing the experience, but they had the highest number of safe returns from the field as anywhere in the US military.

In May of 1967, a 19-year-old Pennington took a 22-day boat ride to Vietnam where he joined the First Infantry Division, Big Red One, a unit known as the Black Scarves. Each soldier wore a black scarf around their neck with a green $\frac{1}{2}$ (1st Battalion/2nd Infantry) embroidered in the corner. Black scarf soldiers were known to be the fiercest in combat. The black scarf was symbolic of several things and a distinctive trademark of the 1st Battalion soldiers. It represented the dark, uncertain future

and unknown destiny each soldier faced, and it was in memory and recognition of their courageous comrades who fought and died to preserve the cherished freedoms of their beloved country.² Pennington said it was well known that Vietnamese soldiers were incentivized to collect and turn in black scarves for bounty.



Ron Pennington, 1967.



Pennington, who "walked point" on missions of his infantry unit, saw a lot of action in Vietnam. "Walking point" on patrol in Vietnam meant being the first to face ambush, sniper fire, or booby traps. According to one

account, this duty meant a man needed to develop a "sixth sense for danger" in order to protect himself and his comrades.¹

A specialist and acting sergeant, he was awarded a number of medals including two Purple Hearts. The first time he was wounded, they were taking hold on a hill near Cambodia. He was a member of a 50-caliber team when they took a direct hit from the enemy. Several pieces of shrapnel were imbedded in his body, the worst in his ear; 12 soldiers were wounded and four died.

Pennington's second injury came while he was recovering. He was working on a wrecker crew clearing damaged vehicles when their wrecker was hit by mortar fire, and he was injured again.

Ron shared a film video of the battle aftermath on Hill 171 where he was wounded. The video was given to him by the son of his commanding officer, Lt. Colonel Mort O'Connor, who was killed April 1, 1968, leaving a wife and six children. The film featured CBS reporter, Robert Schackley, reporting on the Vietnam death count numbers. Death count at the time was

considered a measurement of who was winning the war. There were those who thought the Vietnamese death count was being overstated. In the film, Lt. Commander Jay Murphy explained to the reporter how fatalities were counted and if anything, they were probably underreporting them! The video, too disturbing to describe in detail, illustrates the absolute horrors of war and the resulting carnage of engagement.

Pennington left Vietnam in June of 1968 for home. Ten days after he got home, he married his girlfriend Donna Conover, who had written him every day while he was in the service. Ron and Donna have been married 53 years and live on



Some of the medals Ron earned during the war included: the Combat Infantryman Badge, two Purple Hearts, a Bronze Star and Vietnam Service Medal with four battle stars.

Vietnam Veteran Ron Pennington, cont.

a beautiful place named Little Muddy Creek Farm, far from the rice paddies and sniper fire of Vietnam. Ron says the memories of Vietnam are troubling, but he did what he had to do to survive. He says that he's no hero; he's just lucky. He feels it's important to understand that "the real heroes are the ones that didn't come home." People like Mason classmates, Marty Gruber and Teddy Middleton who were just one year younger than Ron, their families forever impacted by their loss, as were the families of all of the additional 58,220 soldiers that died in the Vietnam War.

Ron Pennington is also proud of the fact he was able to come home and live a productive life. Many veterans then and now are not so fortunate. Today, many thank veterans for their service but back then there were many angry anti-war protesters, criticizing soldiers and veterans for their involvement.

No one wanted the task of fighting a war but Ron Pennington "did his job" and thankfully came home. The service and sacrifices of all veterans should be recognized, appreciated, and never forgotten, especially as we observe Veteran's Day this month.



The American Traveler, October 21, 1967

Ron holds his rifle high as he crosses a rain-swollen stream in search of the 271st Viet Cong regiment, 1967.

One of Ron Pennington's unusual vehicles. This amphibious auto, a 1967 Amphicar, is a restored beauty that never fails to garner the top prize in any car show it enters. Ron can drive from land to sea, just like James Bond! Another standout at shows is his Whizzer motorized bicycle; a 1948 Schwinn bike with a gas motor kit installed.



LETTER TO THE EDITOR

If you have any thoughts you would like to share regarding Mason history, please email them to mason.oh.historical@gmail.com

Janet Hamilton - "So enjoyed the September newsletter! Stan White was my mother's cousin. Her mother (my grandmother) Nina Scott Compton was a sister to Marie Scott White (along with Ollie Scott Shurts), so it was interesting to read about all his accomplishments. I hardly knew him as he was not usually around for many family get togethers. I do still remember attending his and Helene's wedding. Such a beautiful bride! Although I was quite young at the time I still remember that the bride wore silver pumps. I was so impressed! Guess what kind of shoes I insisted I had to wear at my wedding!

"Also enjoyed the article re: the McVey family band. Although I didn't know any of them, it was especially interesting because my mother's family also had a family band which played at Grange, school, and church events. This month's newsletter really hit the spot for me."



above
Ollie Scott (Shurts), left, with her sister (and Dr. White's mother) Marie Scott White, ca. 1910.

right
Helene and Dr. Stan White, 1963.



¹The Pulse Journal, November 10-16, 2011, Little Miami & Kings Edition.

¹historybyzim.com

²charliecompany.org/2018/05/27/the-black-scarf/

WWII Veteran Howard Watrous, cont.

ATOMIC BOMB PLANES ON TINIAN

Later Howard learned that 393rd Bomb Squadron of the 509 Bomb Wing was on Tinian. They were the only combat unit to have dropped atomic bombs and were specifically formed for that task. *Enola Gay*, the plane that dropped the atomic bomb on Hiroshima, and *Bockscar*, the plane that bombed Nagasaki were on the island but no one knew. The military kept their presence concealed from the rest of the servicemen on the island. According to Howard, utmost secrecy was exercised in those days.

Six planes flew each mission: one that carried the bomb, one that measured the physical effects of the bomb and one that was an observation plane, taking photos of the bombing. Three other planes flew ahead of these three, watching the weather and scouting the targets to make sure they were visible from the air.

Note: *Bockscar* is on display at Wright-Patt AF Museum.

The Board Report

Jay Meibers, President



Hard to believe we are nearing the end of 2021 and heading full speed into the holiday season and 2022. November is a special month as we take time to express our gratitude and thanks. I hope all of you can gather with family and friends during the Thanksgiving holiday. I fondly remember as a child sitting at the kids table at Thanksgiving and waiting for the meal to be served. My nostrils were overwhelmed with all the delicious food being prepared. I can still see my parents laughing and having fun with numerous aunts & uncles who would join us each year. They are all gone now but those memories live on forever and I smile every time I think about it!

I feel truly blessed each and every day for our wonderful family and great friends. The Historical Society is also truly blessed to have so many committed members and Board members who work tirelessly allowing MHS to exist and grow. Our membership continues to expand which is a very healthy sign. The excitement around the monthly Newsletter is certainly a big driver in gathering new memberships. Gina Arens & Sally Sherman Caudill continue to hit it out of the park with each NL edition and we cannot thank them enough.

There is still time to order memorial Bricks, orders are due Nov 15. Also don't forget to turn-in your raffle tickets, the drawing will be on Nov. 16 at our annual business meeting and elections. Speaking of elections, we have Board positions open including Social Media, Trustee & Historian. Please give us a call if you are interested or have questions.

Stay healthy, stay safe and have a great Thanksgiving!

ONE MORE B-29 FLIGHT...

This past July, Howard had the privilege of being invited by the nonprofit Cincinnati Warbirds to Lunken Airport to fly in a B-29, one of only two B-29s still flying today. They asked where he would like to sit on the plane and, naturally, he chose the flight engineer seat. These days, he says, it's much easier to fly because now they have fuel tank gauges and fuel flow meters. During WWII the flight engineer had to track every ounce of fuel in the five to six tanks aboard the aircraft, making sure they had enough fuel to complete their mission and be able to return to base.



Howard in the cockpit, July 15, 2021.

The Cincinnati Enquirer, July 17, 2021



Howard (top left) with his B-29 and flight crew, 1945.

THIS MONTH IN MASON HISTORY

November in the Village of Mason. Elections of mayors and councilmen, sometimes presidents. Continual tax levies, usually for schools but occasionally for public projects, consistently on the ballot. Community Thanksgiving dinners, taking care of the poor and occasionally giving them a ride out of town. Dances, shows, fund-raisers, club meetings and movies. All this and more, made up the landscape of November in the village.

BUSINESS MEMBERS *and* PARTNERS

LIFETIME MEMBERS

Air Authority Heating and Air Conditioning
Al's Heating and Cooling
American Legion, Post 194
American Legion Auxiliary Unit 194
Brunk Excavating, Inc.
Chris Champ – State Farm agent
Jeff Hill Video
Mitsubishi Electric Automotive
People's First Savings Bank
R.E. Middleton Construction LLC
Senour-Flaherty Insurance
Shorten and Ryan Funeral Home
Voorhis, Slone, Welsh and Crossland, Architects
Walldogs – Mason Sign Company
Yost Pharmacy, Inc.

BUSINESS MEMBERS

Artis Senior Living of Mason
Heritage Awards
Lt. Robt. N. Mount V.F.W.
9622 Aux.
Mason Bowl, Inc.
Mason Health Care Center
Minuteman Press of Lebanon
Mueller Funeral Home
Terry's Lawn Care, Inc.
Warren County Historical Society
16 Lots Brewing Co.

PARTNERS

City of Mason
Culver's – Mason
LaRosa's – Mason
Mason City Schools
Mason Community Grange
No.1680
Mason-Deerfield Chamber
Mason Public Library

WELCOME NEW MEMBERS

**Please join us in welcoming
the following new members to
the Mason Historical Society**

Deanna Bartholme
Jill Sowders

YOGA RESUMES AT THE MUSEUM

The Alverta Green Museum is once again offering yoga class on Monday evenings from 7-8 pm. All levels including beginners are welcome. Wear comfortable clothes and bring a mat and water. No pre-registration is required, men and women are welcome to attend. This is a donation-based class, half the donations go back to the Historical Society.

If you have any questions, feel free to call the Museum and leave a message for Missy Courts and she will respond to your call. Hope to see you there!