

Appendix C: Miscellaneous

Christmas Cards

News clippings

Marriage Certificate

Map of southern Alberta

“Big Victory” article

Cars

Duncan’s Signature



And a Happy New Year

FROM

WEAVERS, Inc.

MARGARET JANE

PRES. AND BOSS

ELLEN CLAIRE

1ST VICE PRES. EX. BOSS.

GARY H.

2nd VICE PRES.-TECHNICAL ADVISOR

MARGARET

COOK--GENERAL MANAGER
NOSE WIPER, EAR AND NECK INSPECTOR

HENRY DUNCAN

Janitor, General Flunky, and Errand Boy

Weaver Christmas cards - above, about 1941



. FROM THE WEAVER HOUSEHOLD IN CHICAGO .

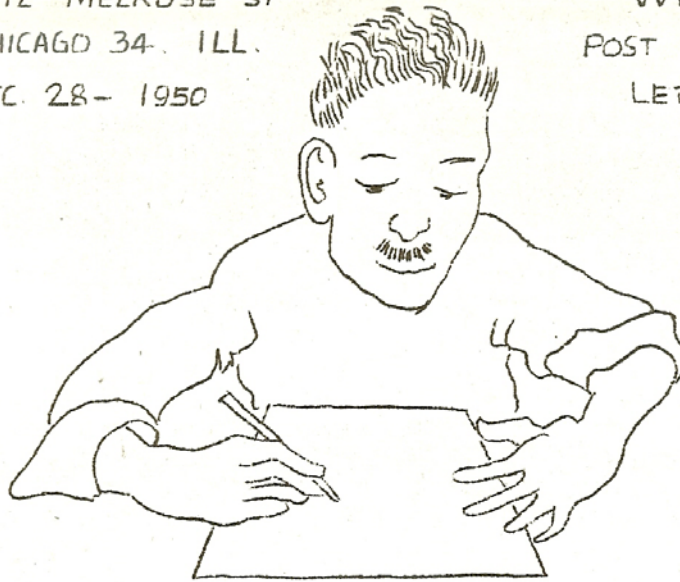
left to right: Grandma Holmes, Janie, Duncan, Margaret, Gary, E.C. and cousin Betty Mitchell



Note the "V for Victory" sign Duncan is making. World War II was going on.

6612 MELROSE ST
CHICAGO 34, ILL.
DEC. 28 - 1950

WEAVER'S
POST CHRISTMAS
LETTER NO 2



DEAR FOLKS:

Christmas morning found us sitting by our Xmas tree reading your Christmas message. Thank you for remembering us. This has been a most eventful year for the Weavers. Gary missed the fall quarter at BYU, but went out right after the New Year. Beryl Jensen came back to stay with us



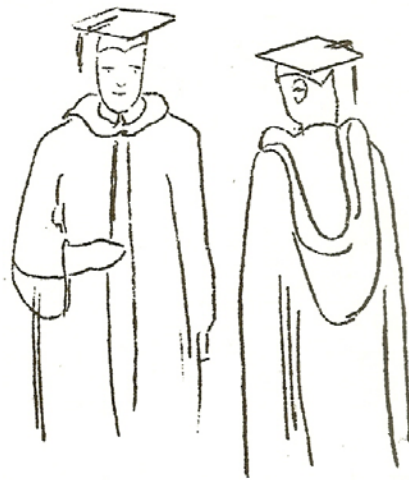
after her trip home to Provo. Grandmother Holmes continued her visit until March. We put her on the train for her last trip home. Word reached us just five days ago that she had passed away. Margaret left at once for Raymond, and at the moment is there with the rest of her family paying her respects to one of the worlds truly great women. She was loved by everyone who knew her. Mother Holmes passing will leave a definite void in our lives.

Margaret and I both continued with our teaching. We worked at night courses as well.

By June I had completed my final requirements for my Masters Degree. Margaret enrolled at BYU for Summer Courses and left with Jane, June 1st.

Gary remained at the "Y" for the summer. Ellen Claire and I finished our term at Steinmetz. We took over the job of decorating the house completely before we joined the others. All the paper came off the walls and a complete paint job replaced it. By the 18 July^{we} were ready to leave for Provo.

As soon as the first summer session at the "Y" ended Gary and I took off for the TETONS. Our



We spent 21 glorious days together and got back to Provo on August 16 with our limit of rainbow trout, a painting for each day we were gone & several rolls of colored film.

Gary received his call to the Texas-Louisiana Mission before we left for home. Naomi Bangerter of Salt Lake City accompanied us to Chicago. She stayed with us until Gary returned to Salt Lake on September 12. Carl Wilcox and his bride went back with Gary. Carl entered the Mission home in preparation for his mission to Finland. Gary worked in Salt Lake City during September. He entered the Mission Home Oct. 2. and by the middle of the month was in Houston, Texas. After a month he was transferred to Sweetwater, Texas. His enthusiasm



for his work increases steadily. Each letter he sends shows an added growth. Beryl returned to us in mid September from a most successful summer at the west coast. She continues her studies at Roosevelt College.

This is the first time we have not been together at Christmas. We are doing our best under the circumstances. We are most grateful for your friendship and good will. We ask the blessings of our Heavenly Father to be with you through out the coming year. May Peace attend you. Margaret, Duncan, Ellen-Claire, Jane Weaver.

Mr. Henry Weaver Gets Promotion



Mr. Henry D. Weaver, formerly of the Art Department, was promoted recently to the Bureau of Curriculum at the Board of Education.

Mr. Weaver taught at Steinmetz for eight years, six of which were spent as head of the Art Department. Also, he was the faculty advisor for the Student Council for seven and one-half years.

He was born in Bennington, Idaho, and in July, 1929, he moved to Chicago. Now he resides in suburban Mount Prospect.

The schools which he attended include the University of Alberta in Canada, the University of Chicago, and the Art Institute. He earned a Master of Arts Education degree.

He taught at Herzl, Wells, and a branch of Tuley high school before coming to Steinmetz in 1945.

The PTA will long remember his lectures on color at their meetings, and members of the STAR staff will recall that after each issue of the paper came out he would write a message of congratulation to the staff and post it on the bulletin board in the STAR office.

The staff will miss his friendly comments and encouragement. They join with the school in wishing him success in his new position.

Know Your School Staff



Mrs. Margaret Holmes Weaver has been a third grade teacher in the Franklin Park Grade School for the past 8 years.

She was born in Ogden, Utah, but lived most of her life in southern Alberta, Canada, where she received most of her education.

She graduated from Calgary Normal Teachers School and taught 7½ years in Alberta, where she holds a Life Teaching Certificate. Mrs. Weaver had taken work at Utah State College and Brigham Young University, in Utah.

She spent 2½ years doing Missionary work in the field for the Mormon Church and has for many years sung in the Chicago State Choir.

She is married to Henry Duncan Weaver, who is an Art Teacher at Steinmetz High School, and has three children, Jane 12, Ellen Clair 16, and Gary 22, who is attending the Illinois Dental School in Chicago.

What Makes the Council 'Tick'?

Mr. Weaver

The gentleman with the mustache who roams the third floor corridor, north wing, is Mr. Henry D. Weaver, better known to the Narragansett bus set as "The Man-Who-Rides-His-Bicycle-To-School-On-Warm-Mornings."



Mr. Weaver

Travel came early to Mr. Weaver who was a small boy when his family moved from Bennington, Idaho, across the border to Southern Alberta, Canada. He received his education at the University of Alberta, the University of Chicago, and the Art Institute of Chicago.

When Mr. Weaver came to Steinmetz in 1945 he became sponsor of the Student Council. Since, he has sponsored, at various times, the Poster Club, the Cartooning Club, and the Spur and Saddle Club—all in addition to sponsoring the Student Council and his regular duties as an art teacher.

Painting is his favorite pastime. At one time Mr. Weaver taught painting and drawing at the Art Institute of Chicago. As a member of the Austin Art Guild he exhibits his work at the semi-annual show given by the guild.

During the summer Mr. Weaver became interested in woodcarving. Several of his pieces were on exhibition in the summer exhibit at the Art Institute. Besides golf and horse-back riding Mr. Weaver is active in church work.

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Your Reporters Check In With Some Interesting Notes On The Faculty

Bennington, Idaho, late in the nineteenth century, with a total population of seventy-five inhabitants was the site of the birth of our first candidate.

In 1901 at the age of five his family gathered their possessions into a covered wagon and trekked to southern Alberta, at distance of 750 miles to claim free land offered to settlers by the Canadian government. The trip took the amazingly short time of a month and a half.

In Alberta his parents settled down on a hundred and sixty acres of free land. The land was given to the settlers provided they proved their land. This consisted of plowing at least 60 acres the first year and building a house worth five hundred dollars within three years. In due time his parents after having proved their land bought another hundred and sixty acres at 50c an acre.

At the amazingly young age of 17 years he started to teach school to 14 students in a little one-room white frame school house. A year later he taught in a mining camp — sixty students all in one room.

It was while he was at the mining camp that he, his brother and a friend discovered the charred body of a young violin student of his in a haystack. She had been killed by an Indian. He had placed her body in a haystack and then set fire to it.

In 1917 at the age of 21, when Great Britain was deep in World War I, he joined the British Navy attaining the rank of chief petty officer. In Victoria, British Columbia, his ship "The H.M.S. Galliano" sailed without him while he was performing a shore duty. (H. M. S. stands for His Majesty's Ship). Due to streetcar trouble he just got back as his ship was in the middle of the bay. A short time later "The Galliano" sank off

Prince Edward Island with all hands lost.

After the war he went back to teaching. In 1927 he and his wife traveled through the United States in a car. In 1929 he decided he would like to teach art in the States. He came to Chicago and enrolled in courses at the Art Institute and the Museum of Fine Arts. After he got his degree, he went to Tuley and then came to Wells a few weeks after the inception of teaching.

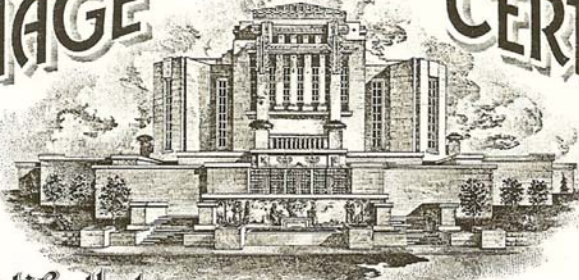
Mr. Weaver has had a very active life in sports. He coached the town team back in Canada where he lived and attained the championship of western Canada for five years. He recalled the times his teams played the University of Alberta team. They ran all over them every time. The team toured through the northwest states playing any—professional or amateur, and usually winning every game.

Mr. Weaver has an interesting family background. His grandfather traveled out to Utah with Brigham Young and his Mormons. One of the favorite questions asked by students after learning that Mr. Weaver is a Mormon is, how many wives does he have. I hate to disappoint you but he has only one wife.

MARRIAGE

CERTIFICATE

PROVINCE OF



ALBERTA

This is to Certify that

CANADA

Henry Duncan Weaver,
of *Darnwell,*
Alberta.

and

Margaret Holmes,
of *Raymond,*
Alberta.

were by me joined together in the **Holy Bonds of Matrimony** according to the Ordinance of God and the Laws of the Province of Alberta, at the Temple in Cardston, in said Province on the 23rd day of December in the year of Our Lord One Thousand Nine Hundred and Twenty-six In the presence of

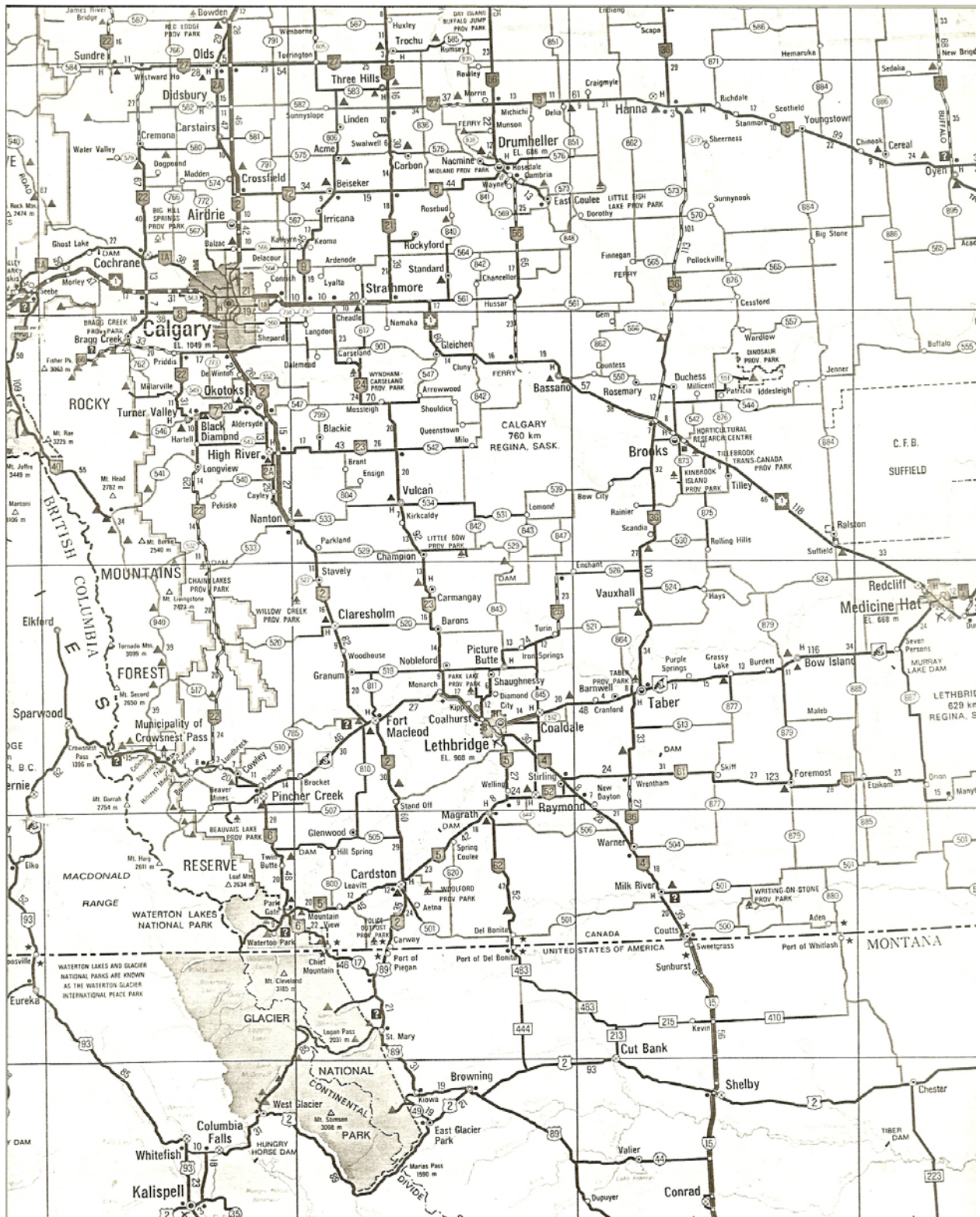
James A. Hanson Witness
W. C. Smith Witness

Edw. Wood,
An authorized Elder of the Church of Jesus Christ
of Latter-Day Saints.

License No. 1978.

License
Dated 11th December 1926: Issued by
S. S. Dunham.

WESTERN PRINTING & LITHOGRAPHING CO. LTD. CALGARY



This article entitled: Ag-Expo bring back memories of big victory" appeared, in 1986, in the Lethbridge Herald

By GARRY ALLISON
of The Herald

It was 1912.
It couldn't be playing.
Lethbridge was grander host to the world, or at least the British Empire, at the Dryland Farming Congress.
New exhibition buildings and a brand new grandstand greeted the world.
It was a proud day for Lethbridge.
Prouder even for a Raymond farmer.

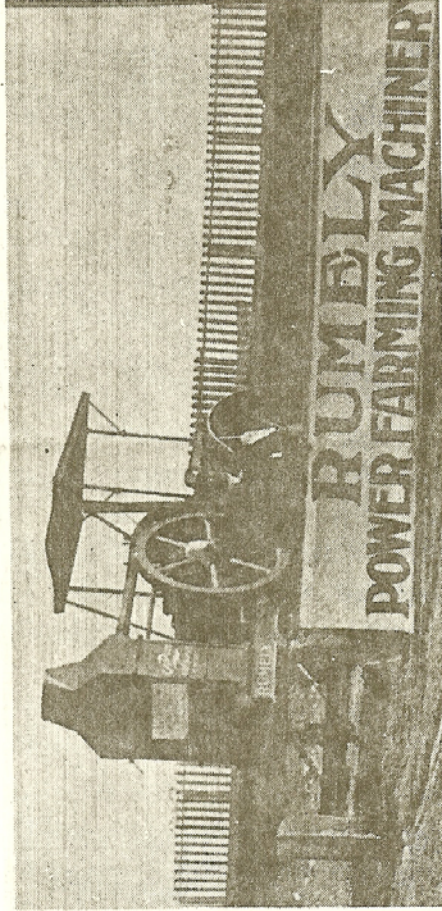
Henry Holmes won a tractor for having the best bushel of spring wheat.
"We called it a world championship, it was the world to us," says Henry's son Godfrey, now 85 years of age.

Godfrey was 12 at the time.
"Dad found the spot he wanted in the field and cut it by hand," Godfrey says.
"He stooked it and covered it so it wouldn't bleach and then he threshed it by hand.

"It put Marquis wheat on the market. It was almost unknown back then.
"That was a great day for us, we just lived in an old two-room shack. They raised a family of five in it.
"We thought Dad was a pretty famous man then."

Godfrey says the family hand picked through the wheat. So careful were they that one kernel couldn't be told from another in the entire sack of wheat.

When Henry took the wheat in to enter, no one was around, says Godfrey. So he went in a side door and set his entry down with the others.



HENRY HOLMES WITH HIS NEW TRACTOR

Henry's prize was a tractor.
He posed for pictures with it, then sold it.
He also sold the Marquis wheat for seed.

With the money the family "was put on our feet," says Godfrey.
"Dad built a house and barn from the money we got," says Godfrey. "The money came from the seed Marquis wheat he sold afterwards and the \$3,000 he got for the tractor.

"We never used the tractor, we needed the money worse. That tractor could pull six or seven plows. My Dad never used a tractor in his life. He used to keep 16 head of horses to run the farm.

"I was so sick of horses that the first thing I did was sell the horses when I took over the farm and get a tractor. Horses are a lifetime, daytime, nighttime chore."

Godfrey remembers the big exposition of 1912 for more than the spring wheat championship his father won.

First, there was the train ride into Lethbridge.

"We kids used to get in the sleepers up top and ride the train to Lethbridge," he laughs. "The train stopped right at the grounds."

"I remember the fruits and trees on display from Ontario, and B.C. had lots of stuff, trees and fruit. One tree from

While his Dad didn't have a tractor, he did buy a car.

"The first car my Dad bought was a '490 Chevrolet — about 1914 I think," he says.

While Godfrey was in England on a church mission, his father died and his older brother took over the farm.

When he married the farm was divided, with his brother taking the half east of the roadway and Godfrey taking the half to the west.

He only entered the world wheat competition twice.

"I sent samples — a bushel bag — to Chicago and Montreal, way back when I was young," he says. "I never heard from that wheat again."

"I registered it with the CPR and I was supposed to either get the money or the sample back. I got neither."

Godfrey says he used Marquis wheat, like his father.

He took over the farm at age 21 and used it until he retired in 1955.

"My Dad was really taken up with Marquis," he says. "He asked for a sample when it first came out and then he got a bushel and seeded it."

The exposition in Lethbridge was almost the next year.

"There were lots of mining displays, but mainly this was a farming congress. Hundreds of people were there — I think they came from all over the world."

One individual Godfrey remembers being there was Dr. Fairfield of the Lethbridge Research Station, a man his father looked up to.

Godfrey says he hasn't been to the Lethbridge fair "in years" and hardly ever comes into Lethbridge as a youth, with his Dad, to pick up coal.

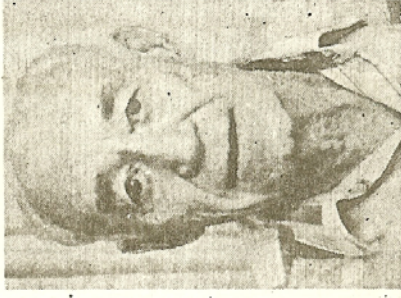
They'd come in from Raymond with four horses and a grain wagon to get the hard coal. They'd drive up to the mine and the company would empty a chute of coal into the wagon.

Later, they started to go to the Magrath mine for their coal.

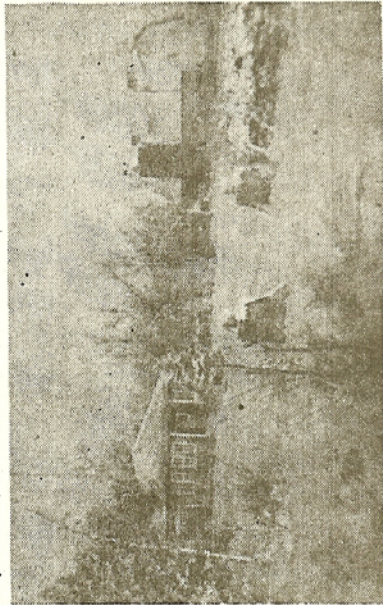
"It was straight north of Balderson's, in the river valley," Godfrey says.

Godfrey was born in Magrath, lived in Raymond much of his life and retired to the Grandview home in Cardston.

The farm at Raymond — there were no fences then — was located one mile north and one mile west of town. It's where the canal now sits, he says. The canal wasn't built until "the family" was raised.



GODFREY HOLMES

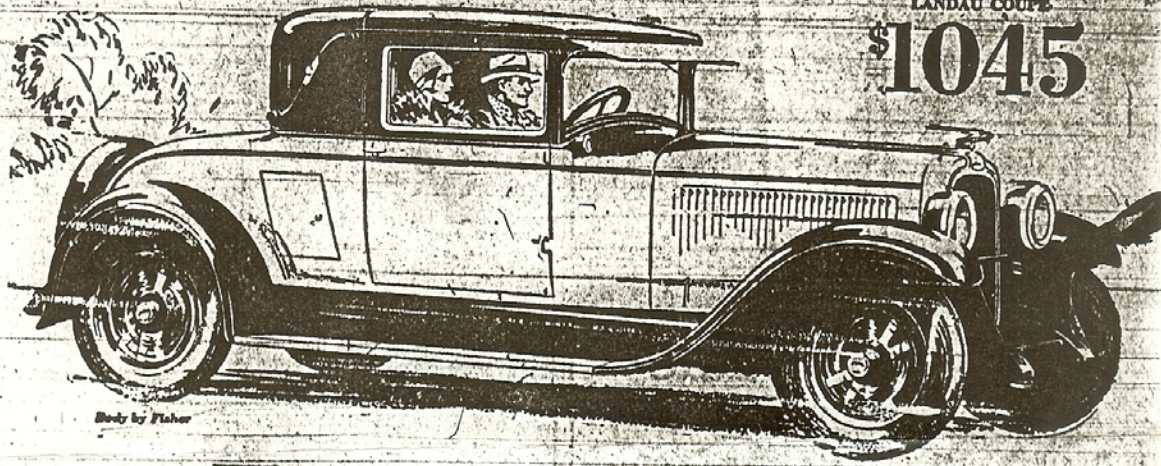


THE HOUSE AND BARN HOLMES BUILT WITH WINNINGS

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Because of its ruggedly constructed chassis... its bigger clutch and smoothly shifting gears... and the super-precision construction demanded in the All-American principle of design.

Smoothness that brings to driving new pleasures and new delights. Snap that responds to the traffic signal as a sprinter responds to the gun. Smoothness and snap that you know are the very essence of motoring satisfaction. Smoothness and snap that you find revealed in the All-American Six.

Once you've experienced its smoothness... once you've witnessed its snap... you'll know why the All-American Six is winning such tremendous success!

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Available on all body types. Six wire wheels with tires... special front fenders with tire wells... two special tire locks and locking rings... collapsible trunk rack... \$100 extra on open cars... \$110 on closed cars... Six disc wheels with same equipment... \$75 on open cars... \$85 on closed models.

You find them there because of Oakland's big, impressive brute of an engine which starts so easily 'way below zero. Because of its famous GMR cylinder head... force feed fuel pump... 79-lb. crankshaft... generously oversize connecting rods and other vital parts.

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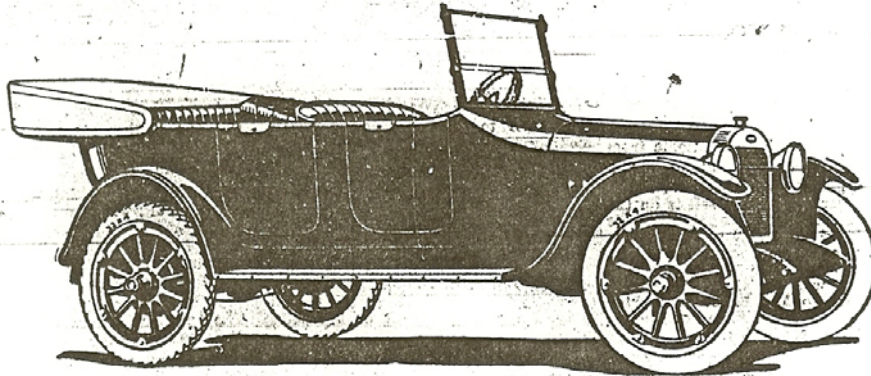
New Series Pontiac Six, \$725 to \$1175. All prices at factory. Delivered prices include minimum handling charges. Easy to pay on the liberal General Motors Time Payment Plan.

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SENSIBLE SIX TOURING CAR

ON THE FIRM FOUNDATION OF ITS SERVICE RECORD IN THE HANDS OF UPWARDS OF 100,000 OWNERS, RESTS THE FACT THAT THIS OAKLAND SENSIBLE SIX TOURING MODEL COSTS LESS TO OWN, OPERATE AND MAINTAIN THAN ANY OTHER AUTOMOBILE BUILT.

HIGH POWER AND LIGHT WEIGHT—

—As a foremost example of the high-powered, light weight type of automobile construction now deeply entrenched in popular favor, this Oakland enters its fifth year with all the features of its power plant fully matured and confirmed, with every chassis virtue completely verified and with the stamp of broad approval set upon its stout, roomy and convenient body.

By reason of the fact that the ratio of its horsepower to the pounds of the car's weight is 1 to 48, it acts with an alacrity and ease that betokens inherent and lasting ability.

Efficient carburetion extracts the utmost power value of fuel and contributes to the efficient, reliable engine action. Records of 18 to 25 miles on the gallon of gasoline are very common. Oil is sparingly consumed. And due to the fact that the 32 x 4 tires are large for the weight of the car, even when loaded, mileage records of 8,000 are quite usual, while records of 12,000 are not infrequent. In deed, we are constantly in receipt of letters from users of these Sensible Six cars stating tire mileage even more impressive. These gratifying records are perhaps explained by the fact that these cars are oversize tire equipped in relation to the average weight carried.

SPACIOUS AND EASY RIDING—

Careful design has contrived a full 106 inches of body room on the 112-inch wheel base—an extraordinary proportion. Both front and rear seats are spacious. Ample leg-room is provided in both compartments, making this model entirely comfortable for tall people.

The comfort of this body is increased by the deep upholstery in genuine leather, the slow action of the long semi-elliptic springs and the cushion effect produced by the large tires.

Set low by being mounted directly on the chassis frame, the body assists the general splendid balance of the whole car, and hence its ability to cover uneven roads and preserve the equilibrium of passengers.

ENDURANCE—Close attention to the detailed excellence of every item entering into the construction of this automobile has resulted in its remarkable ability to retain its high efficiency for a long period and to run continuously day after day with minimum need of adjustments or repairs.

This car represents the full development of principles which have immensely influenced the whole trend of automobile building in recent times and fitted the passenger car to be a tremendous help to American families in this period of vital transportation needs.

CLOVIS OAKLAND COMPANY

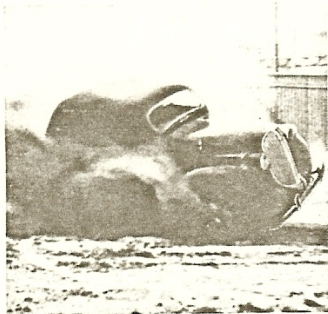
Next to Klein Grocery

CHESTER CRAIN, Mgr.

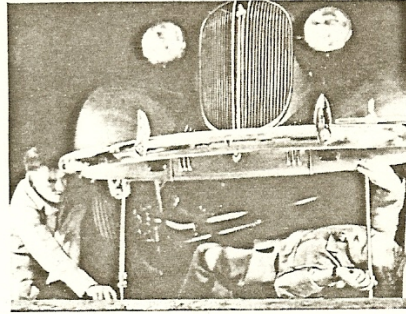
Clovis News Journal - July 19 - 1919

Torture-Tests Show Why Today's Cars are Safer

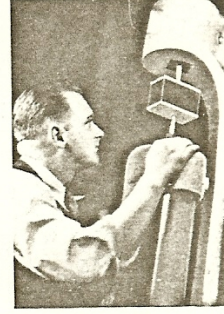
FEW PEOPLE KNOW about these almost unbelievable tests. Yet they make Plymouth "the car that stands up best." And it's priced with the lowest...with Commercial Credit Company's easy terms offered by Dodge, DeSoto and Chrysler dealers.



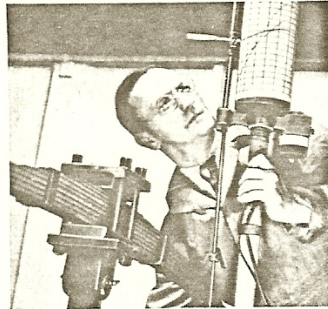
1 Punishment in a Sandpit. This Plymouth is taking a cruel beating on wheels, transmission, steering mechanism...much worse than any owner will ever give it.



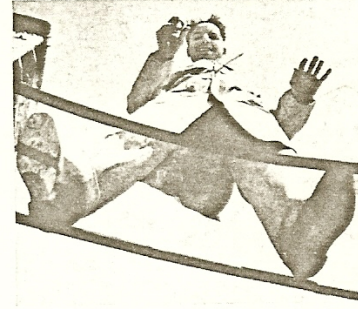
2 Tortured on a "Twist Rack." Powerful jacks give the frame terrific inequalities of pressure at four corners. Yet the body stays level...proving the strength of Plymouth's big X-braced frame.



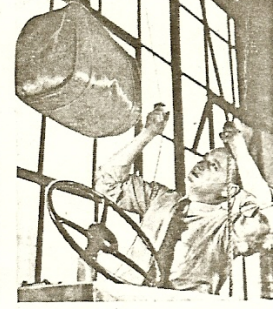
3 2000 lbs. Tension tries to separate the steel-and-rubber bond of a Floating Power engine mounting.



4 Ten Solid Days of "Bumps" is what this spring has taken—and it's still going strong! Plymouth's springs are Amola steel...they stand up better.



5 No—He Won't Fall Through. The safety glass of the windshield is supporting the man's entire weight. When he drops that steel ball, the glass will crack...but it won't crash!



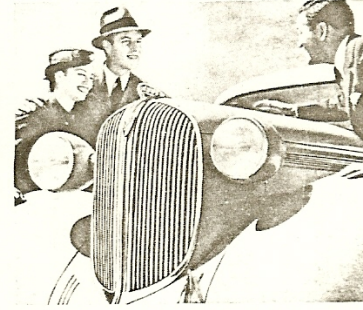
6 Sandbagging a steering wheel. It delivers a blow of 3000 inch-pounds. Plymouth's steering wheels must resist this abuse.



7 The "Belgian Roll" is the most vicious of all tests. It shakes and joggles the whole car. It deals out strains, bumps, twists, vibration. Stock Plymouths must meet these tests.



8 10° Below Zero—Plymouth engines start quickly and easily...in every extreme of weather.



9 The Big 1938 Plymouth has long life built into every part. See it today. PLYMOUTH DIVISION OF CHRYSLER CORPORATION, Detroit, Mich.
Major Bowes' Amateur Hr., C.B.S. Network, Thurs., 9-10p.m., E.S.T.

COMPARE VALUES OF "ALLTHREE"

Plymouth Builds Great Cars

"Mention the Geographic—It identifies you."

This is the 1938 Plymouth that Margaret and Duncan bought--their first new car.



Duncan's distinctive signature