

(The Earth is Precious continued)

Even the white man, whose God walks and talks with him as friend to friend, cannot be exempt from the common destiny.

We may be brothers after all.

We shall see.

One thing we know, which the white man may one day discover — our God is the same God.

You may think now that you own Him as you wish to own our land; but you cannot. He is the God of man, and His compassion is equal for the red man and the white.

The earth is precious to Him, and to harm the earth is to heap contempt on its Creator.

The whites too shall pass; perhaps sooner than all other tribes. Contaminate your bed, and you will one night suffocate in your own waste.

But in your perishing you will shine brightly, fired by the strength of the God who brought you to this land and for some special purpose gave you dominion over this land and over the red man.

That destiny is a mystery to us, for we do not understand when the buffalo are all slaughtered, the wild horses are tamed, the secret corners of the forest heavy with scent of many men, and the view of the ripe hills blotted by talking wires.

Where is the thicket? Gone.

Where is the eagle? Gone.

The end of living and the beginning of survival.

Editor's Comment: I discovered after I sent this issue to the printer, that this article is fictional. "The Little Green Lie" by Mary Murray, in the July 1993 "Readers Digest" explained this speech. Too bad it's fictional; I'd really like to believe in it.

From the Workbench

Sponsored By: Chicagoland Golf Course Mechanics Assn.

Written By: Chuck Totten, V.P., CGCMS

Topic: Cushman Transmission Installation

Problem: When installing a Cushman transmission, it is often difficult to line up the pilot shaft splines and Bell housing mounting bolts. By using two 7/16 x 1½-14 bolts and grind off the heads and slot the tips with a hacksaw for a flat blade screwdriver to fit in, install the studs in the Bell housing using them as dowel guides. They only need to be finger tight for easy removal. Slide the transmission pilot shaft in just past the throwout bearing so the input shaft splines of the transmission meet the splines on the clutch plate. Use a pipe wrench on the clutch throwout lever assembly to slightly release pressure on the clutch plate. By having the transmission in gear, turn the output shaft on the transmission until the splines on the input shaft and clutch plate align with each other. The transmission should then easily slide into position. Then, remove your line up dowels, most times this can be done with your fingers.

Solution: Clutch/spline alignments are always somewhat tricky. But, this makes the Cushman a lot easier and will save you time.

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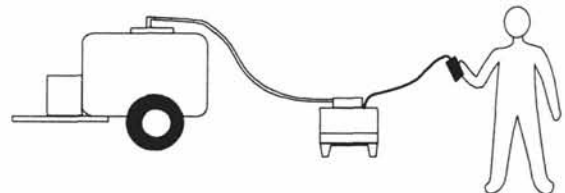


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