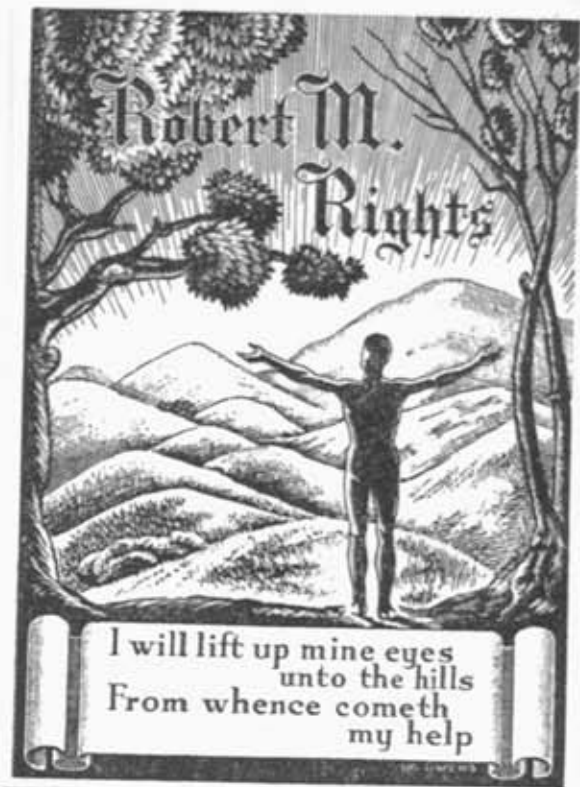


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Class of '96
Lehigh University
Ten Year Book

LEHIGH UNIVERSITY.

TEN YEAR BOOK

OF THE

CLASS OF 1896.

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JUNE, 1906.





TO THE MEMORY OF
DAVID WILLIAM WILSON, JR.,
IN GRATEFUL APPRECIATION
OF HIS LOYAL SERVICES TO THE
CLASS OF NINETY-SIX,
LEHIGH UNIVERSITY.
THIS VOLUME IS AFFECTIONATELY
DEDICATED.



PREFACE.

The changes wrought in our careers in ten years have been considerable, but we have the satisfaction of knowing that the old spirit of comradeship remains intact. We live in a strenuous age and it is good for us to recall, occasionally, that there are some things unaffected by the everlasting struggle for supremacy. Included in this category are the memories and friendships of our college days.

In presenting this book, we are, in a measure, simply returning the "goods delivered," summarized and arranged so as to be as readable as possible. It would consequently be somewhat out of place to apologize for the contents, and the editors' trust that you will be lenient in your criticisms of them for a failure to include other matter that might have been appropriately added. However, even in its present shape, it should be fairly satisfactory, and they trust that its perusal will prove to be of as much pleasure to you as its preparation has been to them.

WILLIAM STEWART AYARS.

W. S. took advantage of the fact that he was on the Ten Year Book Committee, figuring that none of his copy would be cut out. Couldn't bear to disappoint him so printed the following almost en masse.

State College, Pa.

"Write a letter to the committee, giving an account of yourself since leaving college." That is what you may call a pretty stiff proposition, even for me—and I was publicly jeered at by "Slim" Pool for the something *scribendi* even before I quit South Bethlehem in '96.

My first job was obtained just one month after graduation. I went away on the old S. S. Pennsylvania, of the Red Star Line, as a combination deck engineer and electrician. Made two trips in her, and found her chief entirely too strenuous. Well, I quit and laid around ashore for a few weeks, getting the same berth on a sister ship, the Illinois. I staid here for about a year, when she ran aground in a gale off Cape Henlopen, and was so badly wrenched they had to put her out of commission. I was transferred to the New York of the same company on the American Line, New York-Southampton service. She was my first big job, and "I learned about engines from 'er." I remained here to the close of the Spanish War, in which she did excellent scout service as the U. S. S. Harvard. I saw at close range the whole naval battle of Santiago, and came near

dying gloriously for my country, of dysentery. This let me out a short time before the treaty was signed, but I had seen all the fun. Then I took a long and pleasant convalescence from some time in August up to the February following, when I went to work for the Susquehanna Coal Company (P. R. R.) at Wilkes Barre, Pa. I staid here until a periodical strike in the mines threatened laying off for the office force (where I was employed as assistant mechanical engineer), and I returned to salt water again. The American Line took me joyously back (at least it was joyous to me), and I went away in the S. S. St. Paul.

It was during my year on the St. Paul that I met, in Southampton, Miss Laura A. Porter, and it took but a very short while for me to discover that the projectile was ahead of the armor plate again. So I surrendered. We talked things over and decided that it never would do for me to go to sea any longer, even though my leaving meant an awful separation—prom. And that was how I left the sea; with many sighs and fond looks astern, even as Lot's wife. But I wasn't quite all salt, so there was a chance. My first place was chief engineer in a power house. It was a fierce job, in a fierce company—and we parted on mutually hostile terms in less than two months. I went from there to the New York Shipbuilding Company of Camden, N. J., and then—thanks to Professor Klein,—doesn't he keep a fatherly eye on his

boys?—I was offered a position in Pratt Institute, Brooklyn. I began my teaching there in September, 1901. Things looking settled at last, Miss Porter crossed the Atlantic, her mother and married sister being then in New York and very quickly, October 19, 1901, she became Mrs. Ayars. I put in four very pleasant years at Pratt, and do not think that there is to-day a finer or better managed school in the United States.

But last spring one of my good friends wrote me that somebody had told a friend of his to tell me, etc., of a vacancy at the Pennsylvania State College. And after a trip up here, and long and earnest consultations with myself and Mrs. Ayars, and a few real good friends, I took this berth. I have complete charge of Machine Design, with rank of assistant professor.

The village here is very small, and the college is the only industry. Naturally, the local trades people do not cut rates, and the mail order business is big. At first it seemed like being buried alive, and we both longed for Broadway and the Bridge, Central and Prospect Parks, and the subway; even Coney Island and the Wallabout Market! But we are getting used to it, and shall probably settle down and thoroughly enjoy it, which is what everybody does in time, so the older members of the faculty tell us. I have enough work to enjoy every bit of it, and enough leisure to enjoy my only serious fad—raising flowers and bulbs.

In conclusion, let me state that I am quite sure now that the Lord never designed me for a rich man. But Elbert Hubbard, I think, says somewhere, "Blessed is the man that has found his work!" I think I have; and I can wish the rest of you no better luck.

WILLIAM STEWART AYERS.

HOBART BENTLEY AYERS.

In December, 1896 he went with the Schenectady Locomotive Works as detail draftsman, and remained with them until the American Locomotive Company was organized. "Buck" has been inspector, foreman, master mechanic, superintendent of Manchester Works, and at present is superintendent of the Pittsburg Works. He was married May 12, 1904, to Miss Bessy Fitz Randolph, of Plainfield, N. J. He is a member of Beta Theta Pi fraternity and of Tau Beta Pi, also belongs to the American Society of Mechanical Engineers and to the Duquesne Club of Pittsburg.

Allegheny, Pa.

Replying to your favor, would say I enclose blank filled out as requested. Questions answered give a pretty good account of what your humble servant has been doing since graduating.

H. B. AYERS.

ALBERT DOANE AYRES.

A. D. Ayres is now living in Keokuk, Ia., where he has interests in several enterprises. His reputation as a hustler, made during his college days, is thus maintained. He was married on April 21, 1904, to Miss Jessie Rebecca Hobbs, of Keokuk. Since leaving college he has held the following positions: Lehigh Valley Railroad, three months; Sargent and Lundy, consulting engineers, Chicago, one year nine months; Westinghouse Electric Manufacturing Company, two years nine months; president and manager of the Keokuk Gas, Electric Railway and Interurban companies, to date. He is a member of the Phi Gamma Delta fraternity and belongs to the order of Elks. Further particulars in regard to his career may be found in the following letter.

Keokuk, Ia.

I was very much pleased to hear from you as regards the class book and re-union, and if I can possibly get away I intend to be there, as I have been looking forward to it for a long time. As confessions are the order of the day, here is looking at you. When I graduated I hired out on the Lehigh Valley Railroad as rodman and a few months skipping along the ties with several hundred weight of miscellaneous hardware aboard convinced me that I had backed into the wrong siding. If that was civil engineering, I much preferred to dig trenches. After hunting for some time I found a place

with Sargent & Lundy, consulting engineers of Chicago, and did my best to earn my ten a week, drawing elevations, cross sections, etc., of power houses. After awhile my conscience protested against taking so much money from the firm, so I accepted a position with E. P. Allis Company, of Milwaukee. I pounded myself up something awful, acquired callous spots in the most unexpected places and after awhile got the hang of building engines and became so friendly and well acquainted with them that even a cross compound would eat from my hand.

You probably noticed in the spring of 1900 an extra activity in the stock of the Westinghouse Electric and Manufacturing Company; that was about the time I went on their payroll. The drafting department shoved me into the shop, and the shop sent me out erecting, and the erecting department unloaded me on the sales department at Chicago, and shortly thereafter the company enlarged its plant. As the Westinghouse company was now on its feet, I left it to become president and manager of the Keokuk Gas Light and Coke Company, Keokuk Electric Railway and Power Company and the Keokuk & Western Illinois Electric Company. The town has picked up considerably since I came, but no one has blamed me for this. I have married a Keokuk girl, joined the Elks and swap lies down at the cigar store with the inhabitants and feel very much at home.

ALBERT DOANE AYRES.

FRANCIS HOSKINS BALDWIN.

"Skinny" apparently has settled down on "the old camp grounds," having married Miss Margaret S. Cortright, of Bethlehem, Pa., on June 8, 1899, and soon afterward taking a position with the Bethlehem Steel Company. Like a number of our married men, he has no names for the '96 kindergarten. The following contribution from his pen will prove of interest:
Bethlehem, Pa.

There was little variety in my earlier experiences after graduation; in fact, they were painfully alike. No one had, apparently, any use for an E. E., not even as a gift. In my rambles in search of work I was once shown, in the office of a large concern, a whole room full of men addressing letters and the like, who, the manager assured me confidentially, were all graduate engineers.

Having nothing better to do, I took a course in machine design at Yale.

Finally, through the good offices of a friend, I secured a job at Cramps, where my labors may have had some influence later, in the successful termination of the Spanish War.

Next I worked for the N. Y., N. H. & H. R. R. Ever since, its stock has been quoted among the highest in the market.

At last I obtained an electrical job with the Dennison Company, where my duties were often shocking.

In 1900 I suffered a considerable loss; it

be located in such places as New York, Philadelphia, Pittsburg and Chicago, where you can't go to work before nine and have to quit at five. Here we can start at seven, work until six, and have lots of good, fresh air right at our elbow when we are through.

Well, as this is not to be a sermon, and I never could write orations (having bought the one I got off three times in succession in college), it is up to me to quit.

Although I have not in a business and financial sense been as fortunate as many of my illustrious classmates, I am sure there are lots of you who will agree with me, that if we have plenty of work and do our duty in remembering the future of our country, by bearing in mind President Roosevelt's advice on race suicide, life is still worth living.

Here is to hoping we all meet in 1921.

HASELL W. BALDWIN.

LOUIS WARRINGTON BALDWIN.

"Fatty" has spent all of his time since leaving Lehigh with the Illinois Central Railroad, having served with them in the capacities of resident engineer, locating engineer, track supervisor, roadmaster, trainmaster and superintendent. He is now located at Indianapolis in the latter position. He was married December 16, 1903, to Miss Margaret E. Dodge.

They have one child, Richard Baldwin, born September 22, 1904, who expects to follow in his father's footsteps. Baldwin is a member of the Beta Theta Pi Fraternity. His letter reads:

Indianapolis, Ind.

As I do not believe it will be possible for me to be with you to celebrate our tenth year reunion, I am anxious to state that the reasons which prevent my doing so are beyond my control.

Since leaving Lehigh, my life has been quite varied, yet not one that might make an interesting history, and I doubt that any of you can find time to read it.

I have lived in Indiana, Illinois, Kentucky, Tennessee, Mississippi, Louisiana and Iowa, the climates and people of which I found very much to my taste and liking. It is occasionally my pleasure to meet a Lehigh man with whom I can discuss matters interesting to each of us.

It is a great pleasure to me to see the growth of our university since leaving there, and I hope that all her men will always remain loyal in their efforts to make Lehigh the leading university of America.

L. W. BALDWIN.

SPRINGFIELD BALDWIN.

The roving spirit has undoubtedly kept "Spring"—like some others in the class—single. His energy has been expended thus: Draughtsman with Ramapo Iron Works, Hillburn, N. Y.; instrument man and assistant engineer C. & N. W. Ry.; resident engineer on construction, L. & N. R. R.; resident engineer C., B. & Q. on construction; resident engineer Wyoming district C., B. & Q. R. R., which latter position he holds at the present time. He is a member of the Beta Theta Pi Fraternity. A short letter relative to his wanderings follows:

Sheridan, Wyo.

As requested, I will try in as few words as possible to give you a history of my life.

Since leaving college it has been my good or bad fortune to have worked over the portion of the United States from Montana to the Atlantic and from New York to South Carolina, holding various positions with numerous railroads, until now I am resident engineer in charge of the Wyoming district of the C., B. & Q. R. R., with headquarters at Sheridan, Wyo.

I very much regret my inability to be present at the class reunion, as I have until now always looked forward to being in Bethlehem on this occasion.

SPRINGFIELD BALDWIN.

GEORGE POMEROY BARTHOLOMEW.

A cursory glance at the following epistle will serve as proof that "Bart's" time hasn't been entirely wasted. He is a member of the Sigma Phi Fraternity, belongs to the Engineers' Society of Western Pennsylvania, and to several social clubs. He is still unmarried, which is perhaps a superfluous remark, as will be gleaned from the closing words in the accompanying letter:

Punxsutawney, Pa.

It seems impossible that ten years have gone by since the class of '96 first broke the bonds of her four years' captivity and started out confident and determined to set the world on fire. While much has been accomplished during this time I'll warrant a close inspection of the letters in this book—the record of the first ten years—will show that there are yet some parts of the earth to be consumed in the fiery furnace of ambition. They will, however, furnish us with a guide on which to base our predictions for the future, and I have no doubt will show promise of enough doing in the flame line to make up for the sparks, which in the past developed nothing more than lightning-bug effects. To be sure, these pages will be hardly more than a chronological recital of material failures and successes—mostly the former—but it seems to me our judgment should not be limited entirely by their disclosures without first taking into considera-

tion, what after all constitutes success and where-
in failure lies. Our successes so far can be judged
only by the ability shown in combating the hard
lumps of a decade, and the goods we have been
able to deliver will represent our tablets in the
hall of fame. But are there not perhaps other
elements of success along broader lines, fash-
ioned if you will on more abstract fancies, which
will count for something in the general estimate
of our development? We started out at the
beginning of a strenuous age, and during the
last ten years have seen many "tender leaves of
hope" nipped by the "killing" frost. How
then, shall we decide in this day of sky-rocket
reputations, shattered by the crumbling of paste
pedestals, the day when apologies are in order
for the unimpeachable, and the integrity of busi-
ness relations hangs but by a thread; which path
to choose in the everlasting pursuit of happiness?
We have a part to play, and a good one, in the
opportunities offered by the clearing of the skies,
and we fail in our traditions if we pass them by
with but a skeptical allusion to their dangers.

I say I am straying from the subject, but as
no doubt many of us will owe apologies to the
rest of us for insisting upon the publication of
irrelevant and uninteresting matter, I hope the
forgoing will be tolerated, in view of the lack
of interesting details in connection with the sad
story of my life. To begin with, it hasn't been
sad at all. My first job consisted in carrying
dinner buckets and keeping the mules off the

tape. The Lehigh Valley Coal Company ap-
preciated my services for notwithstanding the
large and munificent salary of thirty per, they
soon gave me an increase. I carried more dinner
buckets. The prospects were alluring, but the
halo of success hovering over the contracting
business drew me within its circle, and I soon
found myself on the tow path of the Erie Canal,
taking time—not "doing," for they hadn't begun
investigating yet. During this time events fol-
lowed thick and fast, but for lack of space I
will but mention one of them, the Lattimer
Riots. Yours truly was actively interested in
this sad calamity, but barring the annoyance of
finding dynamite under the bedroom window and
being on trial for murder for six weeks no serious
consequence resulted, thanks to the Maine which
blew up about this time and diverted the atten-
tion of the exponents of "Yellowism" into other
channels. It was but a short time after this that
brass buttons became the fashion, so "Me for
the war," says I.

Visions of an auburn-haired damsel, hanging
from the third-story window by her belt buckle,
doing heliographic stunts with a white rag and
weeping copious brine, certain of her hero being
made a butt for poisoned brass bullets, had no
influence in determining for me this strenuous
course. Nothing but the misunderstanding
created by the inability to decide whether the
sides of the Maine fell in or out, determined for
me "me juty," which I "seen and done it."

Well, you all know how Barclay Warburton with his silk shirt and seven pairs of boots, three revolvers and two blank cartridges captured Porto Rico. The official signature on my discharge was scarcely dry before I, with the true spirit of altruism, looked around for more nations in trouble. The Transvaal seemed to be having most of it, and there I landed naturally. For a year before the war broke out I played baseball on Sunday and incidentally mined gold, but on the day war was declared, I left with the last load of white men for the coast—there wasn't another one left except Mason '96, and I think he must have been asleep—got the fever and started for Central Africa, after borrowing enough money from Thurston E. C. to get there, but decided after reaching Beira that a boat sailing for Naples looked more attractive so I took it—I mean Thurston's money—and came home. P. S.—I've seen him since and we're still friends.

For two years or so I studied pumps—Professor Klein, please take notice—with the Jeanville Iron Works Company, but naturally feeling that this wasn't a mining proposition, I joined the forces of the present companies, and am now chief engineer of the Rochester and Pittsburg Coal and Iron Company, the Jefferson and Clearfield Coal and Iron Company, the Cowanshannock Coal and Coke Company, the Pittsburg Gas Coal Company, the Indiana Consolidated Coal and Iron Company, the Plum

Creek Coal Company, three or four others of lesser note, and the Punxsutawney Country Club.

If any of you fellows know of any more coal companies in this neck of the woods, tell them to send in their application quick as space is limited. Have no troubles and am only worried over the problem of how to spend my money.

G. P. BARTHOLOMEW.

FREDERICK RAWDON BARTLES.

"Babe," as he puts it, got the canal fever, left the N. Y. C. & H. R. R. R. in the lurch and started for Panama, where he is now digging ditch. He left the ranks of bachelorhood, marrying Miss Alice McQuown, of Clearfield, Pa. They have a daughter, Mary Virginia Bartles, born July 30, 1904. He is a member of the Chi Phi Fraternity, and belongs to the Order of Elks. An abundant fund of humor evidently still remains with him, as the following will indicate:

Bas Obispo, Canal Zone, Panama.

The attached I hope is not too late. Since '96 I've followed civil engineering to a more or less degree. First six months on city work, then three years on the Pennsylvania Railroad and afterward five years with the New York Central until last August the canal fever hit me, and I came down to learn a little bit more of the scientific side of canals. It's been fine. Hitting the bush from 7 A. M. until night on topography

and incidentally getting next to three or four thousand different insects from a bedbug to the alligator ant; each one has its specialty for creating trouble.

A week after I arrived I bumped into "Tommy" Ruggles, who rightly should be slaughtering the Great American Bird of Prey up around the Missouri-Iowa line, but he dropped down here some way or other. Every time I see him I'm always sorry afterward. As an incident, one Sunday out near La Boca, he showed me how to pick coconuts—that was all right, but when he couldn't get out of the tree and I had to go a mile for a ladder it ceased to be a joke, especially, if you are not feeling exactly up to date. Amadore and Lefevre both old '96 men, are in Panama, working for the Republic. Lately I have been working at Brazos Brook, building a reservoir for the Colon water supply. This brings me to the present, and until June I'll live in anticipation of what can be put in three or four short days. "Tommy" and I expect to arrive together if we can get that far without serious accident.

"BABE" BARTLES.

CHARLES C. W. BAUDER.

Bauder has been in the continuous employ of the New York Telephone Company since leaving college, serving one year as inspector in the

traffic department, and nine years as manager of the district above 110th street. He was married February 21, 1899, to Miss Mabel Phillips, of Jersey City, but thus far has done nothing toward increasing the country's population. Being of a retiring disposition, he feels that the above information concerning his career is all that is required. He is a member of the Delta Upsilon Fraternity.

FAIRFAX BAYARD.

Bayard spent the first three months after graduation as a draftsman for the Lehigh Valley Railroad, but on obtaining a position as assistant examiner in the United States Patent Office, he reluctantly gave up railroading and started in on freakology. This work held his attention for nine years, and for the last six months he has occupied the place of law clerk in the Patent Office, with the ultimate intention of becoming a patent lawyer. His modesty kept him from a further recital of his affairs, except to mention the fact that he is still single. He is a member of the honorary fraternity of Tau Beta Pi.

HERBERT HUEBENER BECK.

"Bert," one of the bum chemists, seems to be in a position now where he can rid himself of a few wild theories without fear of detection. He is a member of the Delta Upsilon fraternity and Tau Beta Pi, belongs to the Society of Chemical Industry and also to several societies in Lancaster, Pa., where he is now located. Thus far he has withstood the charms of the fair sex, which is a great pity.

While there's life though "Bert" there's soap. His own story runs thus:

Lancaster, Pa.

I had been more or less prominently identified as a soap-boiler from '96 until '02. Then, by a stroke of some kind of fortune—one cannot tell until many years after, whether a stroke of fortune is good or bad—I got an invitation to teach chemistry at Franklin and Marshall college. This I accepted, retaining however, a position as consulting chemist with the Miller Soap Company—the firm that paid me the first week's wages I had ever earned. I found the atmosphere about the college considerably better in two senses—than that over the soap kettles. I liked teaching, and the happiness and good-fellowship which always radiate from a bunch of American undergraduates, increased my fondness for college work. So here I am to-day, settling into the inevitable rut, perhaps, though not without an occasional leave. My time has passed pleasantly, and on account of its variety

my work has seldom, if ever, approached drudgery. Three consulting interests—a soap factory, a brewery, and a fertilizer plant—give me a little range of technical practice and there is considerable other analytical and consulting work which comes my way. My love of ornithology, an incentive for cross-country rambles the year 'round, does much to keep me in physical trim. And I like shooting and tennis better than ever. I take an occasional jaunt from my base of supplies, one during the summer of 1904, through Europe, being particularly pleasant. My fondness for Lehigh is certainly not waning. Her athletic victories thrill me, and her defeats depress me as much as they did when we were "undergrads." We can understand now—after ten years—how deep-seated and real our affection for the good old place is. And ten years of experience and activity in our particular fields have put us in a position to see exactly where Lehigh stands in the technical world, and how much she has done for each one of us. Our view point is at least more nearly normal and correct than it was at graduation time. And I think you will all agree with me that our Alma Mater is deserving of the high regard in which we held her then.

I have unfortunately been able to keep in close touch with very few of the class. By means of a circulating letter, which has been making its monthly round among the '96 Chemists for the past ten years, I know at all times

what Masson, Olney and Kresge are doing; but for news of the rest I have to look for an occasional rumor or a chance bit in the register or college paper. For this reason the ten year letters will be doubly welcome.

HERBERT H. BECK.

SAMUEL BEELER.

Beeler after leaving college was employed for four years in the test department of the Pennsylvania Railroad at Altoona, Pa. Then for five years he was assistant chief draftsman for the Frick Company of Waynesboro, Pa., and the last two years has been their mechanical superintendent. He married on June 1, 1898, Miss Emmene McNolty, of Altoona, Pa., and two children have come into their home, Helen Brotherton, born June 5, 1901 and S. E. jr., born May 9, 1903. He is a member of the Chi Psi Fraternity and belongs to Friendship Lodge No. 84 F. and A. M.; Ithiel Chapter R. A. M., No. 27; Palestine Council, No. 16, R. A. M., and St. Bernard Commandery No. 9, Hagerstown, Md. He is now located at Waynesboro, Pa.

EDGAR TWEEDY BELDEN.

After graduating and taking a course in general chemistry at the Harvard Summer School, Belden returned to Allentown, Pa., to study cement, the only thing that he had overlooked there during his college course. During 1897 he became associated with Harold Parsons of Stamford, Conn., organizing the engineering firm of Parsons & Belden. The firm dissolved partnership in 1898, after which he was engineer in charge of construction for the Nazareth Portland Cement Company of Nazareth, Pa., later becoming its secretary and treasurer. From here he went to New York, representing the Charles Warner Company, sole agents for Nazareth Portland cement, and is now with the same company, located at New Haven, Conn. He is a member of the Delta Phi Fraternity, belongs to the American Society of Civil Engineers and to the Connecticut Society of Civil Engineers. On June 7, 1900, he was married to Miss Bessie Burr Bacon—a combination of Bs'—and as such have been proverbially busy, as the following record shows: Georgiana Burr Belden, born, May 17, 1901; Edgar Tweedy Belden, jr., born, December 31, 1902; Harry Bacon Belden, born, February 28, 1906. If ninety-six had more "Tweedys," the future of Lehigh would be assured.

MORIZ BERNSTEIN.

"Berny" has been more or less active during the past two years stirring up trouble, as the various members of the Philadelphia Club can testify. On account of this reputation he was made chairman of the Ten-year Reunion Committee—and if he doesn't make good—register your kicks with him. He is still single and said that the questions which followed on the blank were irrelevant and immaterial. He belongs to Richard Vaux Lodge No. 384, F. and A. M.; Kensington Chapter No. 233, Royal Arch Mason; Engineer's Club of Philadelphia; Loyal Association Artisans; Philadelphia Mineralogical Club; Philadelphia Natural History Club; Thirty-second and Thirty-eighth ward Republican Clubs, and to the National Geographic Society. The following is of his own manufacture:

Philadelphia, Pa.

To continue the story as told in the three-year book, I returned from Nicaragua, May, 1898, and took a few months vacation. During July, 1898 I was instructor in the Summer School of Surveying at Lehigh. I again returned to Nicaragua, having full charge of a party at the dam sites of Boca San Carlos and Conchudas. I returned in June 1901, and was appointed provincial supervisor for one of the Philippine provinces which I did not accept. I finally severed my connection with the Canal Commission in November 1901, and was ap-

pointed later as assistant engineer in the Bureau of Filtration Department of Public Works on the Torresdale conduit and Torresdale intake. I am still with the city, but there is no telling when the axe may fall. For the past three years I have been instructor in mathematics and surveying at the Temple College Night School of Philadelphia. Since January, 1903, I have been secretary and treasurer of the Philadelphia Lehigh Club, numbering over two hundred. This about completes my story and trust the future will be as successful as the past for each one of us.

MORIZ BERNSTEIN.

WARREN JOSHUA BIEBER.

Bieber's name is now synonymous with "first aid to the injured," he being the only practicing physician in the class. After leaving college, he was engaged in private tutoring for a year, following which he was an instructor at the Lehigh Preparatory School until 1900. From 1900 to 1904 he studied medicine, and since then has been at the Children's Hospital, Mary J. Drexel Home, Philadelphia, Pa., and at the German Hospital, Philadelphia, Pa. He is a member of Phi Beta Kappa, and Medical A. M. P. O. He has not departed from the irresponsibilities of single blessedness.

DANIEL WILLIAM BLIEM.

"Dan" concluded to do his share of the work for the book and sent on the following for publication. He is still single which fact his letter fails to state. He is a member of the Phi Delta Theta Fraternity, of Tau Beta Pi, and belongs to the Pencoyd Club of Pencoyd, Pa.

East Berlin, Conn.

Here beginneth ye mightye stoyre of ye paste.

Immediately after graduation we^{*} endeavored to forget the little Practical Astronomy that seemed to linger in our mind. This was accomplished by the following Monday. We may remark that we have always advocated the endeavor to land the 8.5 because it develops a skill in legitimate bluffing which is at least salutary. Nevertheless the achievement means an accumulation of crop ends which are purchased at full price and can be disposed of only as scrap.

On said Monday and subsequent thereto, we contributed to the liabilities of the Baltimore and Ohio Railroad Company through the medium of the Bridge Department. We checked detail drawings, and lo! thereupon they were approved with as much grace as an ordinary voucher or affidavit is signed after having been scrutinized by some wise menial.

Then for a year or two we designed bridges

* Through modesty the editorial WE is used throughout this document, it being understood that WE in each instance means MYSELF AND NO OTHER.

in conjunction with another German. Though he was from Karlsruhe and elsewhere his knowledge of pure mathematics was even as a steam yacht compared with the 20-footer from which we signalled him occasionally. We managed to keep afloat by the purchase of a few books containing much needed information, and we were able to locate and identify said information because we had some experience before going to college, as shipping clerk and night weighmaster at a steel works, likewise bottle-washer in the laboratory at the same place, and draftsman for a bridge company. Finally there came a time when we could do things without looking them up, and even now we recall very distinctly the differential of x^2 which is $3xdx$. *He that betteth upon a certainty shall lose even that he hath.*

After a time we were assigned a variety of duties as assistant to the bridge engineer, including the examination of old bridges and the investigation of them for rapidly increasing rolling stock. The B. & O. being one of the oldest systems and a great coal carrier, we had abundant opportunity to watch antiquated structures doing service far beyond that for which they were designed (bearing up like a third-rater against Lehigh on the field now-a-days), to study the life of railroad bridges and to witness the evolution in bridge building. With the aid of instruments designed for the purpose we made a series of tests for the determination of the effects of impact in bridge members under the pas-

sage of actual loads at various speeds. Now, we were suspended beneath the bottom flange of a plate girder in West Virginia in liquid April, then we were doing business on the Susquehanna Bridge at Havre de Grace, quite a few feet above the river in windy December, and again the same spirit of research, engendered in college, led us to an examination of the grand-stand construction in Louisville in the Fall of the year, or our regular July inspection of the tank-work in Mr. Busch's manufactory at the end of the line—all for science, and the study of the one remaining unknown quantity—impact.

He that maketh two blades of grass to grow where but one grew before, is a public benefactor. Therefore, the B. & O. changed the title of our superior officer from "Engineer of Bridges" to "Ditto, ditto and Buildings." With Buildings came every conceivable kind of structure—the Railroads have them—from Terminal Station to Watchman's Shanty. There also came the all-important, but infernal mania for economy and standardization. Some of the problems to be solved were:

1. How to build a passenger station at Beckley, Ind., for \$36, to include a reading room for employees.
2. How to utilize cashed-in cattle-guards in the construction of sub-pits.
3. How to design a standard coaling-crane which, when worn out, can be readily converted into a standard safety gate.

Early in 1900, with the idea of extending our experience, we accepted the title of inspector of bridge materials. We were *in charge* of the inspection of plain material at the mills and fabricated work at the shops. We also *did* this inspection, strange as it may seem, as well as some field inspection. Our head-quarters were in Baltimore, considerable time was spent in Pittsburg, and we managed to make the circuit between Philadelphia and Chicago every two weeks. Our lot was a strenuous one, because the ample transportation which we carried in our pocket forced us to switch off from the line as often as we could. Nevertheless we believe that during this period we attained a very high efficiency, especially if reckoned on the railroad company basis. That is, *he that earneth 25 per cent. more than his salary hath an efficiency of 25 per cent.; but he that getteth more than he earneth is inefficient, if not dishonest, and like unto a 100-KW alternator which requireth 110 KW to excite. He that merely earneth his salary hath an efficiency of zero—in fact he hath no efficiency whatsoever.*

On January 1, 1901, we joined issue with the American Bridge Company, assuming the duties of assistant to the manager of the Eastern division, with headquarters at Pencoyd, Pa. This was a change from engineering to operating (from cosmical to ethical methods and the subordination of idea to fact), in which department of the bridge business we have since been

engaged. Time passed quickly. It was the formative period of the company, and there is no monetary in the rounding-up of a heterogeneous herd of bridge shops scattered over the country. Commencing in April, 1901, our history is, of course, closely allied with that of the U. S. Steel Corporation, to whose four annual statements the reader is respectfully referred for a comparison of net earnings and undivided surplus. We are not, however, in control and cannot therefore be blamed for having importuned our friends to keep out when Common was at 8.

Several months of this same year were spent in *Geotou*, N. Y., in charge of the closing out of the affairs and the dismantling of the *Geotou* Plant. Since then we have had further experience as receiver of condemned properties. In an occasional civil action we have pursued the wise policy of appearing not only as defendant, but also as defendant's counsel. Of course we have lost, but we have saved attorney's fees. *When Venus gets busy, it is not in the interest of economy to throw in good spiegelstein or ferro-manganese in an effort to pacify her, as in the Bessemer process. A few prayers will do as well: you cannot stop her anyway.*

In January 1904, we were appointed manager of the Albany Plant of the Empire Bridge Company at Albany, N. Y., and our spare moments were spent in Montreal. In July we were transferred to Elmira Plant of the same company at Elmira, N. Y., and in August became assistant

to the operating manager of the American Bridge Company, with office in the Frick Building, Pittsburg. A year later, August, 1905, we were appointed manager of the Berlin Plant at East Berlin, Conn. This position we have been able to hold up to the present time, because we have been very careful not to become indispensable. *He that is indispensable, should be discharged, because, if he should die suddenly, you would be obliged to shut down.*

We are of the opinion that Lehigh is the best technical school in this country. We believe that she does well not to introduce little machine shops and foundries, such, as we have seen in larger universities, but establishes mechanical laboratories as far as practicable and more particularly sticks close to theory—and the man with the money. The college graduate has the reputation of not being practical, but the other fellow unfortunately is almost universally regarded as not knowing any theory. There is no time for pure mathematics except in college. On the other subject, a little of Andy Carnegie's old-time ability to drive the band-wagon will bring in donations, such as the one he made a few days ago. Money will not buy the eminent professor, but it will purchase the facilities for research which he must have, and the time will come when the university without the money will not have the distinguished faculty.

We further believe that it is possible to maintain both a high scholastic and a reasonably high

athletic standard. There are men who are not scholastic medal-winners, but who will do Lehigh credit before graduation and after. There will always be athletic teams at Lehigh and we will always play the little colleges at the opening of the season. We cannot afford to let them defeat us. It hurts our ethics and morals. This has occurred often of late years. We seem to have good form, but we do not seem to be able to hit the ball. It is true that athletics should be a recreation and not an object, but it is not even a recreation if you cannot win occasionally in your own class.

I hope to hear all about every member of Ninety-six and to see many of you in June. Here's to the health of each man and his family.

D. W. BLIEM.

BENJAMIN FRANKLIN BOSSERT

"Benny" is still located at Phoenixville, Pa., having worked for the Phoenix Bridge Company and later with the Phoenix Iron Company, since graduating. He is a member of the Phi Delta Theta Fraternity. Always a staunch supporter of class affairs, his interest has not lessened perceptibly as the accompanying remarks will prove:

Phoenixville, Pa.

Between you and "Bob," I simply must write this letter, though I have very little news for the

class in general. I am not married and do not see the faintest prospects of my becoming so. I still have the '96 class spirit and hope ever to continue to have same. I still firmly believe that '96 is the best class ever turned out at Lehigh and that there will never be another like it.

"BENNY" BOSSERT.

HOWARD FRANKLIN BOYER.

Boyer's record in the line of duty consisted of teaching from 1896 to 1898; clerk with Lafin & Rand Powder Company from 1898 to 1899 and clerk in the Bureau of Construction and Repair, U. S. Navy Department from 1899 to 1906. He was married March 29, 1902 to Miss Rebecca C. Eisenhart of Saucona, Pa., and they have one daughter, Rebecca, born, October 11, 1903. He contributes the following for perusal:

Brooklyn, N. Y.

A letter for '96's Ten-year Book? Is it possible that I have taken a Rip Van Winkle nap? Ten years! sufficient time, if measured by the expectation of the newly fledged graduate, to gather facts that would fill a volume. I must however succumb to the infallible calendar.

Taking up my history where I left it in the Three-year Book: I remained at Cramp's Shipyard in the employ of the U. S. Navy Department until the September of 1902. I was then

transferred to the New York Navy Yard to take part in the building of the U. S. S. Connecticut, and am at this writing still engaged there. My duty has been keeping a classified record of weights and computing monthly the percentage of completion of that ship.

Of my business success in life I can make no great boast, but have the feeling of satisfaction that results from doing well one's duty. Of success in domestic life I can speak with greater assurance, and claim that with wife and daughter I attain '96's standard of happiness.

H. F. BOYER.

EDWARD ELISHA BRATTON.

After graduation, Bratton started his career as draftsman with the Pencoyd Bridge Company, going from there to be first assistant engineer for the Lake Superior Power Company at Sault Ste. Marie, Michigan. Following this he went with the Detroit Bridge Company as assistant engineer and later tried U. S. Government work at Duluth, Minn. He then took up post-graduate work along sanitary lines, becoming an M. D. Since that time he has been first assistant to chief engineer, Detroit Water Works and is now with the American Pipe Manufacturing Company of Philadelphia, Pa. On August 18, 1904, he was married to Miss Mary E. King of Philadelphia, Pa. A future

son of Lehigh was born on March 25, 1906, and is known to the world as Edward King Bratton. Statistics fail to record the color of the baby's hair.

FRANK SHEPARD BROMER.

After serving as special apprentice for three years in the shops of the Lehigh Valley Railroad Company, Frank spent five years in preparation for the ministry, and for the last two years has been a minister of the Reformed Church. At present he is located in Cedar Rapids, Iowa. He was married August 23, 1905, to Miss Laura Risser of Lebanon, Pa. The change in his career came as no great surprise to those who knew him best in college. Here is what he has to say:

Cedar Rapids, Iowa.

At first thought I concluded that owing to the change in my professional life a letter from me would be of very little interest to even my most intimate classmates. But after a more careful consideration, compelled by the persistence of our secretary, I was made to feel that a few words from me would add a little to the value of the book.

The change I made was at the time not according to my pleasure. Immediately after, I looked longingly back to the large and useful

field of labor for which I spent so many years in preparation. But the action and reaction of daily forces had driven me with conviction into the new field and thus I knew that I was in line with my completest development and greatest usefulness.

Professionally you may as classmates have with me but little sympathy, but as men, you are all interested in the character-making forces that have driven me to my present position; and I hope that you are all filled with the conviction that in your present places you are of the greatest possible service to God, self and your fellow men. If such is your conviction, then you are surely enjoying your full measure of happiness.

FRANK S. BROMER.

MAXIMILIAN JOSEPH BUCHER.

"Max" has been a bit uncommunicative during the past ten years, but he couldn't resist the urgent appeals of the committee to come back into the fold and be saved. Since leaving college he has been with W. J. Matheson & Co., the Susquehanna Iron and Steel Company, and is now a retail coal merchant at Columbia, Pa. He is a member of the Sigma Nu Fraternity and of Tau Beta Pi, and belongs to the Susquehanna Club of Columbia, Pa. The girls still have a chance at him.

GEORGE AMANDUS BUVINGER.

Buvinger has helped the following concerns to make—or lose money.—Draftsman, Stoddard Manufacturing Company, Dayton, Ohio, nine months; draftsman, Latrobe Steel Company, Chicago, one year; draftsman, Pasteur-Chamberland Filter Company, Dayton, Ohio, fourteen months; draftsman, then chief draftsman and chief engineer, high-head turbines and turbine pumps at Platt Iron Works Company (successor to Stilwell-Bierce, and Smith-Vail Company), seven years. He is a member of Tau Beta Pi; of the American Society of Mechanical Engineers, and is also a Master Mason.

As always, George is fond of water—belonging to a canoe club, and the Y. M. C. A. He is still single and writes as follows:

Dayton, Ohio.

The last seven years of the ten which have passed since we left Lehigh have all been spent in Dayton, my home town, and in the employ of one firm. After my first three years, with a different position each year, the time has gone very quickly, with but few changes, to mark its passage. In 1899 I entered the employ of the Stilwell-Bierce, and Smith-Vail Company as a draftsman, at the time they were beginning the development of high-head turbines. This work gradually fell to my lot and at the end of four years I found myself chief designer of the water-wheel department. The next three years I spent as chief draftsman as well, and a few months

ago, when the water-wheel department was divided, the entire charge of the high-head work, including the selling, as well as engineering part, was given to me. We also have developed a line of high-pressure turbine pumps which are included in this department. The old company had its troubles and was succeeded by the Platt Iron Works Company, who took over the entire plant complete.

Although my work has been confined to Dayton, I have had numerous business trips which have broken the monotony of routine work. To these may be added a number of vacations spent on the St. Lawrence and a trip to Mexico, and several pleasant days spent in Bethlehem and Allentown.

• GEO. BUVINGER.

AARON BEAUMONT CARPENTER.

A. B. Carpenter started work as an assistant engineer, surveying a line for the Washington and St. Mary's Railroad. Following this he went to Buffalo, N. Y., becoming secretary and treasurer of the Point Albino Sand Company.

Branching out in another direction he has joined the ranks of our "knowledge dispensers," and now occupies the Chair of Civil and Electrical Engineering at Villanova College, Villanova, Pa. He has also assumed the responsibil-

ities of a husband, having married Miss Alice Spofford of Cleveland, Ohio, on June 18, 1904. Further details of his doings, he has to date failed to divulge.

FRANK LESLIE COOKE.

After graduating in June, 1896, Cook accepted a position with the New York Telephone Company, and in 1897 was made manager of their Eighteenth Street Exchange. This place he held for a year, when he left for Low Moor, Va., going "back to the mines." Since that time he has forsaken engineering work and, having been admitted to the bar, is now a counselor at law in New York city. He is a member of the Sigma Chi Fraternity, of Tau Beta Pi and belongs to the Masons and to the West Side Republican Club of New York City. He is unmarried.

ECKLEY SAMUEL CUNNINGHAM.

Cunningham has gone into the mining business very extensively during the past few years, and the probabilities are that he will be building a mansion on Fifth avenue, like the other magnates before many more years elapse. After

leaving Lehigh, he went with the Choctaw, Oklahoma and Gulf Railroad as engineer of mines, and following that became interested in the Carbon Coal Company. Later he was general manager of the Victor Coal Company and Pawnee Railroad, and is now consulting engineer and vice-president for three Nevada working mine companies. He belongs to the American Institute of Mining Engineers; Montana Club; American Geographical Society; University Club; Montana Engineers; A. S. R., Thirty-second degree; K. T.; Shriner; and to the Montezuma Club. He is also chairman of the Carbon County, Montana Republican Committee. "Cunny" promised to send a letter for this book—but so far it has failed to materialize—and the above history was culled from the blank—as has been done in a number of instances.

SAMUEL PHILIP CURTIS.

Curtis has kept persistently at the hot air business ever since leaving college. For two years he was works' manager of the Newark Gas Company's plant at Newark, N. J., and for one year was assistant superintendent. He then became superintendent of the New York Suburban Gas Company at Mt. Vernon, N. Y., which position he held for one year, leaving it to

take up the duties of field engineer for the American Gas Company at Philadelphia, Pa. After one year's time, he was made general manager of the latter company, which position he now holds.

Philadelphia gas has had some "explosions," but S. P. C. has come out uninjured. He is a member of the Delta Phi Fraternity and of the University Club of Philadelphia. He also belongs to the Merion Cricket Club, Haverford, Pa. On April 5, 1904, he was united in marriage to Miss Louise Sumner of Rochester, N. Y. The Fifteen Year Book may have something additional to report.

FREDERIC ALLYN DABOLL.

"Cully," the plain auburn-haired poet of the past seems to have settled in the deserted village for good, and claims to have expanded the work equation to the n th degree. His career is best told in his own words. He is a member of Phi Delta Theta Fraternity and of the University Club of Philadelphia, Pa.

Philadelphia, Pa.

The phrase "Continued in our next" seems to be as appropriate for use in Class Books as ever it was in Munsey's or the "Penny Dreadfuls." But our Three Year Book did not leave the hero of my autobiography pursued by blood-thirsty Indians, or hanging by a hair over a

cliff 9,000 feet high, though it saw him just getting settled in the peaceful home-village, Philadelphia, and hustling in what was to be practically "A new career"—to wit, the wholesaling of cement and other building supplies handled by Charles Warner Company. And here pretty thoroughly acclimatized, in the City of Brotherly Love, I still am.

The last six years have naturally wrought their changes for me, as for others, but I am pleased to think these changes have been mostly beneficial ones. "Business" has been very successful and has expanded greatly, and I feel I am fortunate in now having an interest in three of the subsidiary companies controlled by my concern. Like "Jim" Keys, I feel more and more certain that the foundation of most all success lies in good old fashioned unadorned *Work*.—Of course, there have been a number of side-shows, such as "Conventions," and "Dealers' Banquets," etc., from time to time, in connection with the work and business in the big tent, and I cheerfully admit this to some of the friendly skeptics of '96; but I want to add that at several of these occasions when I have been "on the list" either as toastmaster or for a "speech", the training at '96's affairs, which taught me not to mind interruptions of airy persiflage, or radishes and sliced cucumbers from my auditors, has stood me in good stead.

I do not often get back to Lehigh these days, but I have been fortunate in meeting many '96

men, who have happened to be in the city at various times, and I always enjoy such meetings. For over a year here I roomed with "Dan Blim," and an event that occurred during that period I want to record here as the most remarkable in point of purely scientific interest that has come under my personal observation since graduation. I refer to "Dan's" rediscovery at the age of 28—after a lapse of 26 years (about)—of his relish for "cheese-cake pie"—a true case of resuscitation of gustatory appreciation. This was in May, 1902, I believe. (Mr. Editor, please note!)

I have been much interested in the question of how '96 should celebrate its large reunions, and I would like to offer the suggestion that we take steps toward the accumulation of a fund which shall be used to establish a permanent memorial to those who have already gone from our number across the Great Divide, and which shall eventually become a memorial to the class itself. Many suggestions could be secured as to the form the memorial should take.

The most important event in my recent life was my marriage to (Mrs.) Margaret Mitchell Walker of Germantown, April 29, 1905. "And they lived happily ever after."—I now have a place in the telephone and house, as well as in the business, directories and I hope any '96 men, who may happen in this vicinity will look me up for they will surely be welcomed.

FRED A. DABOLL.

JOHN WILLIAM DALMAN.

"Jack" is at present located in New York City and like other Standard Oil magnates, is extremely "tight" with any information as regards his doings. He served for two years as special apprentice in the Lehigh Valley Railroad Company's Shops at Easton, later becoming road foreman of engines, general shops' foreman, and master mechanic, all work in the railroad line. He is now in the mechanical department of the Standard Oil Company. He is a member of Tau Beta Pi and belongs to the Engineers' Club of New York City. He is still enjoying the life of a bachelor.

SAMUEL MOSES DESSAUER.

New York City.

There have been a few who seemed to think that this class book business was "no good" and after four or five months experience in collecting data, I am inclined to agree with them, more or less. I may not be quite as loyal as "Vic" Masson, who paints, everything he owns, brown and white, but I do occasionally wake up with a dark brown taste, and several times I have seriously considered moving to 96 West Ninety-sixth street. I left South Bethlehem in the Spring of 1903, giving up my position with the Lehigh Valley Railroad Company which I had

held since July, 1896. It was with considerable reluctance that I departed from the locality where I had spent so many years and so much money—but New York needed me and I couldn't refuse the call. I get back to the old haunts frequently enough however, to keep in touch with the college and the town. Since May, 1903, I have been with The Wilson and Baillie Manufacturing Company of Brooklyn, engaged in concrete construction of all kinds. Socially, I have thus far been able to keep free from any entangling alliances. My best wishes to all.

S. M. DESSAUER.

WILLIAM CARTER DICKERMAN.

A glance at the Three Year Book will show that "Dick" hasn't departed from his first love—which was a position with Murray, Dougal & Co., Ltd., of Milton, Pa. This concern sold out to the American Car and Foundry Company, and "Dick" was included with the office furniture. His ability, however, has carried him steadily forward, and he is now third vice-president with headquarters in New York. He is a member of the Delta Phi Fraternity, and of the American Society of Mechanical Engineers. He also belongs to the University Club, City Club, Engineers' Club, Lawyers

Club, and New York Railroad Club of New York city; the University Club of Philadelphia and to the Hillside Golf Club of Plainfield, N. J. His marriage to Miss Alice Carter of Philadelphia, Pa., occurred on June 19, 1905. His letter, which follows, is brief, but expressive.

New York City.

I return herewith blank filled out and note that you desire a further account of myself, written. Beg to say, I decline to answer any further questions on the ground that they tend to incriminate.

W. C. DICKERMAN.

BENJAMIN IRVIN DRAKE.

"Benny" is located in New York city, where he has been continually since 1898, being one of the commuters from Plainfield, N. J. He was married June 8, 1898 to Miss Lillie M. Fenner of South Bethlehem, Pa., and is now occupied in raising two scholars for the "Moravian Female Seminary," the elder, Elizabeth, born in May, 1899 and the younger, Kathryn, born, October, 1901. He is a member of the Theta Delta Chi Fraternity. The story of his life reads as follows:

New York City.

When I left college in June 1896, I had not completed my course and I traveled until Oct-

ober, returning at that time to Lehigh and finishing the following June. Directly after graduating, I started to work for the Enyon-Evans Manufacturing Company, being their representative in the territory near Bethlehem, Pa. In April, 1898, I took charge of their New York Agency. In May, 1899, I became interested in the Merwarth Metallic Gasket Company and have held the office of president since that date. Mr. H. D. Thorpe, of Stevens Institute, entered into partnership with me in October, 1902, and we will be glad to see anyone from Lehigh at 32 Broadway, New York.

BENJAMIN I. DRAKE.

FRANK OLIVER DUFOUR.

"Duf" has fallen into the habit of working three months in the year and resting the other nine. If he can keep up the bluff, there seems to be no reason why life shouldn't be one long, sweet dream for him, especially as professors are pensioned at sixty, nowadays. He is a member of Theta Delta Chi Fraternity; an Associate Member, American Society of Civil Engineers; and belongs to the Engineers' Club of Cincinnati and the American Society of Testing Materials. His letter follows:

Urbana, Illinois.

I notice the requirements state that the matter for this letter is to be readable and also is to

be such as can be published; both very difficult conditions for me to fulfil, but here goes with a tale of trials (both by and of me), tribulations, and travel:

With the help of my professors, I managed to graduate in the subjects given and immediately got a job with the Lehigh Valley Railroad and started to *learn* civil engineering. Once in a while, during the eighteen months that I was with them, I saw a thing or two that I had read about at college. These were far apart and I soon found out that the name "Commencement" was not a misnomer. About this time I "received a call from my Alma Mater" (looks good in print, eh?), and went to the Old Homestead where, for a period of about five years, I did all I could to help some. Having acquired the habit of swallowing the requisite number of oysters, I packed my corkscrew and went to the city of Cincinnati and took charge of the Civil Engineering Department of the University of Cincinnati. The packing of my corkscrew was an entirely unnecessary action as everything is wide open there (Vine street crowd, please note). After staying there a year, I went to Madison, Wisconsin, and took the job of acting professor of bridge engineering for one year. After a year in the Civil Engineering Department of the University of Vermont, I came to the University of Illinois as assistant professor of structural engineering, and will be here next year (no joke).

By the above you will see that I have been a sort of a wanderer. In addition to the trips made necessary professionally as a sort of "Itinerary Teacher," I have worked all my summers with either the L. V. Railroad, or the American Bridge Company, and have been shifted around to their plants at Athens, Pittsburgh, and South Bethlehem, Pa., and Brooklyn, N. Y. During my stay at the last two places frequent meetings with "Sammy" were the rule, and during these the usual programme of a large '96 reunion was faithfully and completely carried out. Of all the '96 crowd, it seems that the pleasant task of keeping in touch with South Bethlehem and Lehigh has been allotted by the Fates to "Sammy" and myself, and this has been greatly appreciated.

My most notable achievement, I claim, is that I have only missed being back at Commencement once. My advice is don't let any of such occasions slip if you can possibly help it.

I was married (for further particulars see Three Year Book) September 2, 1901, but have not qualified as yet with the Dutcher-Roosevelt crowd; the family consists of "we two and no more."

Yours in the bonds of '96,

F. O. DUFOR.

EDWARD MIALL DURHAM, Jr.

"Ned" was married December 23, 1904 to Miss Grey Wilkins of Nashville, Tenn. The name of Durham will be perpetuated by an E. M. 3rd, born, December 23, 1904.

For two years, after leaving college, Durham spent his time with the U. S. Government and, becoming weary of loafing accepted a position as transitman with the Chicago and Northwestern Railway, remaining two years. Since that time he has been with the Southern Railway in various capacities, two years as assistant engineer, three years as resident engineer, and one year as principal assistant engineer. He is a member of Delta Tau Delta Fraternity, and of the Southern Club and Country Club of Birmingham, Alabama. The following words were all that were obtainable in the way of a letter.

Birmingham, Ala.

Am sorry that I will be unable to be with you in June; but we are very busy in this neck of the woods and I can't spare the time. Give my regards to the boys—and best wishes for the success of the reunion.

E. M. DURHAM, JR.

EDWARD HIRAM DUTCHER.

In addition to a cup for the first boy, the class of '96 should start the custom of awarding a cup for the largest family. Just when

this should be presented is a question—but it probably need not be delayed beyond the fiftieth reunion, for various reasons. This thought was brought out on looking over "Pops" record. Married, August 25, 1896, to Miss Elizabeth Overfield of Bethlehem, Pa., they now have four children: Elizabeth, born, June 27, 1897; Edith, born, October 3, 1898; Grace, born, May 10, 1900, and Helen, born, January 5, 1902. For five years, after graduating, Dutcher was with the A. J. Corcoran Manufacturing Company of Jersey City, while the last five have been spent in the cement business, four years as superintendent of the mills of the Bonneville Portland Cement Company, and one year in a similar position with the Alpha Portland Cement Company. He belongs to the Masons.

TIMOTHY SHARPE EDEN.

His history is best told in his own words, which follow. He was married May 21, 1902 to Mabel Lucie Smith of Troy, N. Y., and reports no children. He is a member of Tau Beta Pi.

Schenectady, N. Y.

In reply to your request for "the story of my life" since June, 1896, I would say:

The first three months, after graduation, I spent looking for a position. I finally got a

place in the metallurgical department of the Bethlehem Steel Company, which I held one year, leaving them to take a place as draftsman with the General Electric Company in September, 1897. After a year's work at drafting, I took a three months' trip to Jamaica, exchanging Winter for fine Summer weather. Returning in February, 1899, I was given an advanced position in the drafting-room, from that being advanced to the engineering department on alternator design in January, 1900. Since then, I have had a whack at the design of alternators from the smallest to the largest yet built.

In May, 1902, I was married and after four years of married life can recommend it highly. My wife and I had a pleasant trip to the St. Louis World's Fair, where I had the pleasure of meeting one classmate. For four years I roomed with "Mose" Badgley, leaving him to join the Benedicts. I haven't succeeded in inducing him to follow my example.

My present work is very enjoyable and prospects seem bright.

TIMOTHY S. EDEN.

GEORGE RAMSEY ENSCOE.

The steel business (spelled in various ways) has been fairly good in New York during the past few years, and from appearances George has had his share. Hard work has been his

motto, but he did take off enough time on June 8, 1904, to get married to Miss Gertrude Haydock Phillips of New York City. They have no children.

New York, N. Y.

My life's work, since I left college, has not included anything very exciting, although I have been pegging away in a more or less strenuous manner endeavoring to climb up the ladder. My work to a certain extent seemed to have been cut out for me, for on graduating, the Shiffler Bridge Company of Pittsburg, Pa., very kindly opened their doors to me in the estimating and designing department. I also did considerable laying-out in the field of buildings and bridges for which they received contracts. In this capacity I worked until 1898, when the company gave me the opportunity of soliciting new business for them.

I continued in the contracting department, combined with that of estimating and designing, until the Shiffler Bridge Building Company became part of the American Bridge Company in 1900 when I went with the latter company as contracting agent in the Pittsburg district, staying with them until August, 1900, when the McClintic-Marshall Construction Company made me an attractive offer which I accepted. I took up my tools, etc., and migrated to the East leaving other people to enjoy the soot and smoke of Pittsburg.

In November of the same year, the McClintic-

tic-Marshall Construction Company decided to open a New York Office and named me to look after their interests in New York City as contracting engineer. In 1902 they made me New York manager and in this capacity I am still employed.

You will see from the foregoing lines that I have gradually drifted into the business end although engineering points have to be decided every day in connection with contracts which are taken by this office. I have had the pleasure of traveling over the greater portion of the United States, getting acquainted with the business fraternity and having a chance to come in close touch with the manufacturing establishments in the country.

In my travels I have run across a great many college mates who are, as far as I know, in positions of responsibility and trust.

I wish it were possible that the above history could be interspersed with a few hair-breadth escapes which would no doubt prove interesting to the class. But as these have not fallen to my lot, I defer to some of the others.

G. R. ENSCOE.

WILLIAM ALVIN EVANS.

Since leaving college, Evans has been with the following concerns: Transitman with Lehigh Coal and Navigation Company, two years;

resident engineer, Fairmount Coal Company, two years; mining engineer, McAlester Coal Company, two years; mining engineer, Rock Island Coal Company, one year; mining engineer, The Otto Marmet Coal and Mining Company, one and one-half years; mining engineer and assistant general superintendent, Consolidated Indiana Coal Company, one year; at present general superintendent, Consolidated Indiana Coal Company. He was married December 22, 1904 to Miss Cynthia Rainey of Paris, Texas, and they have one child, Mary, born, September 25, 1902. He belongs to the Order of Elks. A note, accompanying the above reads:

Hymera, Ind.

The information contained in the blank is the only account of my life that I can give. I trust the book and reunion will be a success.

W. A. EVANS.

CHARLES VICTOR FERRIDAY.

Life in a powder mill may be a trifle uncertain, but this fact doesn't appear to worry "Charlie" in the least. It may be a possible reason, however, for his having remained single. He is a member of the Psi Upsilon Fraternity, and belongs to the Wilmington Country Club. The accompanying sketch is all his own.

Wilmington, Del.

Let me congratulate you on your efficient

"tickler" system. Your persistence is second only to my tailor, who generally gets results by this same method. As stated in my last letter (seven years ago, I believe it was), I started to make my fortune in the engineering department of the Pillsbury-Washburn Flour Mills Company at Minneapolis, Minn. I left there in June, 1901, to take a position with the Laffin & Rand Powder Company at Wayne, N. J., as superintendent of their Passaic mills. In January, 1902, was moved to Pleasant Prairie, Wis., in charge of a line of blasting powder mills. In February, 1903, I was given the supervision of five plants with headquarters at Wayne, N. J. During 1903, my work led me into construction and I dropped the operating line and since then, have devoted all my time to construction work. As our plants are scattered widely over the country, I have been pretty constantly on the move. In December, 1904, I was moved to Wilmington, Del., and put in charge of the construction work at all black powder plants for the du Pont Company. I am looking forward with a great deal of pleasure to the ten year reunion and anticipate a thoroughly enjoyable time.

C. V. FERRIDAY.

CURTIS BERTRAM FLORY.

Flory was married December 20, 1899, to Miss J. Esther Sitgreaves of Peckville, Pa. They have two children living, Curtis Bertram, jr., born, Dec. 11, 1902, and Gertrude Vail, born, December 25, 1904. He belongs to the Scranton Engineers' Club, the Allis-Chalmer's Club of Milwaukee, and to F. and A. M. Milwaukee, Wis.

As regards a letter to the committee giving an account of myself, would say that as I remember my letter in the Three Year Book, it left me with the Dickson Manufacturing Company at Scranton. Shortly after that the Dickson Works was absorbed by the Allis-Chalmer's Company, but this did not worry me in the least, and I remained at Scranton for two years longer, until the Spring of 1903. I then went with the Lehigh Foundry Company at Fullerton, Pa., where I had charge of the plant for two years. This proved to be a rather small and unpromising concern, so I returned to the Allis-Chalmers Company, and am now with them at their general offices in Milwaukee, Wis. I am in the pumping engine department; my duties being entirely of a general business nature, and it now looks as if my future was along these lines.

I regret exceedingly that there is very little chance of my coming East in June to attend the reunion. My best wishes, however, to all of the boys.

C. B. FLORY.

CLARENCE RICHARD FOUNTAIN.

After leaving college, Fountain went with the Baldwin Locomotive Works in Philadelphia where he remained for six years. Following this, he was employed for four months with the Standard Roller Bearing Company, and then spent six months with Bement-Miles and Company, leaving the latter concern to accept a position with the Westinghouse Electric and Manufacturing Company of Pittsburg, where he is now located. On December 21, 1898, he was married to Miss Josephine Williams of Bethlehem, Pa., and two sons have been born to them; Gilbert Timothy, January 17, 1900, and Hugh David, July 15, 1904.

THOMAS JOSEPH GANNON.

"Tommy" has been moving merrily forward and is now presumably devoting his energy in the interests of the "peepul" in New York City. After graduation, he worked for one year in the drafting room of the New York Refining Company, following which he spent four years in the employ of the J. G. White Company, and two years with the United Gas and Coke Company. For the last three years he has held the position of Mechanical Engineer in the Department of Gas, Water Supply, and Electricity, New York City. His marriage to Miss Helen

C. Hanlon of Brooklyn, N. Y., took place on June 10, 1901. Since July 24, 1902, "Tommy" has been bringing up a young third baseman by the name of Edmund Joseph Gannon, of whom great things are expected.

JAMES BROWN GIVEN.

"Jim" went out among the Indians and they evidently "got busy" with their little tomahawks. However, it is not "Jim's" nature to sit around and look on—and it won't be long before his fortunes are at flood-tide again. He is a member of the Phi Gamma Delta Fraternity—and is still single.

Whiteagle, Okla.

It does not require a long letter to give my record since leaving college. A few words suffice for it all. For six years I was an officer and stockholder in the Citizens' Bank, Ponca City, Okla., which closed its doors April 11, 1904. In the crash, I lost everything I had. A short time thereafter I came to the Ponca Indian Agency as clerk, which position I still hold. A recent attack of sickness has also somewhat clouded the skies, but does not prevent my sending a sincere greeting to every '96 comrade. Good luck and success to each and everyone.

J. B. GIVEN.

DAVID HALL.

"Dave" was almost too busy to write a letter for this book, but it came eventually and follows herewith. Dave is a member of Tau Beta Pi, and belongs to Norwood Lodge No. 576, F. and A. M. He is also an enthusiastic automobilist.

Cincinnati, O.

It is not nearly so much fun to write one's history as it is to read others. Consequently, I have postponed these few lines until possibly too late for publication. I suppose one is expected to give an account of himself since June, 1896, which does not seem so long ago, as I have been too busy for time to drag in any sense of the word. It seems to me that I started to work in June, 1896, and that I have been working ever since and in another year or so, I think it will be time to take a vacation—I mean a real vacation of several months. This I would like to spend in the northern woods on one of the many beautiful lakes where muskalonge abound. From June, 1896, to June, 1898, I was working for The Bullock Electric Manufacturing Company, which company is now a part of the Allis-Chalmers Company. During that time I was very busy, as I had to work hard and was also carrying on a very active correspondence with a Miss Sadie Maharg of South Bethlehem. In June, 1898, I returned to South Bethlehem; we were married on the morning of June 8th, at the Reformed Church on Fourth

street. That was my first and last trip to South Bethlehem since graduation, and I regret very much that it will be impossible for me to attend the Ten Year Reunion.

I worked for the Bullock Company until June, 1901, when I went to Milwaukee as chief engineer of the Milwaukee Electric Company. I held this position for two years, returning again to the Bullock Company, with which company I am still connected as assistant chief engineer.

I am reminded that several years have passed since our college days, as I have two little girls: Margaret, five and one-half years old, and Mary Anna, who is only eight and one-half months old. These two add very much to the pleasures of their father and mother, as they are both happy and hearty and full of life.

Good wishes to every member of the Class of '96.

DAVID HALL.

CHARLES EDWIN HAMMOND.

"Charlie" has stuck to the profession religiously, having spent one year surveying for the Lehigh Valley Railroad, three years as assistant city engineer of Geneva, N. Y., and six years with the George A. Fuller Company of New York City. He is the same old cheerful boy and is still single, which may account for the mood.

HARRY NEFF HERR.

Just why "Ben" failed to embrace this opportunity to spread himself is hard to understand—but perhaps he has changed his ways in the past ten years. He has followed his profession of civil engineering consistently since leaving Lehigh, and if there have been any profits, he has pocketed them himself. At present he is county surveyor at Lancaster, Pa., being one of a very small number of the Class, who have ever held a political office of any kind. On December 2, 1905, he was married to Miss Ida L. Stoner of Lancaster, Pa. He is a member of Tau Beta Pi, and belongs to the Hamilton Club of Lancaster, Pa., and to the Lancaster Board of Trade.

HOWARD DRYSDALE HESS.

In addition to the letter which follows, "H. D." furnishes the information that he was married June 29, 1904, to Miss Emily Westbrook of Germantown, Philadelphia. He is a member of Tau Beta Pi, of the American Society of Mechanical Engineers, and belongs to the Engineers' Club of Philadelphia, Pa., and to the Town and Gown Club of Ithaca, N. Y.

Ithaca, N. Y.

I feel that the interest a few of you take in '96's affairs demands a prompt and full reply

to any of your requests. On the other hand my experiences, since our roads diverged, ten years ago, have been so void of anything theatrical or other than mediocre that I cannot imagine it of interest to others. I feel about it much as I did of a sermon I just heard. The minister said, at the conclusion of the sermon, that his "theme was one for eternity," so I could not understand why he had not kept it for then. My story seems unsuited to any time.

I recall that on our Class day, Pool, the master of ceremonies, presented me with a small globe—the earth—I am glad he did, because that is about all I have been able to get of it.

As a student there were many things I had decided I would not do, I have done most of them. For six years I worked over a drawing board and for the past three years I have assisted in preparing men to do the same. I have, however, found considerable pleasure in the several lines I have undertaken and feel grateful to Old Lehigh for setting my steps in paths that have proven as interesting.

In brief, my experience has been for six years, draftsman and computer with the Pencoyd Iron Works and the American Bridge Co.; one year mechanical superintendent with the Eastern Steel Company; three years teaching mechanical engineering, being at present assistant professor of machine design at Cornell University.

H. D. HESS.

BERRY HISS.

The first three years after leaving college were spent with a wholesale paper concern in New York City, following which he engaged in the real estate business under his own name. Since October, 1903, he has been with the Fidelity and Casualty Company, Chicago, Ill. His marriage to Miss Laura Sherwood Cushing of East Orange, N. J., took place on October 27, 1898. They have one child, Mildred Cushing Hiss, born in 1899.

OLIVER ZELL HOWARD.

Uncle Sam is now getting the benefit of some of "Zell's" varied experience. For two years, after leaving college, he was employed by the Newport News S. B. and D. D. Company; following which he spent three months with the Baltimore Copper Smelting and Refining Company, and six months with the Maryland Steel Company. He then accepted a position in the Bureau of Construction and Repair, U. S. Navy, where he remained for one year, leaving to go with the American Carbide Lamp Company. For the past four years he has been instructing at the U. S. Naval Academy, Annapolis, Md. He was married September 28, 1901, to Miss Nida L. Cunningham of Baltimore, Md., and since December 25, 1902, he

has been buying dresses for the baby, Catherine Lee Howard. He belongs to the Theta Delta Chi Fraternity and is a member of the American Society of Naval Engineers and of the Society of Naval Architects and Marine Engineers.

ROBERT PARSONS HOWELL.

"Bob's" record reads as follows: two years United States geological survey in Indian territory; four months assistant engineer, Atlas Portland Cement Company, Northampton, Pa.; two years, United States hydrographic office in Cuba; two years, engineer for Cuba company, Cuba; one year, civil engineer, Blairstown, N. J.; two years, town engineer, Phillipsburg, N. J. Married, November 6, 1902, to Miss Bertha E. Wenner of Allentown, Pa. No children. Belongs to Blairstown No. 165 F. and A. M., Baldwin Chapter No. 17, R. A. M.; De Molay Commandery, No. 6, K. T.; Mecca Temple, A. A. O. N. M. S. Is a member of the Chi Psi Fraternity and an associate member A. S. C. E. A further description of his varied life is attached for your delectation.

Phillipsburg, N. J.

In my last letter I told you about my doings in the Indian Territory and my short sojourn in "Allentown" and I wasn't really scalped at either place. I missed our third annual meeting

with all its associations, having gone to Cuba, where I was making surveys of the harbors with the U. S. S. Yorktown. We stayed in Santiago surveying in and about the Spanish wrecks and doing most of the things "Davis" tells about in his "Soldiers of Fortune" until the yellow fever broke out and then we "vamoosed." After two years in the navy, surveying Cuban harbors in Winter and "surveying" in and about Portsmouth Navy Yard for a couple of months in Summer, I found the life a bit too strenuous and so resigned. But the lodestone pulled southward, and soon I was back in the Pearl of the Antilles in the employ of the Cuba Company, locating and constructing on their railroad through the centre of the island. Life in the interior is an education, after one gets the lingo and can talk with the natives, and I enjoyed it very much. If one can cultivate a taste for Cuban cooking, and adapt himself to their ways he gets along very well. If the men refuse to work on a saint's day, because the spirits would punish them, why simply join the throng and go the dance with the rest. Don't worry, or you will wear out. The cooking is very strange, and although mountain rats may not sound appetizing, when cooked properly, is on a par with rabbit. On the railroad work we had all kinds of labor, from Chinese to Indian. The native Cubans worked fairly well when handled right, but averaged one-half the efficiency of American labor. Once we were caught by a

wet spell, when excavating an earth cut. The material got so sticky that the laborers discarded shovels, rolled the mud into balls, and carried them on their heads to the dump. For the past three years I have been doing engineering work throughout my native county and am holding down the job of town engineer.

ROBERT P. HOWELL.

JAMES MADISON JACKSON.

After leaving the university he accepted a place as levelman with the Little Kanawha Railroad, and later became transitman for the Ohio River Railroad. For a term he was city engineer of Parkersburg, W. Va., and then became chief engineer of the Parkersburg, Marietta and Interurban Railroad. Going off on a different tack, he organized and became general manager of the Everglade Cypress Lumber Company of Parkersburg. Since 1901, he has been an associate member of the American Society of Civil Engineers, and also belongs to the Elks and to the Delta Phi Fraternity, as well as to a number of local social clubs. He was married October 15, 1902, to Miss Katherine Tebbs of Winchester, Ky.

Parkersburg, W. Va.

I hardly think it worth while to write a letter of personal history, as it has been more or less of a steady grind with me since leaving college.

I followed engineering up to 1903, at which time I gave up the profession to go into the lumber business, as that offered a more attractive field from a pecuniary standpoint. My mills are located in Florida where we employ about 400 men. I own more than a controlling interest of the stock which is capitalized at \$360,000. I hope that this letter covers the situation.

J. MADISON JACKSON.

WILLIAM STEELL JACKSON.

"Jack" has strayed somewhat from the field of electrical engineering—but surmise he is quite as happy as if he had stuck to it. After graduating he spent two months on private work in Scranton, Pa., leaving to go with the Best Telephone Manufacturing Company at Baltimore, Md., and then with the Southern Bell Telephone Company in Atlanta, Charleston, and Jacksonville as inspector and chief inspector for about one and one-half years. He left this work to accept a position as fourth assistant examiner in the U. S. Patent Office at Washington, D. C., remaining there, in all, five years, passing up through the various grades. For the last two years he has been practicing Patent law with Wiedershein and Fairbanks, Philadelphia, Pa. He was married June 30, 1903, to Miss Vanette Louise Bogan of Washington, D. C., and a Master Joseph Gray Jackson,

born, May 4, 1904, now helps to keep things moving. He is a member of Tau Beta Pi and belongs to the Masons.

JAMES KEYS.

The following interesting recital is about all that is necessary to show that "Jim" has been up and doing. He belongs to the American Railroad Engineers and Maintenance of Way Association, also to St. John's Lodge, No. 25, F. and A. M., Omaha Chapter, No. 1, Mt. Calvary Commandery No. 1, and Tangier Temple of Omaha, Neb. He is still on the market, matrimonially speaking.

Omaha, Neb.

There is an old saying; etc., "That much water passes through the mill during a ten year period." We must all realize the truth of this adage upon reviewing the past decade. Many events have been crowded into the short interval of time since we, as students, separated in order to ascertain who best could labor, or best agree in overcoming the obstacles which beset life's path.

After leaving Lehigh, I secured employment, the following week with the Pencoyd Iron Works B. and C. Department at Pencoyd, Pa. I was egotistical enough to suppose that in at least a year I would know much about bridge construction; but, after laboring patiently for

six months it dawned upon me that my practical education had just begun. However, I finally did learn to make a decent tracing. I continued with Pencoyd for two years; and, after laying in a good supply of blue prints (following Prof. William's instructions) I embarked for the Pittsburg district, continuing with the Keystone Bridge Works for the short period of one year. I ascertained that different methods are used to procure similar results; and, that much time is required in learning the "shop" practice used by different manufacturers. Having secured considerable "shop" practice and a little knowledge of bridge construction I engaged with the Great Northern Railway Company at St. Paul, Minn., as assistant engineer in their bridge department. Continuing here for two years I learned much relative to the practical construction of bridges and buildings. I also learned, by observing practical foremen, the results which can be obtained by the use of primitive methods. Much of the erection on the Great Northern was in the far West, remote from machine shops, etc. The resourcefulness of these foremen in obtaining results, with few tools is characteristic of the development of this western country.

I had now secured sufficient practical knowledge to feel confident of my ability; and, therefore engaged with Mr. J. B. Berry, chief engineer of the Union Pacific Railroad Company at Omaha, Neb. I have continued here for the

past five years; in charge of bridge design and construction. The work has consisted of rebuilding the structures on the main line; and, the erection of the old bridges on the branches. We have hardly completed the main line for single track structures, when it becomes necessary to rebuild them for a second track. Thus, we see that what one generation creates, the succeeding destroys or finds lacking for its requirements. One thought impresses me i. e., that no generation is going to do all the work for the next. We were taught that the life of a steel or rather iron bridge was perhaps 50 to 100 years, yet we find that due to the development of motive power from 25 to 30 years has been their average life in the service for which they were designed. We think we have structures at present heavy and strong enough for any loading which can be operated on Railroads with present clearances.

With the development of electricity as a motive power for Railroads we may expect to see radical changes in the operation of our trunk lines in the near future.

The ideal conditions, which are developed in a college atmosphere, are lacking in the practical affairs of the industrial era through which we are passing. Perhaps one of the principal benefits to be derived from a college education is the broadening effect of the association of a large number of individuals seeking a common goal.

We are all doubtlessly better prepared to battle with the uncertainties of the next decade than that which we have just celebrated by a reunion. We have had the training of ten years' conflict; and, the experience, thereby secured is the best resource for the future.

JAMES KEYES.

VICTOR WITMER KLINE.

For two years after graduation, "Vic" was an inspector of construction on New York State Canals. He then went with the government as assistant engineer on the U. S. Deep Waterways' Survey and later on the Nicaragua Canal Commission, remaining one year in each position. Following this, for four years he was superintendent of construction for the Dravo Contracting Company, Pittsburg, Pa., and now holds a similar position with the Baker Contracting Co. of Pittsburg, Pa. He was married October 29, 1896, to Miss Francis M. Cropsey of Lockport, N. Y. He belongs to the Bellevue Club of Bellevue, Pa.

Bellevue, Pa.

You have asked for a letter. I hardly know of anything in my life that would be of interest in our book or to our class mates.

I suppose, as my record on the data sheet shows, I have probably been as successful as the average engineer, which is not saying much.

I have often wondered why some one did not tell me to go into business and let engineering alone. Yes and often have I envied the mechanic, brick-layer, etc., whose worry is all over after eight hours' labor and no responsibility to worry him twenty-four hours per day.

Still, do you suppose that the business man and mechanic are satisfied with their lots?

V. W. KLINE.

ROBERT EDWIN KRESGE.

"Bobby" has not changed much in ten years—simply the same quiet unassuming chap as always. He has mixed into politics more or less, on the "South side" and carries Sunday keys to nearly all the social organizations in town. With the exception of three months during 1897, he has been in the employ of the Bethlehem Steel Company ever since graduation—and though the company has had some strenuous times, it wasn't due to "Bobby's" services, entirely. He is a member of the American Chemical Society and of the Society of Chemical Industry. He is still single and the editors understand that he has endeavored to keep alive the name of '96 in Allentown.

ROBERT EDWARD LARAMY.

"Bob" has been doing his best, since graduation to educate the country up to the '96 standard. The results, of course, will not show until the next generation, so it will be unnecessary to prepare for the presentation of any medals at the coming reunion. He is a member of Phi Beta Kappa and has been president of the illustrious class of '96 for eleven years. Here is what he has to say:

Phoenixville, Pa.

The letter in the previous book reported me as teaching in the Moravian Parochial School at Bethlehem where we sent a few fellows to Lehigh each year and nearly all were ready to make the Lacrosse team. After seven years there, I was elected principal of the High School in Bethlehem and remained there two years when the superintendency of the schools in Phoenixville was intrusted to my care. Here I wrestle with vaccination laws, compulsory education, employment difficulties, and such light amusements while other Lehigh men in Phoenix are engaged in the wonderful problems of bridge-making or at least in the making of pictures of the bridges. In 1901, I made one wild rove to the coast and British Columbia, afterward settling down and marrying. My wife was Miss Mary E. Brodhead of Bethlehem. We have two of the finest, a boy and a girl. I have been busy enough to have done a great deal for my country, but the only affair of any conse-

quence I suppose is a term in the Borough Council of Bethlehem where the streets were the special object of my affection until George Lehman kindly relieved me of the job. I am a member of the Pennsylvania Civil Service Reform Association, American Association for the Advancement of Science, the Phoenixville Country Club, Board of Trustees of Public Library, and National Geographical Society.

R. E. LARAMY.

JOHN GEORGE LEHMAN.

Familiarly known to the elite of Allentown as "Dutch," his letter speaks for itself. He was owner and proprietor of the Lehigh Valley Brass Foundry until 1902, since which time he has been superintendent of the brass foundry department of the Bethlehem Steel Company. He is a member of Theta Delta Chi Fraternity, Theta Nu Epsilon, Unami Club, Northampton Club, Country Club of Northampton County, Frohsinn Club, Bethlehem Bowling Club, Lehigh Home Club, Lincoln Republican Club, all of Bethlehem, Pa., and the Scranton Engineers' Club.

Bethlehem, Pa.

For a bachelor to write an autobiography, is quite a different proposition than for the beaming parent to turn on the "hot air" about his first-born kid. A man with a family can give the history of his life from many view points,

what the baby, his wife and mother-in-law think of him, and probably write very feelingly on the subject. Belonging, however, to the great "unhitched," these points of view are denied me, with one exception, the fair ones who have given me the G. T. D. (gentle throw down), and their opinions are not fit for publication.

Since leaving college, I have camped right here in Bethlehem at the Eagle Hotel for four years, then the old Sun Inn for about three years up to the present time. The camping at these "hustle-ries" (?) is quite fair; at the Sun Inn everything is historic even the eggs, but not so the clerk, he is absolutely fresh. Once in a while, to escape the noise of the drummers, I wander over to the Campus to assure myself that dear old Alma is being run properly, and on the dead boys—it's a ringer for a kindergarten for sure, you see the 1909 and 1910 kids waddling around and you feel—well try it yourselves this June.

I have dabbled some in politics, being a Borough father at present, and on the Police Committee. Personal contact with the force in the past in an unofficial capacity, my consequent knowledge of fines, comfort of cells, coupled with a bosom friendship with Mike Palm, have assisted me in the proper conduct of our present day police force. Be it known that in the last two years there have been but two students in the Bethlehem jug. This may show that we have a lady-like police force, or that the college

lad of to-day can outrun the cop every clip, find out for yourselves this June.

In a business way I have been in the midst of nothing but brass since leaving college, so that by this time I am fairly well coated, in fact I have enough brass for the whole class—and then some. Call up the Bethlehem Steel Company, brass foundry department, on the 'phone, and you'll get me. Try it.

J. GEORGE LEHMAN.

TELFORD LEWIS.

Telford has been actively engaged with the following concerns: Assistant engineer mining department Cambria Steel Company, two years; manager of Lewis-Suppes Coal Company, two years; general superintendent Somerset Mining Company and Knickerbocker Smokeless Coal Company, since 1900. He was married on December 27, 1900, to Miss Mary Stokes Suppes and they have two sons, Telford, Jr., born on June 18, 1903, and Charles Suppes, born on September 2, 1905.

BRUCE EMERSON LOOMIS.

The following letter will serve to show that we got in touch with Bruce at any rate. He is married and living in East Orange, N. J.

New York City.

I have come to the conclusion that all I want to say is published in the regular "Lehigh Register," except that my address is now No. 95 William street, instead of No. 19 Liberty street, as heretofore.

BRUCE E. LOOMIS.

CALEB WHEELER LORD.

Since leaving college, Wheeler has grown positively "nutty," having spent his time with the Pennsylvania Bolt and Nut Company, and the American Iron and Steel Manufacturing Company, of Lebanon, Pa., and of late years with the Nicetown Plate Washer Company, of Philadelphia, Pa., of which he is proprietor. On June 16, 1897, he was married to Miss Josephine Chapman, of Bethlehem, Pa., and has two hopefuls at his hearthstone, James II., born April 4, 1901, and Wheeler, Jr., born on March 11, 1905. He is a member of Delta Tau Delta Fraternity, of the Trades League of Philadelphia, and of the Germantown Cricket Club.

Philadelphia, Pa.

This is a holiday, and in skirmishing about for the most pleasant way in which to spend it, I concluded that nothing could be more delightful than inditing the story of my life for the edification of my fellow classmates of the glorious class of '96.

But alas, in looking back over the ten years just past, I find dramatic incidents are sadly lacking. On the other hand I have thus far managed to keep out of jail, which I consider fairly creditable in these days when the "Man with the Muck Rake" is so perniciously active.

My worldly wealth has not yet become burdensome, so that I am not haunted by the fear that I shall die rich, like my good friend, Andrew Carnegie.

It hardly seems ten years since as grave old seniors we received our passports into the cold, cold world in the shape of elaborately inscribed sheepskins, proclaiming us proficient in so many branches of philosophy, science and the arts. To most of us it seemed scarcely credible that our professors really believed us to be as learned as their signatures on the formidable document attested, especially as we recalled the agonized mental travail with which we strove for a bald-headed six in so many quizzes and exams., and we hoped we could convince our future employers as easily.

Our leaps into the pond of capital and labor did not create the huge splash for which we fondly yearned. To most of us the world did not seem nearly as enthusiastic as it should upon the advent of so large a bunch of certified ability into its midst, and some of us are only just recovering from the icy shock.

But if, after ten years of strenuous endeavor, we have caused even that infinitesimal portion of

the world that constitutes our immediate vicinity to sit up and take notice, we may well take a day or two off to attend our decennial reunion, pat each other on the back, and summon up the ghost of that great opinion of our individual ability that each of us had at graduation.

And so, brothers and fellow classmates, let us all return to the banks of the Lehigh's rocky rapids in June, and make the welkin (whatever that is) ring with the good old story told once more of the mighty deeds of the illustrious class of '96. Long may she flourish.

WHEELER LORD.

CLIFFORD SHERRON MacCALLA.

"Mac." is one of the few remaining single men—but if he grows as eloquent on all topics as he does on the great Northwest, there are grave fears for him (with emphasis on the grave). He is a member of the Sigma Chi Fraternity, and belongs to the Spokane Club, and also to the University Club and the Country Club of Spokane, Wash.

Spokane, Wash.

Your billet-doux, with reference to our Three-Year Book found me resting peacefully in the Borough of Brooklyn, just a stone's throw from the metropolis across the East River—and to think, that was seven years ago. After leav-

ing Brooklyn, I journeyed to Sydney, Australia, for the General Electric Company, where Sykes, '94, and I preached Uncle Sam and Lehigh, in the land of the kangaroo, and incidentally installed electric street cars and power houses. If you want to have a good time, go to Sydney. In Australia almost everybody is in the employ of the government. The Labor party runs the government, and anybody caught working is "fired" ("gets the sack," they call it). After almost two years of this (I wasn't "fired"!), I returned to good old New York town, and swore I would never live over a day's ride from Broadway. Well, inside of six months I landed here in Spokane, in Eastern Washington, and this is "God's country." A year ago, about Christmas time, I went back East. Broadway looked pretty good for a week or two, but as I said to some of the boys, "It is fine to be back again for a little while, but the people don't live here, they are only existing." The Pacific Northwest for me—not the South nor the West, but the Northwest—the Pacific Northwest—the great States of Washington and Oregon. It has been aptly said, "Had the Pacific States been discovered first, there would never have been a New England." Look at the natural resources of the country here—a glorious climate—far more temperate and equitable than our Middle Atlantic States, magnificent mountains, lakes and rivers, "Where rolls the Oregon," the richest kind of virgin soil, the famous silver-

lead mines of the Coeur d'Alenes, great copper, gold and coal deposits, and the finest forests of pine and fir in the world, Columbia River shad and salmon, and trout for the asking. "Come to the Pacific Northwest, young man, and grow up with the country." But enough of this, before some one says, "Forget it."

My only regret is that I cannot be with the boys in Bethlehem in June. I had made every arrangement to do so, up to within a month ago, when my sister decided to spend the summer with me, and I do not feel like going East for a month while she is here. You will have to "give my regards to Broadway," and to the boys in South Bethlehem. If you ever come out this way, be sure to "Stop off at Spokane" and look me up.

C. S. MACCALLA.

JAMES GORDON MASON.

For two years Mason was surveyor for the Lehigh Valley Coal Company at Wilkes Barre, Pa., and since then has been in the employ of the Robinson Deep Gold Mining Company, at Johannesburg, Transvaal. He is a member of the Kappa Alpha Fraternity and belongs to the Johannesburg Club. As yet he has not lost his heart. A short letter follows:

Johannesburg, South Africa.

Not being a scribe or afflicted with any literary talent, I do not propose to weary any one with an account of myself, as it would consist

only of my woes and grievances, and I guess most the fellows have enough of their own without being told those of others. I have filled out the form sent me which shows that I am still at the same old place. I enclose a draft on New York for two pound two shillings for subscription to the Ten Year Book, and if there is anything left over please put it to the Memorial Fund if there is one, and if not, to any other fund, class or university as you may see fit. Give my regards to the boys at the reunion. I wish I could be there, but that is an impossibility. Wishing you all the best of success and a jolly good time in June. I am,

J. GORDON MASON.

VICTOR EMANUEL MASSON.

"Vic's" letter covers the ground quite completely, and leaves little for the historian to add. He belongs to the American Chemical Society and to the Society of Chemical Industry and to the Citizens' Social Club, of Hammondsport, N. Y.

Hammondsport, N. Y.

If anything startling is expected from me you will be disappointed. I haven't even become sufficiently celebrated to have been investigated by Congress. My history thus far has perhaps lacked excitement, but on the whole, consider myself most fortunate and except for the un-

avoidable sorrows which we all must endure, the ten years just ending have been very pleasant ones for me.

There is not much to add to my story in the Three Year Book. I gradually and naturally drifted from the chemical to the practical side of the champagne business and in November, 1902, succeeded to the position of superintendent of the Pleasant Valley Wine Company, with which concern I have been since September, 1896.

Contrary to "Pop" Olney's advice, I still remain unmarried, and indications are I will remain so. "Pop" would like to see the chemists lead in all things. I did have a time with my heart a few years ago, but there was no girl in the case. Doctors said it was coffee, and too much bicycle, and I guess I all but passed in my checks. However, it wasn't my time, some one simply mixed the dates. No doubt Beck and Olney will tell you what I am about to say, and that is that we still maintain the chemists "circular letter" mentioned in our Three Year Book. Coming around quite regularly every month it has been a source of great pleasure and I venture to say has kept us in closer touch and more united than any other section in the class.

Politically I have no ambitions and society, too, has had very little of my attention.

I am an enthusiastic motorcyclist (being interested financially to a small extent in a cer-

tain popular make) and also derive a lot of pleasure from a trim motorboat which I operate on Lake Keuka, at the head of which Hammondsport is situated. The launch which I christened "The Lehigh" is furnished as far as possible in brown and white, and my launch house, which is white with brown trimmings, bears a large sign "The Lehigh," plainly visible from all passing steamers and I trust this may make the name of my alma mater more familiar in the region. I am very fortunate in being able to live in my old home and enjoy the comforts of it with my mother and sisters. Few tears have I shed at my separation from the sumptuous boarding houses. Regret to say I have been favored with but few calls from '96 men, and beg to remind any of you who by accident or otherwise stray into this town, to look me up. Possibly I can interest you in the champagne business from a commercial or other stand point. It's needless to say our stock is not watered and should you care to get an insight into it or get some of it (inside) of you I will be glad to furnish the wherewith when you call. With best wishes to every one. V. E. MASSON.

JOHN BUCKLEY McBRIDE.

"Mac." has found it hard to shake "New Jersey." Business finds him at No. 203 Broadway, with the Concrete Steel Company, but his

wife, who was Miss Martha Kugler, of Frenchtown, N. J., waits for him in Sussex. He has been variously employed. Three years with the L. & N. E. R. R., in the Pennsylvania cement region, one and one-half years with the I. S. D. Co., two years with C. C. Vermeule, two years with the State of New Jersey, and at present as aforesaid. He is a Mason. Here is his letter:

Sussex, N. J.

I have very little to write that would be of interest. As far as work goes, have had plenty of it; some of this, however, has been of a nature that was very interesting. At present my particular hobby is water works construction, and I have had charge of several quite important pieces of work. Have also dabbled some in reinforced concrete construction. As to whether I would like an engineering course if I had my choice again, I doubt. Nor would I advise strongly any young man to do so, unless he felt positively he had been "called." I believe there are other lines that are more lucrative than engineering. It strikes me there are a lot of "bum" engineers who might have made good business men.

J. B. McBRIDE.

BURT MELVILLE McDONALD.

"Mac's" interesting budget follows herewith. He was married on May 2, 1904, to Miss Maud B. Smithers, of DeKalb Junction, N. Y.

He is a member of the Delta Upsilon Fraternity and belongs to the Corning Club of Corning, N. Y.

Jersey Shore, Pa.

Your circular letter says to tell "the story of your life," in your own way, but I rather think you only want the story from the time we left college. To tell the story of my life, when a youth before I entered Lehigh, and as a man during my course there would be too harrowing, and besides, I really have forgotten many things that happened during that four years, or was it five? You see, I am now married. Well, here is the story and it's going to be short, too. The first year I spent on a construction job, working for private engineers. The things I learned were, first, to hold a rod plumb; second, that young engineers can't wear as good clothes as young lawyers; third, to figure yardage so a contractor won't throw up his contract and still be fair to the man who is paying for it, and fourth, to earn your salary, you must only on Saturday nights let your thoughts wander back to old college days and doings.

The next two years I spent with the P. R. R. as rodman and draftsman, being located at Spruce Creek and Harrisburg, and working at various times with Zollinger, '88; John, '95; Hare, '98; Lukens, '99, and running up against other Lehigh men frequently.

In June, 1899, I entered the employ of the New York Central as assistant roadmaster and

have been with this company ever since. Have had the position of assistant roadmaster, roadmaster, assistant supervisor of track, supervisor of track and division engineer. Have been located at New York, Albany, Utica, Buffalo, DeKalb Junction and Jersey Shore. Have seen very few Lehigh men lately, the only '96 men being "Hookey" Baldwin and "Babe" Bartles.

Last, but not least, was married in 1904 and have lived happily ever since.

If you want any more of my story, ask me in June for I'll surely be there.

B. M. McDONALD.

EDWARD WILLIAMSON MILLER.

"Billy" has had a varied experience as a glance at his letter will show. He was married July 1, 1898, to Miss Ella Madelene Post, of Newark, N. J. John Williamson, born March 14, 1899, was the winner of the class cup. The class-boy now has a sister, Elizabeth, born May 24, 1901, and a brother, Anthony Westwood, born February 6, 1903, to keep him company. Miller belongs to the Sigma Chi Fraternity, and to Tau Beta Pi. He is a member of the Crescent Athletic Club and of the Modern Woodmen of America.

Bethlehem, Pa.

It seems a long time since the Three Year Book appeared, and yet on looking back, there is nothing that seems to stand out particularly in those seven years to require especial mention. My family has nearly doubled in size, and I have done my best to uphold the President's ideas about race suicide, but that is a mere detail.

The positions I have held have been almost too numerous to mention. The fall after our Triennial, I returned to our Alma Mater to help inculcate '96 ideas into the infants (seemingly) in college. At the same time I did considerable studying, enough, in fact, to make me eligible for the lacrosse team, and also for the basket ball team. I had the honor of playing on the first basket ball team that represented Lehigh in intercollegiate contests, and we won nine out of thirteen games.

After three years of college life, I entered the employ of the Robins' Conveying Belt Company, in New York City, and remained with them in various positions from draftsman to assistant chief engineer and sales manager, for three years. About that time the president, secretary, treasurer and chief engineer and myself became convinced that we all could not work together in harmony and I decided to get out. After several months of extremely hard work, which consisted in drawing my salary and expenses, I decided that the world needed purify-

ing. I therefore became associated with the Troy Laundry Machinery Company, as New York salesman, but did not stay with them long. About that time the Bethlehem Steel Company decided to enlarge their already large plant by expending about \$12,000,000 (I nearly got tired writing the 0s), and they concluded that Lehigh men could spend it as well as anybody else. After securing an ex-'96 man as superintendent of construction, they looked around for an assistant superintendent, and after thoroughly investigating my laundry experience they decided that I was the man they wanted, so here I am, doing my best to spend the aforesaid millions.

Thus endeth the second lesson.

P. S.—The class boy is doing nicely, and is much interested in the approaching reunion.

E. WILLIAMSON MILLER.

BARRY MOHUN.

"Barry" and Washington, D. C., are associated as usual, though it seems that after five years in the Copyright Office and graduation in law from Georgetown University, he spent two years in the office of Coudert Brothers in New York City. He is now a member of the firm of McGowan, Serven & Mohun, at the capital. He is a member of the Knights of Columbus.

University Club, Columbia Golf Club, District of Columbia Kennel Club, Board of Trade, and Washington Humane Society. He was married in January, 1905, to Miss Nora Michener, also of Washington, and he is now "dad" to one baby daughter.

RAFAEL DE LA MORA.

After leaving Lehigh, "Raf" entered the shops of the L. V. R. R. Company at Easton, as an apprentice, to get a little experience in watching wheels go round. Later, he took a position in the Edison Electric Power Plant at the same place, and from there he went with the Worthington Pumping Engine Company, of New York City, all of which was done for the purpose of getting acquainted with actual working conditions, so as to be able to put them into practice in Mexico. In 1897 he returned to his home and established an engineering office, and in 1899 entered into partnership with Gaudalupe Lopez de Lara, a Lehigh man, founding the firm of Mora & Lopez de Lara, engineers and contractors. In 1903, Mora's brother, Manuel, a graduate of Lehigh, entered the firm, and the three continued in business until 1905, at which time the departments had expanded so much that the partners separated and each one continued independently at the head of his

own branch. From 1904 until the present time, Mora has been engineer of inspection for asphalt pavements in Guadalajara, and since 1905 he has been in charge of the construction of the new trolley system in the same place. He was married on November 16, 1900, to Luz Vazquez, of Guadalajara, and they have two children living, Maria y Paz, born July 25, 1903, and Teresa, born March 12, 1905. He belongs to the following societies: American Club, Casino Joliscience, Catholic Club, the American Forestry Association, Camara de Ingeniero de Jalisco (second secretary), the Mexican Forestry Association (first secretary), Tau Beta Pi, American Society of Mechanical Engineers, member of the Mexican Astronomical Society, honorary member of the Spanish Club, St. Louis, Mo.; correspondent member of the Camara Agricola of Argentine Republic, and honorary member of the International Advisory Board of the Philadelphia Commercial Museum. A few words of his own follow:

Guadalajara, Jalisco, Mexico.

The delay in replying to your circular was caused by the official inspection of the two most important public works here in Guadalajara, the asphalt pavement and the new trolley system, which occupied my time completely. I am the same '96 man that I used to be when at college—feel the same interest for the university and for my professors and classmates and hope

that the '96 spirit will never fail among us. I am sorry that I cannot be present at the ten-year reunion—and I take this means of sending best wishes and hearty greetings to all of my dear friends.

RAFAEL DE LA MORA.

CHARLES HOWARD MORGAN.

You will note from his letter that Morgan agrees with "Teddy" on the race suicide question. He also, is a Mason.

Altoona, Pa.

My varied and checkered career may not be a good chronicle for the sons of my fellow classmates to read, but I must trust to their discretion if I would comply with the request of the Ten Year Book Committee.

During the latter part of 1896, I rusticated in the country and in January, 1897, went to work with the Best Telephone Company at "one plunk per diem" (an extraordinary start, wasn't it?). In about three weeks I made another round on the "ladder of fame" (?). This I found was about the limit with the Best Company, so I decided together with Jackson, '96, that taking an exam. for the Patent Office might be a good thing. We "boned" together for a month, and in April, 1897, took the exam. in Washington, D. C. While waiting to learn whether I passed or not, I took another "job."

This time it was with the Southern Bell Telephone Company for the District including Maryland, Virginia, North Carolina and part of West Virginia. My work here consisted of the erection of switchboards and general inspection of exchanges. In May, 1898, I resigned and a few months later was appointed as assistant examiner in the Patent Office. While there I attended the National University Law School, and after three years' course graduated as a L. L. M. After graduation I took an examination for admission to the bar of the District of Columbia, where I was duly installed during August of the same year. On November 1, 1904, I decided to leave the employ of Uncle Sam, and engage in business with my brother in Altoona, Pa., where I am at present located.

In November, 1898, I was married to Miss Ruth E. Taylor, of Alexandria, Va., and at the present time have four children, two sons and two daughters. C. H. MORGAN.

WILLIAM HITZ MUSSEY.

"Berry" has been a chief draftsman, dividing his time almost equally between the Baldwin Locomotive Works, Lehigh Valley Railroad, at Easton, Pa., and the Long Island Railroad. He holds membership in Chi Psi Fraternity.

Military Order of the Loyal Legion, and the New York Railroad Club. He was married on April 21, 1903, to Miss Carrie Louise Shields, and they have one child, Eleanor Shields Mussey.

JOHN HENRY MYERS.

After leaving Bethlehem in June, 1896, Myers gave his valuable services to the Shifler Bridge Company for six months, leaving this concern to go with the Carnegie Steel Company, where he remained another half year. He then took a position as transitman for the city of Allegheny, Pa., which lasted one year. Following this he was for two years with the Keystone Bridge Company at Pittsburg, and for the last six years has been located at Steelton, Pa., with the Pennsylvania Steel Company. On January 12, 1903, he married Miss Mary K. Snyder, of Harrisburg, Pa. A daughter, Helen K. Myers, was born on August 14, 1904. He is a member of the Sigma Nu Fraternity, and belongs to F. and A. M., and to the Engineers' Club of Central Pennsylvania.

FRANKLIN OBERLY.

Since leaving college Oberly has spent the greater part of his time with the General Electric Company, at their Lynn and Schenectady plants. His name is still placed among the unmarried men.

LOUIS ATWELL OLNEY.

"Pop" has now a full claim to his nickname—being the father of two children, a professor, and weighing 190 pounds. After leaving college he was an instructor at Brown University for a year, following which he assumed the duties of professor of chemistry and dyeing at the Lowell Textile School, where he has remained until the present time. He was also chemist for the Lowell Machine Shop from 1899 to 1904, and since 1904 has been chemist for the Lowell Gas Light Company. He is a member of the University Club of Providence, R. I.; Vesper Country Club, Lowell, Mass.; Omicron Pi Fraternity of Lowell Textile School; Knight Templar and member of other Masonic bodies in the York Rite; New England Lehigh Club; New England Cotton Manufacturers' Association; Northeastern Section American Chemical Society; member of Council, New England Section of Society of Chemical Industry. A few words of his own read:

Lowell, Mass.

The old saying is that "A rolling stone gathers no moss." If we assume that the converse of this is just as true we immediately have an explanation of the fact that I have gained in weight forty pounds during the last seven years, for I still occupy the same chair that I did at the beginning of that time, namely the professorship of chemistry and dyeing in the Lowell Textile School.

My work has been very agreeable, and interesting, and I have had no desire to make a change for the position is still a growing one, and it has by no means reached the limit of its possibilities. The growth of this department is shown by the following facts. In 1899, when the Three Year Book was published we had two instructors and eight students and occupied 5,000 feet of floor space in our laboratories. We now have six instructors and forty students specializing in chemistry to say nothing of students in other departments, who are required to take some chemistry and nearly 25,000 feet of floor space.

My domestic affairs have prospered as well as my professional work, for my family has increased from a unit to four. In June, 1903, I was married to Bertha Haynes Holden (Smith, '02), and have two cunning little daughters, and with a dog, cat and motorboat, we constitute a very active and happy family. To the unfortunate bachelors of the class, I will say: "Go thou and do likewise." L. A. OLNEY.

MILES HALLACKER ORTH.

"Miles" is still the same smiling boy of undergraduate days. After leaving college he was with Webb & Perkins, civil engineers, at Williamsport, for a year, leaving to go with the N. Y. C. & H. R. R. R., at Jersey Shore, Pa., where he remained two years. He then came to New York and for the last eight years has been with the New York Telephone Company, now occupying a position as manager of one of their numerous exchanges. He was married on April 7, 1904, to Miss Nina W. Theaker, of Port Huron, Mich. He is a member of the Phi Gamma Delta Fraternity, and belongs to the Telephone Society of New York City.

HORACE LUCIUS PALMER.

"Polly" has moved around some during the last ten years, and hasn't quite outgrown his habit of kicking at things in general as his letter below will show. He was married October 18, 1899, to Miss Emily M. Bunn, of Dallas, Tex. They have one child living, Dorothy Alice Palmer, born February 15, 1904. Palmer is a member of the Chi Psi Fraternity and of Ionic Lodge F. and A. M., of Duluth.

Duluth, Minn.

The sum of an engineer's life is hard work with but few soft spots, as my experience will testify.

I have had quite a variety of work, chiefly confined to civil and mining branches, which may be briefly told as follows:

A year at railroading in Virginia; a year as Deputy United States Surveyor, Geological Survey, Indian Territory; a year as draftsman, Hydrographic Office, Washington, D. C.; five years as hydrographic engineer, surveying rivers and harbors and determination of geographical position on the Coast of Cuba; four years as civil and mining engineer with the Oliver Iron Mining Company, a subsidiary company of the United States Steel Corporation, where I am now employed.

I have consistently tried to enlarge my scope to gain experience, only remaining in one subordinate place till I felt that I had become thoroughly familiar with it, or until I found that prospects of advancement were small. I have never been fully satisfied with my position, but my present place is more so than any other I have yet held. There is a variety of work here in geology, minerals and practical mining, besides quantities of problems in civil engineering—enough to keep me satisfied—that I am still progressing. I also attempted some work in architecture, but this took more time than I had available, so I had to give it up.

One great objection to my present position is my distance from Lehigh and the difficulty of getting together with the rest of the boys, but my heart is as sincere and loyal as ever, and my

admiration for '96 as great as it was ten years ago.

I send cordial greetings to each member of our good old class.
H. L. PALMER.

JACOB GRAFIUS PETRIKIN.

"Jack" evidently never made much use of the very valuable architectural education that he received at the hands of one Frederick Biggen. After leaving college he spent two years with the Pencoyd Iron Works, and fifteen months with the Link Belt Engineering Company. Following this he accepted a position with the United Barium Company, of Niagara Falls, where he stayed seven years, leaving recently to go with the Prairie Gas and Oil Company of Lock Haven, Pa. "Jack" is a member of the Sigma Nu Fraternity. He was married on January 2, 1900, to Miss Ray E. Weaver, of Clearfield, Pa. No young "baseball fiends" have arrived yet, but two daughters have made their appearance, Margaret, born on October 7, 1901, and Rebecca, born on November 26, 1903.

EDWARD ARLINGTON PITTIS.

Pittis has "held down" the following "jobs" since leaving Lehigh. Statistician and special work for Pennsylvania Railroad, five years;

sales agent, Midvale Steel Company, for two years in Chicago, and for two years in the South. He belongs to the Pittsburg, Southern and Richmond Railroad Clubs. To date he has remained unmarried.

MORRIS WRIGHT POOL.

The only real poet '96 ever had (Daboll and Ayars being only second-raters), he still seems to be on speaking terms with the Muse. After graduation he started laboring for the Union Typewriter Company, and is still in their employ. He was married on October 14, 1899, to Miss Edith Perly Dickerson, of Washington, D. C. Here is his letter:

Brooklyn, N. Y.

Nothing doing since last I wrote,
Time smoothly slips, if you'll let me quote
From Mellarme, and adown the tide
Of life uneventfully fast I glide.
My hairs are fewer, my purse is flat
(Comparatively), but what of that?
A loaf of bread, and a Sunday loaf
To invite my soul (I'm a lazy oaf,
I've heard it said), a humble cot,
A cheery heart, and the usual rot
That accompanies sentimental guff,
And—say, have I used up space enough?

M. W. POOL.

HOMER AUSTIN REID.

"Homer" has done a variety of things as his letter will show. He belongs to the American Society of Civil Engineers; Municipal Engineers of New York City, and to Western Star Lodge, No. 21, F. and A. M., of Youngstown, Ohio.

New York City.

As I am not an historian, it is with due modesty that I undertake to relate the following story:

Soon after my return to my home in Ohio, the engineer of maintenance of way of the Norfolk and Western Railroad found that he was in sad need of high-grade engineering talent so he sent for Horace Palmer and myself and for about eight months, he at Petersburg and I at Lynchburg, Va., devoted our great skill, attained at good old Lehigh, to putting the road into such shape that in the spring of 1897 a reorganization of the railroad company was accomplished and the road was taken out of the hands of the receiver. So thoroughly was our work done that after the reorganization neither Palmer nor I were further needed and Horace started for Texas and I for Ohio. I have not seen Palmer since, but I hope he, as I, profited by the experience and learned the lesson that when one has anything to do, especially in improving a railroad, not to do it too well.

The next position was not so pleasant or agreeable as the first year's work in the sunny South. It was spent over the draughting board

learning how to detail bridge and structural work with the Youngstown Bridge Company, and for a short time with the Pennsylvania Bridge Company, at Beaver Falls, Pa. The memory of the years spent in the smoky and dirty atmosphere of the Mahoning and Beaver Valleys is not to be looked back upon with longing.

Not discouraged with my first experience at railroading, in the summer of 1899 I undertook, with the assistance of Chief Engineer W. A. Hawkins, to build 100 miles of railroad in the mountains of West Virginia. The line was known as the Greenbrier Railroad and is a branch of the Chesapeake & Ohio Railroad. Our headquarters was at "Ronceverte," which I have been told is the French for green brier. Now to tell the truth green is not a term which could well be applied to that little West Virginia town, for it is the driest place I have stopped in since the last damp night we spent in South Bethlehem.

An opportunity to take a position with the State Engineer at Albany, N. Y., with a comfortable increase in salary proved too much for me and Mr. Hawkins, and I left the railroad and West Virginia for the Empire State. The spring and summer were spent in designing bridges for the Erie Canal. But the lodestone which was drawing me to New York City proved too strong to longer be denied and in the early fall of 1900 I located there.

Here my first work was bridge and structural

designing for Milliken Brothers. Then some months later I went with the Rapid Transit Railroad Commission, first as inspector of steel at the Keystone Mills, Pittsburg, Pa., where I met quite a number of Lehigh men. Later in New York, three years were spent by me (and others) in building the subway.

During this time I lived in Brooklyn, and so much did I become attached to some of her inhabitants that I found I could no longer live without one of them, and in June, 1903, I married Ednor Smith. Since that time I have come to know that an engineer's life is not worth living unless he has some one to help him live it—to share his good luck and pleasures as well as his discouragements and disappointments.

As I had the subway well along in the fall of 1903, it seemed that a change in work would offer variety if not opportunity for advancement, so in December I accepted the position of examining engineer with the Commissioners of Accounts, duties almost anything in the engineering line that the Mayor wanted investigated. At times my duties were neither arduous nor exacting, and in my spare time I translated first Morel's Cement Arme and later Christophe's Beton Arme. This work interested me so much in reinforced concrete that I undertook to write a book on the subject myself. It is now in press, and while all is not original matter I hope it will at least prove to be a pleasing presentation of old matter.

Another move to the Bureau of Buildings, Borough of Manhattan, early last fall, where I am now assistant engineer, placed me actively in the building business, and I am now devoting my time and energy trying to have buildings put up in accordance with good engineering practice and the requirements of the New York Building Law.

The fall of 1905 is marked by the important event of the birth of my little daughter, Marian Claire, who like all first born is the only baby.

My only regret is that she cannot graduate from Lehigh, as a civil engineer in 1926.

As I look over the preceding pages which are an attempt to give an account of myself since 1896, I cannot help but note that there is perhaps too much shop and too little of life outside of work. Yet not only of necessity, but from preference, the life of most Lehigh men seems to be one of work, struggle and endeavor to accomplish something worth striving for. Then, too, I have found that almost without exception when I meet a Lehigh man or hear of one the term seems to be synonymous with hard work and an earnest life. It seems to be a part and portion of us all. With greetings to fellow classmates, I am,

HOMER AUSTIN REID.

CHESTER DAWSON RICHMOND.

Chester, after leaving Lehigh, became secretary and treasurer of the Tennessee Pottery Company, which place he held for five years. He then was made vice-president and treasurer of the Evans Foundry Company, and for the last year has been manager of the Chattanooga Stove Company. On June 5, 1901, he was married to Miss Elizabeth Spencer Clinton, of Buffalo, N. Y. They have one child, Alice Clinton, born July 15, 1903. He is a member of Theta Delta Chi Fraternity, and of the Mount City Club, Chattanooga. He says he has nothing else of interest in his mysterious past.

GEORGE HOMER RUGGLES.

"Tommy" came a long ways for the five-year round-up, but promises to do even better for the ten-year reunion. His letter tells his story. He belongs to F. and A. M., Chapter R. A. M., K. T., Shriner.

Panama.

Having been asked in a circular letter from "Sammy" to give an account of myself since leaving college, will endeavor to comply with the request without taking up too much of your valuable time.

Generally speaking, I have had a very good time, consequently but little of this world's goods have landed securely within my pockets. And, am not an exception to the rule, that

those who sell their services for value received, must at all times do some very hard work in order to make good for the compensation.

Outside of the class reunion held in 1901, I have met but two classmates. These are L. W. Baldwin and Fred Bartles, who have married and are doing well. Fred. Bartles is an assistant engineer on the Isthmian Canal and at present located with his family at Bas Obispo, Canal Zone, Panama.

As to my past employment have been almost continuously in the harness since June 1896. Was with the engineering department of the Illinois Central Railroad a little more than six years and with C. D. Smith & Co., general contractors, of Memphis, Tenn., as engineer and superintendent about two years. Then drifted to Panama and have been employed as an assistant engineer on the "Big Ditch" since September, 1904.

I like this country very well and consider it as healthy as many places in the States, with which I am acquainted. Last May a yellow fever mosquito saw fit to put me in the hospital for a short time, but excepting that have not been sick a minute since graduation.

Having remained single, I still do my own mending, but am happy to say that this condition of affairs is not liable to last much longer.

Hoping that you have all had a prosperous ten years, I look forward to a happy reunion at Bethlehem as a fitting end to the closing decade.

GEORGE H. RUGGLES.

CLEMENT CLARENCE RUTTER.

"Spot" retains all his old-time interest in the class as his letter indicates. He belongs to the Elks of Fairmount, W. Va.

Philadelphia, Pa.

The communication relative to the Ten Year Book received some time since, so will get down to business and tell my little story. By referring to the Three Year Book, I find that I thought I was holding a permanent position with the Monongah Coal and Coke Company, as Assistant Engineer. Alas for such prophecies, I find that I was mistaken, for on July 16, 1899, I had the misfortune to fall down an elevator shaft in the Hotel Watson, Fairmount, W. Va., breaking a leg and incapacitating me for six months. I never returned to West Virginia, but instead accepted a position in the drafting room of William Wharton, Jr., & Co., incorporated, of Philadelphia, on January 22, 1900, which I held until March 9, 1905, when, owing to a disagreement over a patent, I left them and went to work for the Philadelphia Rapid Transit Company, in the roadway department. The patent was granted on October 24, 1905, and is known as "Adjustable Spacing Device for Guard Rails." I was married on October 21, 1903, to Miss Ida T. Solter, of Baltimore, Md., and can say that I am enjoying life and expect to write another little story for the Twenty Year Book, when we will all be great

and mighty engineers. I close with the very best of wishes for the success of the Ten Year Book, and with the kindest regards to the class of 1896.

CLEMENT C. RUTTER.

JOHN CORNELIUS SESSER.

"Jack" claimed to be too busy to write a letter, but he probably hasn't quite outgrown his old bluffing habits. He has kept close to railroads and railroading since leaving Lehigh, and is now engineer of construction for the C., B. & Q. R. R. He was married on December 6, 1899, to Miss Florence E. George, of Benton Harbor, Mich. They have no children living. "Jack" is a Thirty-second degree Mason and Shriner, an associate member of the American Society of Civil Engineers, and a member of the American Railway Engineers and Maintenance of Way Association, being a member of the track committee.

LUTHER D. SHOWALTER.

"Rocky" has been hard to reach, but he "seen his duty and done it" finally. He has kept himself occupied by teaching at his home, Pottstown, Pa., and is now assistant principal in the high school. He has not married. No

other information was volunteered, and there wasn't sufficient time to visit him, so the above record will have to suffice.

HENRY SHRIVER.

Henry is a bit sharp with his answers, but is excused on the ground of being a mining superintendent. For a year after graduation he was in the machine shops of the George's Creek and Cumberland Railroad Company. He left to take the position of engineer for the Union and New York Mining companies, which place he held for three years, and was then made mining superintendent. Henry has taken unto himself a wife, having married Miss Henrietta C. Swartzwelder, of Cumberland, Md., on February 17, 1903. He has walked the floor nights with Henry Shriver, Jr., born on January 21, 1904, and Thomas Perry Shriver, born on September 22, 1905.

Mount Savage, Md.

I got your damned circular letter. Are you so occupied that you couldn't at least have added a postscript, saying that you, Hyde, Depew & Rogers are so busy grafting that you haven't time for such small fry as yours truly?

I enclose answers to questions to the best of my ability. As far as a letter giving an account of myself since I left college, I know of little

else to add to the answers given. I haven't quite as much hair on the top of my head as formerly, and I haven't raised sorrel whiskers, such as Mussey was sporting when I last saw him. Bucking up against the world hasn't affected my politics or religion, nor do I think it has spoiled my sunny disposition.

If you can spare five minutes of your valuable time to write me just what you expect in the way of a letter, I will do my best to deliver the goods.

HENRY SHRIVER.

JOHN THOMAS SIMPSON.

Here is Simpson's corrugated record: With Carnegie Steel Company, one and one-half years; Columbian Fireproofing Company, one year; P. Gallagher, builder, two years; Terry & Tench Construction Company, one and one-half years; Hay Foundry and Iron Works, for seven years, and at present president of American Concrete Steel Company. He was married on January 19, 1898, to Miss Alice Wiles, of Warren, Ohio. A pair of Simpsons, Marshall Shoemaker, born on July 12, 1900, and Mable Wiles, born on August 13, 1903, now look for him when evening comes. He belongs to F. and A. M., to the New York Railroad Club and to the Royal Arcanum.

HARVEY WILSON SPRAGUE.

Harvey is at present superintendent of the Bethlehem Foundry and Machine Company, at South Bethlehem, Pa. He was married on April 12, 1898, to Miss Elizabeth M. Nace, of Seidersville, Pa. They have two children, Marion, born on August 22, 1900, and Mark A., born on July 3, 1905.

South Bethlehem, Pa.

What I have to say for publication in the Ten Year Book is not what I would consider very interesting reading matter.

The last ten years of my life has been a humdrum sort of existence, as you might suspect from the fact that I have spent all that time with one concern.

I have tried, however, to do my work faithfully and as well as I knew how, and think that I have received a fair reward both financially and in business experience.

As I review the work accomplished I appreciate the great advantage which I have gained through the technical course at Lehigh.

The experiences of these years have clearly shown that with increased responsibility comes increased cares, worry and work.

My objective point is probably that of the greater portion of this world's workers, namely, to get together enough worldly goods to be able to live comfortably in later life when ambition and energy are well nigh exhausted, though I hope that time is far off.

I have occasionally run across a '96 man, sometimes in a business way, more often though otherwise.

I trust that the ten year reunion will be the biggest ever held at Lehigh, and expect to be there myself to help swell the "aggregation." With best wishes for the success of '96 men, I remain,
HARVEY W. SPRAGUE.

EDWARD STEWART TAYLOR.

"Eddie" has divided his time in the following manner since June, 1896: Draftsman, Fort Wayne Electric Company, one year; Engineer U. E. G., Berlin, Germany, two years; European salesman, E. C. Atkins & Co., three years; manager Eastern branch, E. C. Atkins & Co., three years; secretary and treasurer, Roteng Engineering Corporation, one-half year. He was married on October 25, 1902, to Miss Roselle K. Meegan, of Kansas City. No Taylorites to date. He is a member of the Columbia Club of Indianapolis, the Buffalo Club of Buffalo, the University and Hardware Clubs of New York and the Carleton Club of London.

WILLIAM BAILEY TAYLOR.

"Billy" spent the first three months after graduation with the J. G. Brill Company, of Philadelphia. That proved too strenuous for

him, so he rested for a few months and then went with the Rochester (Minn.) Telephone Company, where he remained one year. Since that time he has been with the General Electric Company, remaining one year at their Schenectady shops, and for the last seven years at Lynn, Mass. He belongs to the Lehigh Club of New England and to the American Institute of Electrical Engineers. He says he is still "all alone." Here is a few of his remarks:

Lynn, Mass.

The wonderfully Generous Electric Company has so far been able to survive the drain on its exchequer occasioned by my princely salary, so I will not be forced to call on the public for financial aid for several months at least. Cordially,
W. B. TAYLOR.

JOHN WILLIAMS THOMAS.

"Jack's" first work of an engineering nature was in connection with the electric locomotives for the B. & O. tunnel. Following that he was with the Westinghouse Company for six months, and with the Third Avenue Railroad in New York City for nine months. He then spent five and one-half years with the Electric Storage Battery Company of Philadelphia, and is now with the Thomas Engineering Company, of Allentown, Pa. He was married on January 14,

1903, to Miss Florence Snyder, of Pottsville, Pa. They have no children living. He is a member of the Sigma Phi Fraternity, an associate member of the American Institute of Electrical Engineers and belongs to the Spanish-American War Veterans.

JOHN AUGUSTUS THOMSON.

A concise account of his doings may be read in the following letter. Though far away, he still retains a hearty interest in his college and his class.

Estacion, "Los Muertos," N. L., Mexico.

Little may it be of interest to you to know of the wanderings of the next to the youngest member of the class of '96, but such as they are, they will be briefly narrated. Owing to having stayed over to take the post-graduate course in mining, Miller and I started with a year's handicap.

From June, 1897, till August, 1898, I worked as a chemist in Niagara Falls, N. Y. The work was hard, the problem old and difficult of solution, the transmutation of metals—I gave it up, as did all of my worthy predecessors who worked along the same line.

I came to Mexico in the fall of 1898, and have been here ever since, save for a brief visit home, two years ago. Four of the seven and

one-half years spent here have been on railroad location and construction, with occasional rambles in the field of irrigation work.

About three and a half years have been spent in mine work, construction, exploration and development with two of the large companies operating in Northern Mexico. At present I am the mining engineer of the Cia Metalurgica de Torreon, S. A., one of the large smelter companies of Mexico.

The last nine years have been spent principally in acquiring a varied experience in mining, milling and general engineering work, such as is needed in frontier life. Needless to relate, one has to acquire Spanish and I feel quite at home in it. So far, I have followed the path of single blessedness, and presume that I am the youngest member of the class, unmarried. I do not recollect of ever having had the pleasure of meeting a single member of the class since the year 1897.

Mexico offers many attractions to those in the mining line, but also offers many drawbacks. To those who come to work and wait, time will give the opportunity. J. A. THOMSON.

EDWARD COPPEE THURSTON.

After graduating Coppee went to Africa as assistant engineer for the British South Africa Mining Company. He returned to the United

States in 1900 and started in business for himself as a mining engineer in San Francisco. At the time the first circulars were sent out he was in South America on business, and the information contained in this account was furnished by his brother, W. W. Thurston. Whether the earthquake has affected his interests has not been learned to date. Coppee is still single, and is a member of Sigma Phi Fraternity, of the University Club of San Francisco and of the Laguintos Country Club of Ross, Cal.

JOSEPH WHARTON THURSTON.

"Joe" found Bethlehem good enough for him from 1896 to 1902, giving the Bethlehem Steel Company the advantage of whatever time he could spare for business purposes. After leaving Bethlehem he took a trip West, spending some time enjoying himself in California. Coming East again in 1904, he was married on June 15 to Miss Mary P. Robinson, of Media, Pa. Shortly afterward he accepted a position with E. B. Leaf & Co., of Pittsburg, Pa., where he is at present stationed. He is a member of Sigma Phi Fraternity and of the University Clubs, of Philadelphia, Pa., and Pittsburg, Pa.

CURTIS EDWARD TRAFTON.

"Curt" has fully covered the ground in the accompanying letter. He is a member of the Delta Tau Delta Fraternity.

Fall River, Mass.

In answer to the request for a short history of my career since leaving college, I will submit the following: The next fall after graduation I returned to Bethlehem to assist in coaching the football team. After a short stay there, I went to Elizabeth, N. J., and played with the Elizabeth Athletic Club football team for the remainder of the season. While in Elizabeth, I made arrangements with a gentleman there to represent his firm in Fall River, Mass., as an agent in selling lubricating oils. This line of employment was of short duration, and I then entered the Fall River Savings Bank, remaining in its employ about one year. From here I started to learn the cotton brokerage business with the firm of E. H. B. Brow & Co., of Fall River, Mass., and stayed with them five years. My next step was to enter the office of Messrs. George H. McFadden & Bros., Agency, Fall River, Mass. This is a Philadelphia concern, and at present I am in charge of the Fall River office, selling the raw cotton to the mills in this locality. Following out the questions in the blank, I take practically no interest in politics and have held no office of this nature. I am a member of the Quequeshan Club, the leading business men's club of the city, and one of the

directors of the same, and am a member of the executive committee of the local University Club.

About my only active interest in college or school athletics is in the fact that I was elected vice-president of the Fall River Alumni Athletic Association, whose purpose is to purchase a field for the local high school undergraduates. I am still unmarried, and this simple statement in itself answers many questions which might be in order, were otherwise the case. Wishing the best of success and happiness to the members of the class of '96, I remain.

CURTIS E. TRAFTON.

HARRY CONKLIN TRIPP.

Tripp has spent most of his time since 1896 on the road as the representative of various stoker concerns. His present position is with the Westinghouse Machine Company, of Chicago, Ill. His name still goes down on the single list. He expects to be around in June, when some additional information will probably be forthcoming.

JOHN SCOFIELD WALLACE.

"Jack" has spent his time since graduation with the following concerns: Shenango Valley Steel Company, Pennsylvania Railroad Company, New Castle Pottery Company and the South Sharon Works of the Carnegie Steel Company at New Castle, Pa. So far he has turned a cold shoulder to maidens matrimonially inclined. He is a member of Delta Tau Delta Fraternity, and belongs to the following Masonic orders: P. M. Lodge of the Craft, No. 433, F. and A. M.; P. H. P. Delta Royal Arch Chapter, No. 170, R. A. M.; F. I. G. M., Hiram Council, No. 45, R. and S. M. M.; E. Commander Lawrence Commandery, No. 62, K. T.; Pennsylvania Consistory, S. P. R. S., Thirty-second degree, Pittsburg; Zem Zem Temple, A. A. O. N. M. S. Here is what he has to say for himself:

New Castle, Pa.

Have filled out the blank. Am not sure it is necessary to tell everything; in fact, have said more than I should, now. I am the same old dog, with perhaps a new collar occasionally. My best wishes for future success and welfare.

"JACK" WALLACE.

GRANT S. WALTERS.

The following letter tells briefly what Walters has been doing for himself. He has done nothing for the country, however, being still single. Philadelphia, Pa.

I don't know that I can add much to my career since the Three Year Book was issued. I have been associated with my father since 1898, at which time I constructed dams and icehouses and a drying plant here in the city and designed all the machinery for the same.

After erection I took charge of the plants and serve in that capacity at present. In 1900, I helped to organize the Tri-County Banking Company, of Pottstown, and was elected as a director. Sincerely,

GRANT S. WALTERS.

FRANK THOMAS WEILER.

Weiler started his business career with Purdy & Henderson, of New York City, where he remained for nine months. He then accepted a position in the Engineering Department, United States Government, leaving after four years of service to go with Levering & Garrigues, in Philadelphia, where the last five years have been spent. He was married on June 30, 1898, to Miss Sara E. Braunell, of Muncy, Pa. They have three children, Mary Charlotte, born on

April 17, 1899, Charles Barton, born October 27, 1900, and Elizabeth Adele, born October 20, 1903. He belongs to the Masons and is a member of the Engineers' Club of Philadelphia, Pa.

HARRY EDGAR WHEELER.

After leaving Lehigh, Wheeler was a student at Vanderbilt University during 1895-1896, and since that time has been a clergyman in the Methodist Episcopal Church in the South. He was married on June 1, 1899, to Miss Helen Gamble, of Mooresville, Ala. They have two children living, Robert Dunbar, born on December 25, 1901, and Elwyn Parkman, born on January 15, 1904. He is a member of the Central Lodge, F. and A. M., No. 30, and belongs to the Alabama Historical Society and to the Tennessee Valley Historical Society. A short letter follows:

Montivallo, Ala.

Your circular has just reached me. With pleasure I answer your summons. It may be I will be able to come to Lehigh in June; shall make an effort to, anyway.

It would do me good to meet the boys of '96, none of whom I have seen since 1892. Have heard occasionally from Beck, and one letter from Hazel, and I believe two or three from Dutcher. Sincerely,

HARRY E. WHEELER.

WILLIAM GWILYM WHILDIN.

"Billy" started his labors on the engineer corps of the Lehigh Coal and Navigation Company, where he remained for one year. The next five years he was assistant superintendent of the Tamaqua and Lansford Street Railway Company, leaving this concern to go with the Muskegon Traction and Lighting Company, of Muskegon, Mich., as superintendent. In April, 1905, he came back to Pennsylvania as superintendent of the Tioga Coal Company at Morris, Pa. On October 25, 1905, he was married to Miss Mary Ellen Brinen, of Muskegon, Mich. He is a member of Beta Theta Pi Fraternity, and belongs to the Elks Lodge, No. 592, of Tamaqua, Pa., and to the Century Club of Muskegon, Mich.

DAVIS SANNO WILLIAMS.

"Bud's" career has been exciting and varied, if nothing else, and he appears to have done his share in spending Uncle Sam's money in the Far East. With the exception of mentioning the fact that he is still a bachelor, his letter gives a good account of himself since his undergraduate days.

San Francisco, Cal.

In accordance with the orders of the secretary, I have the honor to forward the following

detailed account of my life and doings since leaving Lehigh's protecting portals:

After old "Dutchy" had allowed me to get my sheepskin, I wandered out and tried my hand at architecture. The work was all right, and everything looked good to me except the compensation, which was so near nil that I had to use my imagination a whole lot to realize that it existed at all. About three years floundering in architectural mires was plenty for me, and when the pot began to boil in the Far East I took a throw with the dice and went out there.

Arriving in Manila while things were yet smoking from Dewey's visit, and just as the "Googooos" began to get warmed up, I entered a period of hard, hot work and play. I put up tons of English and United States steel in bridges and markets for the benefit of the little brown brethren; built sea walls, roads and all kinds of things as assistant city engineer of Manila, and had a good private practice besides. When the first baseball league was formed, I joined that, and was a semi-professional ball player for a couple of years. All of these things, and other tropical delights which I will not mention, kept me pretty busy, but I never had a day's illness during my stay.

After I had been there about three and one-half years, there came a message from China to the effect that I could do better by building railroads there, and in company with six other tramps I "vamoosed" the Philippine Islands and

became a locator, constructor, military commander, etc., etc., for the Canton-Hankow Railway. And here I had the time of my life for two and a half turbulent years, dodging pirates, sitting up at nights for tigers (which we never saw), scrapping with natives, and doing the heavy diplomatic with officials over numerous cups of tea from dark to dawn and back again. I have five gray hairs in my head and that's where I got 'em. Also I got a lot of good experience, had a lot of fun, and made a No. 1 record with the officials in Shanghai, which may or may not bear fruit for me in the next few years. There are lots of things to be done in China, and few people to do them. Nine out of ten foreigners dry up or get plague, leprosy or something, because they don't know how to take care of themselves. The other fellow has a great time. I'm he. I am three years younger than I was in 1896.

I went back to Benguet, in the Philippines for six months as chief engineer on a tough job of a road they were putting through the mountains there. We had concrete bridges, ninety-foot rock cuts, retaining walls, more bridges, forty degree curves, more rock cut, more curves, cussing, landslides, hell and damnation and rotten grub, and wound up the job with a grand grass fire which consumed all things combustible, but left the road nicely baked and ready for business. So with fireworks and the sound of many guns, I said farewell to Benguet, adois to

Manila and Saranada to Philippine Islands, and returned to China, my true love. After things were shut down there, I took a long overdue vacation (the first in six and one-half years), and came to the United States through Japan. Have been loafing around here, stretching myself and nursing my bank account for the last four months, doing a job of locating or anything else which turns up, but not seeking very strenuously for work.

During my travels I have knocked against lots of "Lehighers" in out of the way places. Manila has a few, Hong Kong, and Shanghai also, and the first Chink I met in Canton introduced himself as a Lehigh man. A fat, provincial looking old boy, most Chinese of all Chinamen, Lehigh, '80, and anti-American to the core, and, I think, a leader in the present trouble. But generally the old boys are all right. Here's to them, and to you. With best wishes,

D. S. WILLIAMS.

J. ROBERTS WILSON.

For the first three years after leaving college, "Bert" was located with the New York Telephone Company, that haven of rest for Lehigh men in New York. The next two years were spent in the service of the War Department, with the U. S. Engineers in Porto Rico, and

since that time he has been with the Crocker-Wheeler Company, and is at present their Cleveland representative. He was married Sept. 6, 1904, to Miss Margaret Benedict of Round Hill, Virginia, and they have a daughter, Anna Catherine Wilson, born Sept. 22, 1905. He is a member of the Delta Phi Fraternity, and of the Century Club, the University Club and the Dover Bay Country Club of Cleveland, Ohio. In response to the request for an account of himself, he says it would be "too sad a story."

GEORGE F. WOMRATH.

George was Electrical Engineer with the Interior Conduit Company (now the Sprague Electric Company), for two years, and since 1897 he has been a manufacturing engineer in New York City. He was married to Miss Agnes Boyd Forbes, of Hartford, Conn., on September 9, 1902. A daughter, Dorothy Womrath, was born on June 10, 1905. He is a member of the Psi Upsilon Fraternity and belongs to the Masons.

ALFRED MAHLON WORSTALL.

Soon after the sheepskins were handed around, "Sliv" accepted a place with G. & W. Brubaker & Co., of Philadelphia, Pa., remain-

ing for one year, when he left to go with the Interstate Telephone Company. This latter position he held for another year, when he went into the contracting business for himself. On February 22, 1905, being a holiday, he had a little celebration, and married Miss Jeanne Glynn Hill, of Philadelphia, Pa. A young "Sliv" put in his appearance on November 30, 1905. Worstall is a member of the Chi Psi Fraternity, belongs to Philadelphia Lodge, No. 72, F. and A. M., Philadelphia Consistory, Thirty-second degree Masons, and is a member of the Bucks County Country Club. He is also vice-president of the class of '96, Lehigh University. In reply to the request for a letter he says that he "couldn't give a truthful account that would be printed," doubtless due to the fact that he is a contractor.

ARTHUR DAVISON BADGLEY.

"Badge" woke up a little late to get in at the first table, but he still "belongs to the regulars." He is a member of the Edison Club of Schenectady and of the Schenectady Whist Club, and also belongs to the Albany Chess and Whist Club. His letter reads:

Schenectady, N. Y.

My story is easily told. Shortly after our Three Year Reunion, I was transferred from

the drafting room to the Alternating Current Designing Department, and since then have been occupied with induction motor designing, being now in charge of the engineering end of induction motor proposition work, and have little time for loafing. My pedigree is much the same as when I left college, and I am also one of the contributors to "race suicide." Sincerely,

A. D. BADGLEY.

NOTICE.

A reward is offered for information concerning the following few men, whom repeated efforts failed to locate: W. J. Adams; nothing heard of him since he left Schenectady, several years ago. Malcolm Carrington; listed in the University Register as being in Chicago with the Westinghouse Electric and Manufacturing Co. W. H. Groverman; whereabouts unknown. V. A. Johnson; probably located in Minneapolis, in the grain business. W. T. Hutchins; supposed to be living at Wyoming, Pa.

HONORARY MEMBERS OF '96.

- Mrs. W. S. Ayars, Southampton, England.
Nee Laura A. Porter.
- Mrs. H. B. Ayers, Plainfield, N. J.
Nee Bessy Fitz Randolph.
- Mrs. A. D. Ayres, Keokuk, Iowa.
Nee Jessie Rebecca Hobbs.
- Mrs. F. H. Baldwin, Bethlehem, Pa.
Nee Margaret S. Cortright.
- Mrs. H. W. Baldwin, Milton, Pa.
Nee Margaret Pollock McCleery.
- Mrs. L. W. Baldwin,
Nee Margaret E. Dodge.
- Mrs. F. R. Bartles, Clearfield, Pa.
Nee Alice McQuown.
- Mrs. C. C. W. Bauder, Jersey City, N. J.
Nee Miss Mabel Phillips.
- Mrs. S. E. Beeler, Altoona, Pa.
Nee Emorene McNoldy.
- Mrs. E. T. Belden, Middletown, Conn.
Nee Bessie Burr Bacon.
- Mrs. H. F. Boyer, Saucona, Pa.
Nee Rebecca C. Eisenhart.
- Mrs. E. E. Bratton, Philadelphia, Pa.
Nee Mary E. King.
- Mrs. F. S. Bromer, Lebanon, Pa.
Nee Laura Risser.
- Mrs. A. B. Carpenter, Cleveland, Ohio.
Nee Alice Spafford.
- Mrs. S. P. Curtis, Rochester, N. Y.
Nee Louise Sumner.
- Mrs. R. A. Davidson, Schoharie, N. Y.
Nee Mary Maternagon.
- Mrs. F. A. Daboll, Philadelphia, Pa.
Nee Margaret Mitchell Walker.
- Mrs. W. C. Dickerman, Philadelphia, Pa.
Nee Alice Carter.
- Mrs. B. I. Drake, So. Bethlehem, Pa.
Nee Lillie M. Fenner.
- Mrs. F. O. Dufour, So. Bethlehem, Pa.
Nee Sarah Breisch.
- Mrs. E. M. Durham, Jr., Nashville, Tenn.
Nee Grey Wilkins.
- Mrs. E. H. Dutcher, Bethlehem, Pa.
Nee Elizabeth Overfield.
- Mrs. T. S. Eden, Troy, N. Y.
Nee Mabel Lucie Smith.
- Mrs. G. R. Enscoe, New York City.
Nee Gertrude Haydock Phillips.
- Mrs. W. A. Evans, Paris, Texas.
Nee Cynthia Rainey.
- Mrs. C. B. Flory, Peckville, Pa.
Nee Esther Sitgreaves.
- Mrs. C. R. Fountain, Bethlehem, Pa.
Nee Josephine Williams.
- Mrs. T. J. Gannon, Brooklyn, N. Y.
Nee Helen C. Hanlon.
- Mrs. D. Hall, So. Bethlehem, Pa.
Nee Sadie E. Maharg.
- Mrs. H. N. Herr, Lancaster, Pa.
Nee Ida L. Stoner.
- Mrs. H. D. Hess, Philadelphia, Pa.
Nee Emily Westbrook.

- Mrs. B. Hiss, E. Orange, N. J.
Nee Laura Sherwood Cushing.
- Mrs. O. Z. Howard, Baltimore, Md.
Nee Nida L. Cunningham.
- Mrs. R. P. Howell, Allentown, Pa.
Nee Bertha E. Wenner.
- Mrs. W. T. Hutchins, Wyoming, Pa.
Nee Gertrude Laycock.
- Mrs. J. M. Jackson, Winchester, Ky.
Nee Katherine Tebbs.
- Mrs. W. S. Jackson, Washington, D. C.
Nee Vanette Louise Bogan.
- Mrs. V. W. Kline, Lockport, N. Y.
Nee Francis M. Cropsey.
- Mrs. R. E. Laramy, Bethlehem, Pa.
Nee Mary E. Brodhead.
- Mrs. T. Lewis,
Nee Mary Stokes Suppes.
- Mrs. B. Loomis,
- Mrs. C. W. Lord, Bethlehem, Pa.
Nee Josephine Chapman.
- Mrs. J. B. McBride, Frenchtown, N. J.
Nee Martha E. Kugler.
- Mrs. B. M. McDonald, DeKalb Jct., N. Y.
Nee Maud B. Smithers.
- Mrs. E. W. Miller, Newark, N. J.
Nee Ella Madelene Post.
- Mrs. B. Mohun, Washington, D. C.
Nee Nora Michener.
- Mrs. R. de la Mora, Guadalajara, Mexico.
Nee Luz Vazquez.
- Mrs. C. H. Morgan, Alexandria, Va.
Nee Ruth E. Taylor.
- Mrs. W. H. Mussey, Washington, D. C.
Nee Carrie Louise Shields.
- Mrs. J. H. Myers, Harrisburg, Pa.
Nee Mary K. Snyder.
- Mrs. L. A. Olney, Lowell, Mass.
Nee Bertha Haynes Holden.
- Mrs. M. H. Orth, Port Huron, Mich.
Nee Nina W. Theaker.
- Mrs. H. L. Palmer, Dallas, Texas.
Nee Emily M. Bunn.
- Mrs. J. G. Petrikin, Clearfield, Pa.
Nee Ray E. Weaver.
- Mrs. M. W. Pool, Washington, D. C.
Nee Edith Perley Dickerson.
- Mrs. H. A. Reid, Brooklyn, N. Y.
Nee Ednor Comstock Smith.
- Mrs. C. D. Richmond, Buffalo, N. Y.
Nee Elizabeth Clinton Spencer.
- Mrs. C. C. Rutter, Philadelphia, Pa.
Nee Ida T. Solter.
- Mrs. J. C. Sesser, Benton Harbor, Mich.
Nee Florence E. George.
- Mrs. H. Shriver, Cumberland, Md.
Nee Henrietta C. Swartzwelder.
- Mrs. J. T. Simpson, Warren, Ohio.
Nee Alice Wiles.
- Mrs. H. W. Sprague, Seidersville, Pa.
Nee Elizabeth M. Nace.

Mrs. E. S. Taylor,	Kansas City, Mo.
Nee Roselle K. Meegan.	
Mrs. J. W. Thomas,	Pottsville, Pa.
Nee Florence Snyder.	
Mrs. J. W. Thurston,	Media, Pa.
Nee Mary P. Robinson.	
Mrs. F. T. Weiler,	Muncy, Pa.
Nee Sara E. Braunell.	
Mrs. H. E. Wheeler,	Mooreville, Ala.
Nee Helen Gamble.	
Mrs. W. G. Whildin,	Muskegon, Mich.
Nee Mary Ellen Brinen.	
Mrs. J. R. Wilson,	Round Hill, Va.
Nee Margaret Benedict.	
Mrs. G. F. Womrath,	Hartford, Conn.
Nee Agnes Boyd Forbes.	
Mrs. A. M. Worstall,	Philadelphia, Pa.
Nee Jeanne Glynn Hill.	

THE '96 KINDERGARTEN.

Name—	Date of Birth.
Baldwin, Mary Shaw,	June 28, 1902
(Child of H. W. Baldwin.)	
Baldwin, Richard,	September 22, 1904
(Child of L. W. Baldwin.)	
Bartles, Mary Virginia,	July 30, 1904
Beeler, Helen Brotherton,	June 5, 1901
Beeler, Samuel Edward, Jr.,	May 9, 1903
Belden, Georgiana Burr,	May 17, 1901
Belden, Edgar Tweedy, Jr.,	December 31, 1902
Belden, Harry Bacon,	February 28, 1906
Boyer, Rebecca,	October 11, 1903
Bratton, Edward King,	March 25, 1906
Drake, Elizabeth	May, 1899
Drake, Katharyn,	October, 1901
Durham, Edward M., Third,	December 23, 1904
Dutcher, Elizabeth,	June 27, 1897
Dutcher, Edith,	October 3, 1898
Dutcher, Grace,	May 10, 1900
Dutcher, Helen,	January 5, 1902
Evans, Mary,	September 25, 1905
Flory, Curtis Bertram, Jr.,	December 11, 1902
Flory, Gertrude Vail,	December 25, 1904
Fountain, Gilbert Timothy,	January 17, 1900
Fountain, Hugh David,	July 15, 1904
Gannon, Edmund Joseph,	July 24, 1902
Hall, Margaret,	September 14, 1900
Hall, Mary Anna,	August 16, 1905
Hiss, Mildred Cushing,	1899

Howard, Catherine Lee, December 25, 1902
 Jackson, Joseph Gray, May 4, 1904
 Laramy, William John, January 6, 1903
 Laramy, Rachel, October 30, 1904
 Lewis, Telford, Jr., June 18, 1903
 Lewis, Charles Suppes, September 2, 1905
 Lord, James 2d, April 4, 1901
 Lord, Wheeler, Jr., March 11, 1905
 Miller, John Williamson, March 14, 1899
 Miller, Elizabeth, May 24, 1901
 Miller, Anthony Westwood, February 6, 1903
 Mohun, Mary Elizabeth, February 9, 1906
 Mora, Maria, July 25, 1903
 Mora, Teresa, March 12, 1905
 Morgan, James Willard, January 24, 1900
 Morgan, Harold William, June 2, 1901
 Morgan, Beatrice Marion, April 27, 1903
 Morgan, Helen T., November 26, 1905
 Mussey, Eleanor Shields, February 12, 1904
 Myers, Helen K., August 14, 1904
 Olney, Margaret Lucia, July 24, 1904
 Olney, Edna Elizabeth, September 10, 1905
 Palmer, Dorothy Alice, February 15, 1904
 Petrikin, Margaret, October 7, 1901
 Petrikin, Rebecca, November 26, 1903
 Reid, Marian Claire, October 8, 1905
 Richmond, Alice Clinton, July 15, 1903
 Shriver, Henry, Jr., January 21, 1904
 Shriver, Thomas Perry, September 22, 1905
 Simpson, Marshall Shoemaker, July 12, 1900
 Simpson, Mable Wiles, August 13, 1903
 Sprague, Marian N., August 22, 1900

Sprague, Mark A., July 3, 1905
 Weiler, Mary Charlotte, April 17, 1899
 Weiler, Charles Barton, October 27, 1900
 Weiler, Elizabeth Adele, October 20, 1903
 Wheeler, Robert Dunbar, December 25, 1901
 Wheeler, Elwyn Parkman, January 25, 1904
 Wilson, Anna Catherine, September 22, 1905
 Womrath, Dorothy, June 10, 1905
 (Child of G. F. Womrath.)
 Worstall, Charles Mahlon, November 30, 1905

STATISTICS GATHERED FROM THE BLANKS.

On the question of politics the class appears to be overwhelmingly Republican. Out of 104 blanks returned, 63 indicated a preference for the Republican party, 19 for the Democratic, 10 Independent, 1 Prohibition and 11 gave no answer. As far as holding political office goes, there are no Senators or Congressmen; school directors and ward-heelers being about the limit of achievement thus far. W. S. Ayars was an official at the polls one day for which he received \$5; Given held the office of City Treasurer, Ponca City, Oklahoma; "Jim" Jackson was City Engineer of Wheeling, W. Va.; Lehman is, and Laramy was, a member of the Bethlehem Town Council, while Kresge has the honor of being a school director on the South Side of the river. Weiler holds down a position on the local Board of Health, and "Bobby" Howell is Town Engineer of Phillipsburg, N. J. Nearly all the rest indicated a "hands off" attitude on the subject, being of the opinion, seemingly, that the field was not a particularly inviting one. A reference to the senior class book will show that the political sentiment has not changed materially in ten years.

It was rather difficult to get a satisfactory classification of the various pursuits in which the members of the class are now engaged. Gener-

ally speaking, however, 28 are following the civil engineering profession in some one of its many branches, while 17 are working along mechanical lines. Nine members are teaching, 9 are "back at the mines," and 9 have kept close to the electrical side of engineering. There are 5 lawyers, 2 ministers and 1 doctor, 2 chemists, 3 have gone into real estate and insurance, 3 have clerical positions, 3 are sales agents for building materials and the remainder are engaged in manufacturing and mercantile business. Comparatively few of the class are in business for themselves.

The following men belong to Masonic organizations: Beeler, Bernstein, Cooke, Cunningham, Dutcher, Flory, Hall, Howell, W. S. Jackson, Keys, McBride, Morgan, Myers, Olney, Palmer, Reid, Ruggles, Wallace, Weiler, Wheeler and Womrath.

A. D. Ayres, Bartles, Evans and Rutter belong to the Elks. Seventy-one '96 men are married and there are sixty-seven children living.

The average weight of the class is 154 pounds, which is only an increase of four pounds per man in ten years. The lightest man is W. S. Jackson, who weighs 118 pounds, while Trafton tips the scales at 230. L. W. Baldwin follows with 220 pounds, and Keys at 210 and H. B. Ayers at 205 are the only others over the 200 mark.

CLASS HISTORY

THREE YEAR REUNION.

Beginning at the point where our previous histories cease, a partial account of the Three Year Reunion is necessary for the preservation of a complete class record. Without going into details, it is sufficient to say that a highly successful banquet was held at the Sun Inn Hotel, Bethlehem, on the evening of Alumni Day, June, 1899, at which the following members of the class were present: Ayars, Badgley, Bartles, Beck, Bernstein Bieber, Bossert, Boyer, Bromer, Buvinger, Daboll, Dessauer, Dickerman, Dufour, Eden, Enscoe, Gannon, Herr, Laramy, Lehman, MacCalla, Masson, Miller, Mussey, Olney, Saltzman, Thurston, Walters, D. W. Wilson, Jr., and Worstall. "Bob" Laramy officiated as toastmaster and several ornamental and impromptu toasts were responded to and cordially received. The committee consisted of the class officers, Laramy, D. W. Wilson, Jr., Worstall and Dessauer, together with Bliem and Pool. At a business meeting previous to the banquet, the old class officers were unanimously re-elected for a period of two years, and it was voted to hold a Five Year Reunion.

A claimant for the class cup appeared in the person of "Billy" Miller, who was proudly proclaimed the father of the first boy. With customary caution the class placed the matter in the hands of a committee, and said committee formally awarded the cup to Mr. Miller, which, after all, wasn't such an unenviable record for the youngest man in the class.

FIVE YEAR REUNION.

From the 15th to 19th of June, 1901, the old Dutch berg resounded with '96 war-whoops—and the thirst-dealers smiled. The following men—40 in number—were in town during the reunion, making it by far the largest and most enthusiastic class gathering ever held at Lehigh: Beck, Dickerman, Dornin, Drake, Ferriday, Myers, Orth, Strickler, Thomas, J. R. Wilson, Yates, F. H. Baldwin, Bayard, Bernstein, Bliem, Bossert, Boyer, Daboll, Dessauer, Dufour, Enscoe, Gannon, Hess, Jackson, Kresge, Laramy, Lehman, Lord, MacCalla, Masson, Miller, Mussey, Olney, Reid, Ruggles, Sprague, J. W. Thurston, Wallace, D. W. Wilson, Jr., and Worstall. The first eleven of the above named were unable to remain for the class banquet on Tuesday evening, June 18, on account of business engagements. It is hardly possible—or perhaps proper—to give a detailed account of the "doings" of the few days. Cares and responsibilities of business were forgotten, friendships renewed and strengthened, and memory,

backward turning, lived over the old days. Gatherings at "Charlie's" and "Carl's" were the order of the day—and night. Not the rollicking times of undergraduate days—but meetings pervaded withal by feelings of fellowship and friendliness—where experiences of the past were recounted and toasts were drunk to the fortunes of the future.

On Tuesday morning, June 18, as per schedule, a class pennant, 'mid a volley of class and college cheers, was floated from the Alumni flagpole on the campus, permission for the same having been received from the president of the Alumni Association. The pennant, 7 feet by 12 feet in size, was of brown bunting, with a white sunburst in the center, on which appeared in blue, "L. U., '96." The following is clipped from the "Bethlehem Times" of June 18, 1901:

"'96 CLASS REUNION.—The most conspicuous among the many alumni of Lehigh at present in town are the men of the class of '96, with their five year reunion badges. A knot of fifteen or more were gathered together as early as Saturday evening and attended the calculus cremation on the campus, when their class yell was very noticeable. Since then many more have come to town and about forty are expected to attend their banquet at the Sun Inn this evening. The class was always noted for its originality and this is once more attested by the beautiful class pennant which they raised upon the

college flag-staff this morning directly under the alumni stars and stripes."

At the same time small pennants, 7 inches by 12 inches, of brown bunting with a white "'96" in the center, together with canes and badges, were distributed among the class. Marching down to the baseball game after the alumni luncheon, with colors flying, the class made an enviable showing and one which was favorably commented on by many of the older alumni. Every year more alumni are awakening to the fact that they *are* alumni and as such have certain responsibilities resting on their shoulders. They are, in a word, becoming more enthusiastic, and '96 can justly feel that it is contributing its share to the general movement.

The reunion banquet, held on Tuesday evening, was unanimously voted one of our most pleasant and profitable gatherings. The men showed, by action and speech, that they had lost none of the old spirit; that their love for Lehigh and 'Ninety-six remained unshaken. The only regret was that not every member of the class could be present to feel the real strength of the spirit which holds us together. It was there—and there in all its fervor—and everyone departed, feeling the better for having attended. The following account, written by R. E. Laramy, appeared in the "Bethlehem Times" of June 19, 1901:

"FIVE YEAR REUNION OF THE CLASS OF '96 OF LEHIGH UNIVERSITY LAST EVENING.

—The banquet connected with the five year reunion of the class of '96 Lehigh University, held last evening at the Sun Inn, was a success in every way. Thirty of the forty or more men who returned this week were able to remain over until to-day and enjoyed themselves to their utmost until far into this morning. Conspicuous in the dining hall was the large class pennant, which was made this year and which will be used at all future meetings. The three year banquet two years ago was very similar in character to the banquets of college days, but the one last evening found the men slightly more staid, probably owing to the large sprinkling of married members. F. A. Daboll, or "Cully," as he is more familiarly called, made an admirable toastmaster and rallied the speakers to their work in fine style. An interesting feature was the passing about of the class cup, now the property of E. W. Miller, father of the first boy. A number of set toasts were responded to in a splendid manner, but before the time was over every man present had added his share to the enthusiasm.

"At a short business session it was decided to hold a seven year reunion two years hence, and to present a gift from the class to the recently organized Lehigh University Home Club. Joseph W. Thurston and J. George Lehman were chosen a committee to collect the money and select the gift, which will probably be a loving cup. The men coming the greatest dis-

tance were Ruggles, from Jackson, Miss., and Bernstein, from Nicaragua. The officers of the class as they have been since the last year at college are: President, R. E. Laramy; vice-president, A. M. Worstall; secretary, S. M. Dessauer, and treasurer, D. W. Wilson, Jr. The class departed strengthened in the conviction that '96 has as ever no lack of class and college spirit."

Supplementing the above, it may be recorded that, at the business session, the old officers were re-elected and that the committee which compiled the Three Year Book was instructed to edit a Ten Year Book. S. M. Dessauer was elected archivist of the class for life. Happy toasts by "Berry" Mussey, "Wheeler" Lord, "Joe" Thurston and "Jack" Wallace were the features of the evening, Mussey in particular "taking a fall" out of the married contingent. "Tommy" Gannon, who was in town on his honeymoon, received a large share of attention from his loving classmates. A number of characteristic and enthusiastic letters and telegrams were received from various members of the class who were unable to be present. After a series of "rapid-fire toasts," as announced by the toastmaster, each man being allowed three minutes' talk, the banquet was at an end, and the crowd reluctantly dispersed, firm in the intention to gather again in two years when for the first time in the history of Lehigh classes, a seven year reunion was to be held.

LOVING CUP PRESENTATION.

Acting under instructions from the class, the committee, Messrs. Thurston and Lehman, purchased an imported stein and presented it to the Lehigh Home Club on Friday, July 19, 1901. A '96 class picture, neatly framed, was also given at the same time, these being the first gifts, which the club received. The following account appeared in the "Bethlehem Times" the next day.

"About fifty old college boys attended last night's meeting of the Home Club of Lehigh University at the new clubhouse on New street, Bethlehem, witnessed with much pleasure the presentation of a loving cup to the club by the class of '96, enjoyed a good old-fashioned Dutch lunch and sang college songs. They had a fine, gay old time. The presentation speech was made on behalf of the class of '96 by Joseph W. Thurston in his characteristic humorous manner, and the response was by the president of the club, E. M. McIlvaine, who proved to be equal to the occasion and whose remarks were timely and interesting."

SEVEN YEAR REUNION.

The class returned for their seven year reunion on Saturday, June 13, 1903, and the following men were present at the banquet held in the evening at the Sun Inn Hotel: Badgley, Beck, Bernstein, Boyer, Dessauer, Dickerman, Howell, Kresge, Laramy, Lehman, Lord, MacCalla, Masson, Mussey, Sprague, J. W. Thurston, D. W. Wilson, Jr., and Worstall. Wheeler Lord officiated as toastmaster, and hand-painted steins were distributed as souvenirs. A pleasing feature was the visit to the banquet hall of the class of '83, who were in town celebrating their twenty year reunion. Earlier in the evening '96 had paid a fraternal call at '83's headquarters on Packer avenue, South Bethlehem, Pa. The class attended the baseball game at Easton and also the cremation of Calculus on the campus *en masse* and demonstrated that they had lost none of their old-time spirit.

EIGHT YEAR REUNION.

An informal gathering occurred at the Lehigh Home Club on Saturday evening, June 11, 1904, the following members attending: F. H. Baldwin, Bernstein, Daboll, DeKay, Dessauer, Dufour, Hess, Kresge, Laramy, Lehman, Lewis, Lord, Miller, Thomas and J. W. Thurston. Resolutions were adopted with reference to the death of D. W. Wilson, Jr., and the office of treasurer, held by him, was combined with that of secretary, S. M. Dessauer being elected to fill the new office.

NINE YEAR REUNION.

No special effort was made in 1905 to get the crowd together, and the gathering was merely the "calm before the storm." A few loyal members, however, kept open house at the Lehigh Home Club on Saturday, June 10, and told stories until far into the night. F. H. Baldwin, Bernstein, Buvinger, Dessauer, Dutcher, Howell, Kresge, Laramy and Simpson were in attendance.

In Memoriam

- LEWIS BENJAMIN DAVENPORT,
Died Jan. 6, 1896
- JOHN SAVAGE GRAFF,
Died September 7, 1896
- JAMES LEE RANKIN,
Died October 13, 1900
- HENRY PAUL REED,
Died in 1905
- ARTHUR YEAGER SHEPHERD,
Died May 29, 1896
- DAVID WM. WILSON, JR.,
Died February 9, 1904

JAMES LEE RANKIN.

(From the Brown and White, Oct. 22, 1900.)

James L. Rankin, of the class of '96, was the victim of a sad accident which occurred in Pittsburg, Pa., on Saturday, October 13, and one which resulted in almost instantaneous death. It appears that Rankin and a companion were out for an afternoon's ride on horseback, and the former's horse, becoming frightened at the noise of an approaching trolley car, bolted across the track and was run down. The rider was hurled from his horse with such force on the hard asphalt roadway that his skull was badly fractured and death was a matter of only a few moments. The deceased was assistant chief engineer of the American Tinplate Company, of Pittsburg, and was prominent in business and social circles. Mr. Rankin was born in Savannah, Ga., in 1875. His family was a prominent Southern one and he came North to obtain his education at Lehigh. He was active in college affairs, particularly in lacrosse and theatricals, and was very popular with his classmates. He was a member of the Alpha Tau Omega Fraternity. His untimely death will be sincerely mourned.

RESOLUTIONS BY THE CLASS OF '96.

WHEREAS, Almighty God, in His all-wise providence, has seen fit to take from our midst our beloved companion and classmate, James Lee Rankin; and

WHEREAS, We keenly realize that in his death we have lost one whose ability, sincerity and sterling qualities endeared him to all who knew him; be it

Resolved, That we, the class of 'Ninety-six of Lehigh University, hereby express our deep sorrow in his loss and extend to his family our sincerest sympathy in their bereavement.

H. W. BALDWIN,
W. C. DICKERMAN,
H. SHRIVER,
R. E. LARAMY, Pres.,
S. M. DESSAUER, Sec'y,
Committee.

DAVID WILLIAM WILSON, JR.

(From the Brown and White, Feb. 11, 1904.)

Word has been received by classmates in town of the sudden death on Tuesday, February 9, in Brooklyn, N. Y., of David W. Wilson, Jr., one of the officers of the class of '96, and prominent among the alumni. The reputation of his class for unity and spirit was due to no one more than to him. Familiarly known as "Dave," or "D. W.," he was a well known factor during his days in college, particularly for his artistic work, specimens of which have been in every Epitome since 1894. He was a member of the staff of the Brown and White, and also of the editorial board of his class epitome. In athletics he was devoted to lacrosse and returned for the alumni game two years ago. His loyal spirit was shown by his presence and lusty cheering at the last Lafayette game. He will be best remembered perhaps as the organizer of the movement in his class which resulted in the granite steps at the Vine street entrance to the college grounds. The design was his also. Mr. Wilson was unmarried, and engaged in architectural work with Visscher, ex-'99, under the name of Wilson & Visscher, 156 Broadway, New York.

RESOLUTIONS BY THE CLASS OF '96.

WHEREAS, God in His infinite wisdom, has seen fit to take from his family and work our friend and classmate, David W. Wilson, Jr.; be it

Resolved, That, in his death, we, the class of '96 of L. U., feel the loss of a comrade, who, by his devotion and talents, was one of the chief sources of our class unity and a most valued member; of a man who, by his cheerful nature and breadth of views, endeared himself to all and commanded our whole respect; and of a friend tried and true, whose acquaintance we learned to cherish.

Resolved, Also, that we give to the bereaved mother and family our sincerest sympathy and tenderest wishes in their affliction, judging but imperfectly how great is their sorrow from what we ourselves feel.

Resolved, Lastly, that an engrossed copy of these resolutions be presented to his family, and that they be printed in the Brown and White.

R. E. LARAMY,
S. M. DESSAUER,
W. S. AYARS,
G. R. ENSCOE,

Committee.

Accounts of the deaths of Davenport and Shepherd appeared in our Senior Class Book and the account of the death of Graff was published in the Three Year Book.

FINIS.

In concluding this ten years' summary of class affairs, perhaps a few words of explanation are in order. It was originally intended to issue a much more complete and elaborate volume than has been presented, but the difficulties attending the collection of the requisite data from a hundred or so individuals, separated as widely as we now are, and the limited time which the secretary had at his disposal for matters of this nature, compelled a change of programme. Out of a list of ninety men, named in the university catalogue as graduating in '96 (four of whom were '95 men, and who never affiliated with us in our work), eighty-three replies were received, leaving only three men in reality, who we were unable to reach. Of the other twenty-one blanks returned, four were from '96 men completing their course in '97, and seventeen were from loyal members of the class who left before the finish. Truly a remarkable record! It only goes to prove that the bonds of unity and friendship, already strong in undergraduate days, have stood the test of years, and are growing stronger as we grow older. If this book has helped in any way to keep alive the "spirit of '96," and has strengthened the ties which bind us to Lehigh, it has fulfilled its purpose.