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Lehigh '96
Three Year Book.



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Class of '96

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LEHIGH UNIVERSITY.

THREE YEAR BOOK

OF THE
CLASS OF 1896.

COMPILED AND EDITED BY
S. M. DESSAUER, R. E. LARAMY,
D. W. WILSON, Jr.

SOUTH BETHLEHEM, PA.,
JUNE, 1896.



Dedicated

AT THE

Triennial Reunion of the Class,

TO THE MEMORY OF

LEWIS BENJAMIN DAVENPORT,

ARTHUR YEAGER SHEPHERD,

AND

JOHN SAVAGE GRAFF.

. . Preface . .

Other colleges have had three year books but this is the first for Lehigh. A few men wrote very honestly that they could see nothing of good in the plan, but the great majority seemed glad to hear of it and to help the book along. If the news in the letters was to be weighed by its money value it would not pay for the book, perhaps, but the aim is not that. All of us were thrown together for four years, more or less, and a large part of our training was what we received by the contact with each other. This alone seems good enough for a sentiment by which to bind us all together for alumni days; but there is more. As the four years went on we began to be conscious in our class mind that the chances of the years had made a very fortunate combination in the men of Ninety-six. This fact became evident also to others and is still a by-word at Lehigh. It is this, I think, which made the fellows to fall in so readily with the plan, in order that for Lehigh's sake and our own, the fruits of this happy collection of men might not be lost. Personally, I am sorry for the man, if there is one, who does not wish to see the old spirit kept up.

Affairs at Lehigh have gone on well since we left except in a money way and of this it seems hard to learn the true state. Still we know that the foundation is secure, and if only a few years can be tided over the future appears very bright. State aid is refused because of a non-desire to

assist a sectarian school and because the good old State is itself in need of aid—money and men. All of us who take pride in our Alma Mater and I trust we always shall have such a pride—deep in our hearts, if not on parade—should be ready to help her progress in anything that lies in our power.

Many of the men can testify that no stone was left unturned to discover their whereabouts and obtain a letter. A glance through the book will show how scattered we already are. From a few we could not hope to hear anything, but no man will be able to feel that he was slighted. It may seem a little thing but, as suggested before, every man should send notice of his change of address to the College, Alumni or Class Secretary.

We have made a special list of the ladies whom a few men have had the nerve to add to our membership: We greet them cordially and sincerely. The other facts we must leave you to glean from the letters.

Poor "Busky!" You will find a full account of the circumstances of his death. It was a great sorrow and a great lesson to look at his remains after the accident. The three sudden deaths we had that year ought to have impressed everyone with the uncertainty of this life after all. It will be hard to forget "Busky"—his was such a genial temperament. The editors hope it will be hard to forget any classmate, hard to forget Lehigh, and hard to forget '96. May this book be a cement to our union and a delight to all.

Class President—for the Editors.

Wilkesbarre, Pa.

My first job after graduation began when I left for Antwerp on the Red Star Line S. S. "Pennsylvania" as deck engineer. I found the work hard, hot and dirty, but stuck at it for two round trips—about three months. Then they changed chiefs, and the new incumbent and myself not getting along with any comfort, I managed to get transferred to the S. S. "Illinois" of the same line—a sister ship to the "Penna." After nearly a year on the "Ill." as electrician, I was made junior engineer on the main engines. We lay in port a week at each end, and twice a year went into the dry-dock in Antwerp for two weeks. Of course I took advantage of every opportunity to enjoy myself, and they were by no means few in "Antwerpen," as the Flemish call it. This went on until a year ago in December when the "Ill." went ashore off Cape Henlopen. When we got to Philadelphia, they sent us to Cramp's, and from there I was shortly sent to New York to report for service on the American Liner, S. S. "New York." I made two trips on her as fourth assistant, and was then made junior third assistant and got my first gold stripes. Then, after a couple more runs, the "Paris" came on, and we went into dry-dock at Southampton for general overhauling. While this was going on, we had orders to leave for home at once, as war was imminent. We took just thirty-six hours to coal up and clear out, and reached New York the next Saturday night. Sunday morning we docked, and found

war was declared while we were *en route*. We were immediately told that the ship was to enter the navy as the "Harvard," and go out and scout for Cervera. Pay was advanced fifty per cent. all around, and several men leaving, I got the senior third assistant's job, a rise of five numbers, as there are six third assistants on the "New York." A week later, just as the "Paris" came safely in, we and the "St. Louis" started out again. We had only four six-pounders for armament, and no armor except the coal belt around the stokeholes. But the "New York" had been originally designed for this very form of service, and she changed very readily. Her subsequent history is familiar to all of you; how we cruised through the West Indies, finally running into St. Pierre Martinique, and getting the first news of Cervera, being blockaded there and getting safely away (where we ran forty-six knots in two hours); then returning to the United States, and putting in at Newport News. Here we got an outfit of five-inch rifles, enlisted regularly in the Navy and went back, taking two regiments and part of another to Daiquiri. We were at Santiago the day of the great battle, Sunday, July 3, 1898, and while not allowed to take part, saw it all. Then we picked up all the Spaniards we could from the wreck, collected those picked up by the rest of the fleet, and took them to Portsmouth, N. H., and Annapolis, Md. On our return to New York I applied for and received an honorable discharge, being completely prostrated by a severe attack of

dysentery. Since then I have been at home, and am likely to stay here some time, as only recently I got a very good berth with the Susquehanna Coal Company as mechanical engineer. Since graduating, I have run across several of the boys in unsuspected quarters. Tripp dropped in on me in New York once when I imagined him miles away; I met Pool on Broadway one evening, and frequently saw "Sliv" Worstall while I was running out of Philadelphia. Howard was at Newport News when I was there, also Howitz, '94, Dornin, ex-96 and Roelker, ex-97. I am *not* married and have no intentions that way. I have gone from 118 pounds, my weight when I left the "Harvard," to 155 pounds at present, grown a luxuriant beard *à la* Mr. Lambert, and am well satisfied with life all told. I haven't lost a particle of faith in Lehigh in general, '96 in particular, and the '96 *M. E.'s* in *special* particular. The only event to mar a very happy alumni life to me, so far, was the news of poor old "Busky's" death while I was on the "Pennsylvania," and I still find it hard to believe. Well, that this may find you all in as good a humor with yourselves and the world as it leaves me at present, is the devout wish of

W. S. Ayars.



Schenectady, N. Y.

Immediately after graduation, my mother, my sister and myself went to a quiet little summer re-

sort for a vacation. During that summer I spent a good deal of time, money, and all my persuasive powers trying to find a position. Time rolled on and my name was "placed on file" in the stereotyped way by many concerns.

In the following December, I found employment as a detail draughtsman with the Schenectady Locomotive Works. I remained in the draughting room fifteen months and was then made inspector in the shop. This position I held for about a year when the management made another change and I found myself acting as general errand boy, which position I am still trying to fill.

"D. W." was very personal in regard to the marriage question. If I had made a hit in the business way, I should not mind so much having to confess that the matter of getting married had received no attention whatever.

With best wishes for all the members of Ninety-six,

H. B. Ayers.



Milwaukee, Wis.

Immediately after graduation, I obtained a position on the Lehigh Valley Railroad as rodman, being located at Sayre, Pa. We had a large division and were on the road from twelve to eighteen hours a day, so when an order came in September to reduce the force, it looked like twenty-five hours a day for the survivors, and I resigned in favor of some one more ambitious.

In January, 1897, I went to Chicago with the firm of Sargent & Lundy, Consulting Engineers. They make a specialty of electric plants; while with them I worked on the plans for the South Side Elevated Railroad, which they changed from a steam road to one operated by electricity. As I took the Civil Engineering course and intend to follow Mechanical and Electrical Engineering, I found that, in addition to considerable study, I needed some shop practice. Hence in August, 1898, I entered the E. P. Allis Company's shops at Milwaukee, Wis. In a few months I expect to go on the road for them, erecting engines, and, after a year or so, intend to return to Chicago with the firm of Sargent & Lundy. I approve of the method of instruction at Lehigh, for it gives one a good foundation for future work, and it does not specialize too much. There is plenty of time for that after one leaves college.

Albert Doane Ayres.



Schenectady, N. Y.

During the summer after graduation I was mainly engaged in loafing and camping. Then I was with the Strouger Automatic Telephone Company, in Chicago, for about six weeks. I left there to join the General Electric Company, of this place, and have since been engaged here as a draughtsman. That is it in a nutshell—been having a pretty good time all along.

A. D. Badgley.

New York, N. Y.

I think the idea of a three year class book is a good one, yet at the same time I do not propose to publish my struggles, failures and mistakes before the un pitying eye of an unsympathetic world. Suffice it to say that as an engineer I never made a cent, and my diploma has been about as useful to me as any other piece of paper would have been. What I have made has been due to an ability to use my hands, with tools in them, in such a way as to produce results in iron, steel and other metals. Having now abandoned this form of labor, I am, thanks to my educational training, a cross between a mathematical shark and a general man of business. So far, in this latter line, results have been slow in coming to me and I still lack much fine gold and silver to make my happiness complete. However, it is said that all things come to him who waits and I do not despair.

F. H. Baldwin.



Milton, Pa.

So you wish a summary of my doings since June, '96—they are short and sweet. Though not always in the same place, my chief work has been "sitting on the pinnacles of hell, manufacturing thunder at two cents per clap."† Would suggest you ask "Sammy" to see "Charlie" in South Bethlehem and have him make a "special brew" for the reunion; possibly "Bob" could do this but I

think he would hardly be the man to sample the article.

Well, to be a little more to the point; I traveled for my health for three and a half months, beginning September, 1896. I went from Massachusetts to California, taking in the northwest and central west. On returning in November, I secured a place as rodman with the Cleveland and Marietta Railroad, on a corps then making a re-survey of the road. At this work I stayed until June, 1897, when I was admitted as special apprentice to the Altoona shops of the Pennsylvania Railroad Company. I was there for just a year, until June, 1898, when I considered it advisable to accept a position I was then offered with the Milton Car Works.

As to my children, I know of none so far, hence have not decided on their names—must leave the latter blank until I see whether they are twins or triplets and note the sex. In regard to my wife, I have seen many I could love but none who would love me.* Would suggest you write to all those who have gotten married to be prepared to explain how they did it, for the benefit of the rest of the class.

"Hookie," or Hasell W. Baldwin.

ED. NOTE.—†Rather a perilous occupation, still there is nothing like making yourself heard in the world.

*This seems hard to believe—you must have lost that social dash which lured femininity in college days.

Later than the above letter "Hookie" notified the committee of a change of residence. Since April 1st he has been with the "Carroll-Porter Boiler & Tank Company," Pittsburg, Pa.

Deloit, Ia.

Your circular letter was received some time ago and it was my intention to answer it ere now. In the first place, I am not married, as I have been fortunate or else unfortunate; in either case I have not met the fair one who has volunteered† to share my fate. On the 9th of July, 1896, I went to work for the Illinois Central Railroad, starting on the line in Southern Illinois; since then I have worked on reduction of grades in Kentucky and Tennessee. Last year I spent quite some time on maintenance of way work in Tennessee and Mississippi, having headquarters in Memphis. Last fall I came up here and helped to locate an extension of about 135 miles. I have been East several times and hope to get there this spring or summer. It would be a great pleasure to be at our reunion in June, but I hardly think it will be practicable. With best wishes to each member of the class,

L. W. Baldwin.

ED. NOTE.—†Don't wait for them to "volunteer," "Fatty"—next leap-year is a long way off.



Wonenoc, Wis.

There is very little I can write about myself since leaving college, though I have had several positions. When I first left college, I accepted a position as inspector of masonry, with headquarters at Charlotte, N. C. This I held for about three months, being compelled to relinquish it on

account of an attack of typhoid fever, which kept me in about four months. During the summer of 1897, I was rodman on a survey for an electric road near Baltimore, following which I accepted a position as draughtsman with the Ramapo Iron Works, Hillburn, N. Y. About April 1st, I left in order to go with the Chicago and Northwestern Railway, being located at present at Wonenoc, Wis. I am sorry that I will be unable to attend the class reunion in June. I might also add that I am unmarried.

Springfield Baldwin.



George Pomeroy Bartholmew.

He left college in June '96, and was employed by Mr. Wm. H. Sayre, Jr., contractor at Hazelton, Pa. He was one of the deputy sheriffs in the Lattimer riots; joined Battery A, of the Pennsylvania National Guards, in June, '98, and went to Newport News and Porto Rico. In December, '98, he sailed for South Africa, and is now employed by the Rand Deep Mining Company at Johannesburg.

ED. NOTE.—The above was furnished by Joe Thurston.



Williamsport, Pa.

After leaving college I spent three uneventful months striving for a position, and was finally successful, being appointed rear chairman of the Engineer Corps of Williamsport, in which position

I learned many things, such as holding a rod plumb, and carrying the transit. On the first of September, '96, I was raised to rodman, and on January 1, 1897, my services were considered too valuable (owing to hard times), and I was dismissed, fired, etc. In the ensuing two months, I studied the books of my profession, and on March 16, '97, entered the employ of the Pennsylvania R. R. in the general office at Williamsport. I was more successful in this position, and was soon transferred to the P. & E. R. R., Williamsport, as rodman. My work in this office was strictly engineering in such minor work as one man is able to handle. In January, '98, I was transferred to the Susquehanna Division, N. C. R., as acting assistant supervisor. I located at Millersburg where I was entirely at home, surrounded by the genial Dutch whose sweet accent constantly reminded me of my many happy days in Bethlehem. My work here was more of a railroad nature, and consisted of the superintending of the repairs and renewals of the road bed.

On July 1, '98, I was again transferred to the Eastern Division in Williamsport, at which station I now am.

F. R. Bartles.



New York, N. Y.

After taking a week of vacation, I came to New York and entered the employ of the New York Telephone Company, June 29, '96, as an

inspector in the traffic department. I remained in that position until November 22, '97, when I was made manager of the district above 110th Street to the city line, which includes five separate exchanges. I was married February 21, '99, to Miss Mabel L. Phillips, of New York City, and am at present living at 125 West 112th Street.

C. C. W. Bauder.



Washington, D. C.

I spent the first three months after graduation at Williamsville, near Buffalo, N. Y., with the engineer in charge of the construction of the Depew & Tonawanda Railroad, a branch of the Lehigh Valley, then building.

I secured in the fall of '96, my present position in the U. S. Patent Office, and came to Washington, D. C., where I have lived since without adventure or romance worthy of record.

Fairfax Bayard.



Lancaster, Pa.

After I left college, I remained unemployed until the middle of October. Several prospective positions turned out to be *ignes fatui*, after I thought I had a good grip on them, and I finally settled down in the one I least expected to get. I had not far to go, for Lancaster is only eight miles from my home. The Miller Soap Company, with whom I had become associated, were just

beginning to see the need of scientific economy in the manufacture of their products, so I was more of an experiment, perhaps, than an established adjunct, at the start. In fitting up a laboratory, I found how awkward carpenters and plumbers can be when they are called upon to do a job their fathers never did before them, and I learned to respect Dr. Chandler as a laboratory designer, more than ever. I set about studying the local processes and, being inside of them, found plenty of room for improvement. My time, up to the present, has been about equally divided between the laboratory and the factory at large, and, on the whole, it has been profitably and pleasantly spent. I am still single, though three years have diminished my former inclination toward celibacy by about as many degrees.

Herbert H. Beck.

ED. NOTE.—“ Bert ” always was a slippery individual, so it is hardly surprising that he found his forte in the soap business. His inclination for “ things frothy ” still seems undiminished.



New York, N. Y.

Here's my spotted record. The summer after graduation I attended Harvard Summer School, where I took a course in General Chemistry. In the fall, winter and spring following made careful research into the chemistry and manufacture of Portland cement, under the guidance of Irving A. Bachman, Ph. D., at Allentown, Pa. During the

summer and fall of '97 was a member of the engineering firm of Parsons & Belden, Stamford, Conn. In spring of '98, was elected Junior Member, A. S. C. E., soon after which I dissolved partnership with Mr. Parsons and went into the Portland cement business. During '98 I was Secretary and Treasurer of the Nazareth Portland Cement Company, at Nazareth, Pa., and was also engineer in charge of erection. I am at present with the Charles Warner Company, sole agents for the Nazareth Portland Cement. Offices: 66 Maiden Lane, and reside at 125 East 28th Street, New York, when in this city.

Edgar T. Belden.



Nicaragua, C. A.

Since leaving college I have worked at several places. For five months I found it very difficult to get a position. Finally I found something to do in a machine shop, running a lathe for an electrical firm in Philadelphia, making photometer scales. During the latter part of November, I started to work for a contractor who had a contract to put up the waterworks for the city of Camden, N. J., at Morris Station. Later, I got a position with the Cook Well Company, of St. Louis, as laborer, sinking artesian wells. On March 1, '97, I secured employment in the draughting-rooms of the Pencoyd Iron Works, Pencoyd, Pa. I remained there until November, when I received an

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appointment from the Nicaraguan Canal Commission to assist them in the survey of the canal route. My work in this country was making borings for proposed dam sites, locks and harbors. I had charge of a drill and, at the dam site Boca del Rio San Carlos, I was given full charge of the borings. During February the last of the commission completed its labors. As I was getting ready to leave for the States, the Caribbean, Pacific & Transit Company gave me charge of the construction of a division of railroad three miles long. This is where I am at present.

The climate seems to agree with me as I have increased in weight considerably, and have not missed a day of work from sickness. I have been roughing it, living out in the wilderness, and have often slept on the ground, but it all goes with the job. Life in the tropics is great; one does not need to contend with the cold blasts of winter. The only trouble is that we get a superabundance of rain. Just think, some years the amount of rainfall is twenty-five feet!

There are excellent opportunities for engineering projects in this country, but the facilities for transportation are poor and the annual breaking out of revolutions prevents much enterprise. Should the canal be built there will be a great demand for American engineers, outside the construction of the proposed isthmian waterway. The ill effect of the climate along the line of the canal is very slight and should keep no one away.

The value of an American dollar is at a premium

of 250%, but I feel safe as I am paid in American drafts. I expect to get home for the reunion in June.

Moriz Bernstein.



Bethlehem, Pa.

My history since graduation has been rather uneventful and may seem to others entirely without interest.

During the remainder of the year 1896 I was unemployed, but in the latter part of February, 1897, I accepted a position as private instructor to the son of State Senator Snyder of Spring City, Chester Co. I returned to Bethlehem in June and soon after the beginning of the next school term was given a place in the Lehigh Preparatory School, temporarily at first, but after the death of Prof. Ulrich I remained with Mr. Foering. I am staying right at the school and have found the work quite pleasant and interesting. My aim, however, is not to continue teaching, but I intend in a little more than a year, to take up the study of medicine and, if possible, to become a specialist in that line. Have at present no inclinations toward matrimony and shall not enter that "double" state for some years, if ever.

W. J. Bieber.



Baltimore, Md.

Being naturally timid, like General Grant, I am confronted by the same sense of fear which the General experienced when he wrote his Memoirs.

Indeed, my innate modesty bids me avoid positive statements as carefully as if this were a letter accepting a position on the police force, or the presidency of the French Republic.

Since graduation I have been connected with the Baltimore and Ohio Railroad in the capacity of Assistant to the Engineer of Bridges. I have had a hand in the design of one or two structures of considerable size, and others of less importance. Although my existence has not been full of seismic disturbances, I have circulated over the line somewhat and have obtained a modicum of experience in different ways. All of my spare moments (and many more) have been devoted to disciplined inaction and the pursuit of happiness.

Many college affairs have left lasting impressions on my mind. I can even recall some of the subjects I studied (or did not study). Dr. Boteler said of strawberries, "Doubtless God could have made a better berry, but doubtless God never did." In like manner I might say that doubtless God could have made a more perfectly delightful subject than cranes and locomotives, as presented to the senior civils, but doubtless God never did.

Some one has recently called attention to the fact that the decline of the *Burr* began just after Daboll left college. Nothing is meant by this; it is only a co-incidence. However, mighty institutions like the *Burr* and the Roman Empire do not fall in a single day. It may be that a few of the seeds of decline of the *Burr* were sown during the balmy days when Ninety-six was in college. In

truth, a diligent search for the earliest evidences of decay leads us all the way back to the 26th of November, 1893. Strange to say, this was the day on which the Titian-locked *elaborateur* from Plainfield was elected to the editorial board. Nor does this mean anything; it is only another co-incidence.

I may say that I am still an enthusiastic Lehigh man, and am proud as ever of Ninety-six and her achievements. Lehigh is a prominent University and the alumnus who does not immediately take out a \$20,000 policy in favor of his Alma Mater lacks something.

D. W. Bllem.



Phoenixville, Pa.

My letter will be a short one and will be dull and uneventful, as my life since leaving college has been. True, there have been some gleams of sunshine at places but nothing of importance. I have resided at home, Phoenixville, Pa., since June, '96 and have been employed by the Phoenix Bridge Company since March, '97. I am likely to remain with them.

B. F. Bossert.



Camden, N. J.

In response to your request, I submit the following: For two years succeeding graduation, I taught in the public schools and was granted a State Teacher's Certificate. During the summer of 1898, I attended summer school at the Univer-

sity, taking the course in surveying. A few weeks after the close of the session, I accepted a position as clerk in the construction department of the Laffin and Rand Powder Company, then engaged in erecting a plant at Pompton Lakes, N. J. I remained there until the end of November, when I accepted a U. S. Government clerkship at Cramp's shipyard, which position I am filling at the present time. I am unmarried, therefore no etc.

H. F. Boyer.



Detroit, Mich.

Upon graduating, I was offered four positions. † Of these, I accepted that of draughtsman with the Pencoyd Bridge and Iron Works, Philadelphia, Pa. About the middle of December, 1896, I resigned in order to accept the position of Assistant Engineer with the Lake Superior Power Company at Sault Ste. Marie, Mich. After a ten months' engagement in this capacity, I resigned and accepted a situation as draughting engineer with the Detroit Bridge and Iron Works, which position I still hold.

During the last year, I was appointed to a position by the Nicaraguan Canal Commission, but did not deem it wise to leave my present engagement to accept the appointment.

I am not married.

Edw. E. Bratton.

ED. NOTE.—†It was hardly "characteristic" of "Eddy" that he failed to accept all four positions at the same time. All right, "Eddy"—we're square now—you're next. Hair cut or shave?

Packerton, Pa.

I am afraid that I cannot say anything that will be of real value. I have had but one position since I left the University; that is, a special apprenticeship with the L. V. R. R. Company. I worked two and one-half years in the Locomotive Repair Shops at Easton, and am now working in the Packerton Car Shops. I am single, well and happy.

Frank S. Bromer.



New York, N. Y.

As nothing has fallen to my lot during the past three years which could be considered to be of even the slightest interest to the class, I am forced to be content with simply subscribing myself as,

Yours very sincerely,

Max J. Bucher.

ED. NOTE.—Bucher is down in the register, as with W. J. Matheson & Co., Limited, 18 1/2 Front St., New York City, and we seemed to have reached him at that address.



Dayton, Ohio.

The past three years have gone so fast that I doubt if I could realize the fact, were it not that I have had a different position each year as a distinguishing feature. The first year, I began my career as draughtsman in the newly opened bicycle department of the Stoddard Manufacturing Company, at Dayton. It was here that I became familiar with the monotonous grind of everyday work, while getting out what we, in common with

every other cycle manufacturer, considered the best wheel on the market. I stayed here about eight months, and left to accept a position in the draughting room of the Latrobe Steel Company, at Melrose Park, Ill. My work here was much the same as before, but the surroundings made it the most pleasant place in which I have worked. I was but a few miles from Chicago, and this, of itself, made time fly—one of the most pleasant features being the monthly suppers of the L. U. Club. They were small but enthusiastic.

At the end of a year, having a fair offer from the Pasteur Chamberland Filter Company at my home in Dayton, Ohio, I left Chicago with many regrets and no money. My present position is a peculiar one, including, at times, all employments from porter and office boy to foreman, draughtsman and experimenter. Two of the factories I have worked in have had big fires, and the cleaning and invoicing following gave me experiences that nearly turned my hair gray.† Whether I am a hoodoo or not I don't know, but those two fires were the best that could be had under the circumstances.

I have had several nice trips to Cincinnati and Chicago, and one including a few days at Bethlehem and Allentown. I am not married as yet—haven't even raised a mustache—in fact, am much the same as in '96. Hoping to renew memories of Lehigh and '96 next June, I am

Geo. A. Buvinger.

ED. NOTE.—† You should have been glad that you weren't "fired" yourself. Some of us haven't been so fortunate.

Avondale, Pa.

Although I graduated with the degree of E. E., I have done very little electrical work since leaving the University. My work has been confined chiefly to civil engineering. After leaving college, I was assistant on the survey for a railroad running from Washington, D. C., to Point Lookout, on the Chesapeake Bay, and since finishing that, I have been working for myself. Possibly the most important contract that I have had was the laying out of the Borough of Kennet Square, Pa. I like the work very much, and my only regret is that I did not spend more time on this subject while in college. However, I find, as doubtless many others have found, that the excellent technical education given at Lehigh, helps one in almost any branch of engineering. I am single—from choice, of course.† I hope the three year book will be a success; it seems the only practical way of letting each member know what the rest of his class are doing.

A. B. Carpenter.

ED. NOTE.—† Whose choice, Carpenter?



Richmond, Va.

Since leaving college, my work has been confined entirely to Electric Traction and Electric Lighting, first in the power house and shop and then in the central station and office. The latter is infinitely more interesting with its varied prob-

lems and difficulties which have to be overcome. My conclusions are, that it is good for the college graduate to get into overalls and earn a few dollars by the sweat of his brow; the tendency, however, is to overdo the thing.

Good engineering, in the vocabulary of the capitalist, is that which pays, and the engineer who can earn the largest dividend will be sure of financial support. I have noted with pleasure the good opinion, universally held, of Lehigh and her graduates, and have always been satisfied with my choice of college and profession.

Malcolm Carrington.



Low Moor, Va.

When I left college, I went immediately into the employ of the New York Telephone Company, being in the office of the Superintendent of Traffic, until October, '97, when I was made manager of the Company's 18th Street Exchange. I retained this position until November, '98, when I resigned in order to accept a position with the Rich Patch Iron and Ore Company at its mines at Low Moor, Va., where I am at present to be found.

I am, as yet, "fancy free" and have no children.

I hope to have an opportunity of seeing the other members of the class at the reunion in June, but think it is rather doubtful.

Frank L. Cooks.

Carbon, Montana.

After graduating as an M. E. with the class of '96, I returned to Lehigh and worked in the electrical department until March, '97. I then went direct to the territories as M. E. and E. E. for the Choctaw, Oklahoma and Gulf Railroad. Oklahoma is rapidly being settled and its growing cities, surrounded by a country of great agricultural resources offer many opportunities for the Civil and Electrical engineer, as well as the architect. † In the eastern part of Indian Territory and adjoining western part of Arkansas are immense fields of undeveloped coal, the out-crops of which I have traversed; there are also beds of iron ore, asphaltum, traces of silver and indications of oil.

While in Arkansas, I met Faison, '95 and Howell, '96, of the United States Geological Survey, also Dick, '95, of the Kansas and Texas Coal Company. "Bob" Howell with his "war paint" on, and guns attached, was a sight worth seeing. 'Tis a country where tarantulas, scorpions, centipedes and rattlesnakes abound, where the thermometer stands at 110° for weeks and your transit gets so warm, according to Faison, '95, that you have to spit on it before you can pick it up.

I had no time to waste in civilizing a squaw—hence my wife has no maiden name. I am now in the mining department of the Anaconda Copper Mining Company with headquarters at Anaconda, Montana, and at present am located at this Company's new mine at Carbonado, Montana.

Eckley S. Cunningham.

ED. NOTE.—(Two members of this committee return thanks for the tip, "Cunny")

Newark, N. J.

Upon leaving Lehigh, early in May, '96, I went to work as draughtsman for the Newark Gas Company, and have remained with the same concern ever since. In August, '96, I took charge of our Front Street Works as Works Manager, and held that position till August, '98, when I was made Assistant Superintendent and put in charge of our Market Street Works.

The first reflection that occurs to me is one which will doubtless be expressed by ninety per cent. of the men in the class and it is just this: The days spent at Old Lehigh were the happiest in our lives and, in spite of formulæ A, B, C, and D, Metallurgy, Thermo, and Astronomy, we had a "soft" thing, although many of us didn't appreciate it at the time.

Another thing that strikes me is the excellence of the Lehigh training. The more I come in contact with graduates from other technical schools, the more thoroughly am I convinced that the Lehigh man is as well prepared as the man from any other school, to take his place in the engineering profession. I wish all members of '96 long life and happiness.

Samuel Philip Curtis.



Philadelphia, Pa.

I received your circular and invitation for facts concerning my humble personal history since graduating from Lehigh, with pleasure, because it showed a laudable desire to keep alive our class

unity and class sentiment, the which, despite all the "josh" of our eloquent wit, Morris Pool, I am still a firm believer in. In sooth, I wonder what else than sentiment led *all* the class to insure their lives in the University's favor, or, to come down to facts, what else *could* lead us to yell at some of the games put up by Lehigh's representatives now-a-days on diamond and gridiron!

Most of us have likely gathered some new ideas since graduation concerning what it really means to be "an engineer." My own observation leads me to the conclusion that, as a profession, it entails about as much uncertainty in general, with regard to employment, and as small a recompense for that employment as any line of highly skilled labor possibly could. Doubtless many of us were more or less aware of this beautiful truth before we deliberately chose our course of collegiate preparation. Doubtless, also, many of us have "learned" it since finishing that course.

Personally, after graduation in '96, I took a "much needed" rest of a month or so, and then, in the middle of August "accepted a position" with the contracting firm of Steward & McDermott, of New York. The first of September of that year found me in the famous old "whaling town," New Bedford, Mass., where the above-named firm were engaged in bridge construction. It would have been perfectly appropriate there, if I had "blubbered" some, but really, I was too busy for even that recreation. I have since learned the interesting fact that while I was thus slaving on the

practical work of construction, "Jack" Petrikin and other Lehigh men, were putting in good time on various superstructure plans for the same bridge, in the employ of the Pencoyd Iron Works. In December, 1898, I left the employ of Steward & McDermott, and, until early in February of this year, I was utterly outside the pale of "engineering," being employed under my *pater familias* in Trust Company work, in Wall Street, New York. I forsook those "devious ways" to become associated with the Charles Warner Company in the selling of cements and general engineering and building supplies, in Philadelphia. And, in the City of Brotherly Love, not so very far away from "der Lehighs," I now am. I might add, in conclusion, that I did *not* "go to war," in Cuba or elsewhere, am still single and not an expansionist, † and still have a deep interest in Lehigh and Ninety-six.

Fred. A. Daboll.

ED. NOTE.—† "Cully," you are inconsistent; how about that "bay-window" of yours?



South Easton, Pa.

I don't know that I have much to write about myself except that I served two years in the Lehigh Valley Railroad shops at Easton and six months as a fireman on the road and, on May 1st, 1898, was appointed Assistant Traveling Engineer on the Lehigh Division and Easton and Amboy Railroad, which position I hold at present. Of course I'm single.

John W. Dalman.

Wallingford, Conn.

Upon graduation in 1896, I started with the Imperial Electric Lamp Company of New York City. From there I went to the Townsend Furnace and Machine Shop Company as office manager, at Albany, N. Y. I was there but a short time when I secured the position I have now held since October, 1897, with H. L. Judd and Company, manufacturers of fancy hardware and brass goods. I have not followed the engineering line since graduation, and do not expect to do so. I am married—the maiden name of my wife was Miss Mary M. Maternagan, of Schoharie, N. Y.

R. A. Davidson.



South Bethlehem, Pa.

"Some persons are born with positions, others have positions thrust upon them, and some fail to get any at all." While looking for the latter, I found myself confronted by the second of the above conditions, and seeing no gentlemanly way of escape, I resigned myself to my fate. The afore-mentioned stroke of misfortune came about a week after graduation, in the shape of an offer from the Lehigh Valley Railroad Company, and has continued until the present time. Though I may not be following my "profesh," yet I feel that I am treading along the line of least resistance—or "least existence," as it were. The latter, however, I am free to state, is not based on the princi-

ple of "least work." Had I been the only one of our section to depart from the prescribed line of training, I might question my choice, but the fact that "Pet," another one-fourth of the crowd, has also gone astray, makes me feel more at ease—"misery," surely "loves company."

If I had suspected that the three years succeeding my graduation would be spent in the same locality as were the five preceding (the five does not include an extra one on account of a fondness for certain subjects in the curriculum), I might have done—well, yes, perhaps I might—we will not dwell on that point. Even though those five years were fraught with pleasantness of considerable extent and variety, I nevertheless have managed to unearth a few things of interest which I overlooked in the general melée, due, no doubt, at the time, to a "pressure of college work." † The summer of '96 I was ably assisted in this research by Bossert, who was lingering here for his health and sundry reasons. Dufour occasionally lent his presence (and us money) to the deliberations; both were appreciated. In addition to our regular duties, "Duf" and I have taken pleasure in acting as an informal reception committee, and have had occasion to welcome not a few of the class since June, three years ago. We recognize the advantageousness of our position, and only hope that our health will continue. As far as being in the race for the class cup, I must confess I have not yet started, though there have been several narrow escapes. If it hadn't have been for a broken leg and a

couple of broken engagements, with any kind of luck I might have been able to tell a different story. With best wishes I am,

Sam. M. Dessauer.



Milton, Pa.

I beg to say that after leaving college I was offered a position with Murray, Dougal and Company, Ltd., of Milton, Pa., which I accepted. I was with them and occupied the position of assistant secretary and treasurer until a short time ago, when the firm sold out to The American Car and Foundry Company, with which concern I now am, though without any official position.

Being single, I regret that I am unable to give the name of my wife or the names of my children.

Yours, until June,

William C. Dickerman.



New York, N. Y.

Since graduating in June, 1897, I have been with the Euyon-Evans Manufacturing Company, holding the position of manager of the New York office.

Benj. I. Drake.

ED. NOTE.—In the excitement, "Benny" neglected mentioning the fact that he departed from the path of single blessedness in June, 1898—marrying Miss Lillian Fenner, of South Bethlehem, Pa. We presume he will have no objection to our recording this incident (or accident) in his career.

South Bethlehem, Pa.

By request I will attempt something in an autobiographical line. Now do not expect anything surprising with a pen like this as all my surprising plans have been done with a right line pen and were so, not because they were right, but because they were supposed to be so. On June 12, 1896, I quit my "schtudent" life and on the 13th began working for the Lehigh Valley Railroad Company, as draughtsman. On June 14th, I was still working for the Lehigh Valley Railroad and likewise until October 1, 1898, having risen to the grade of assistant engineer. At that time, I received an invitation to pose as a member of the sub-faculty of our Alma Mater, to make a bluff at knowing something and to impart my knowledge to others. The first was easy, the second—well not so easy. With my name well advertised, I started in and have been there since. I have charge of the testing laboratories, which, by the way, have grown considerably from the former register-famed "Hydraulic Laboratory of Lehigh University." As a sort of "bei spiel," I teach sanitary engineering, senior bridges and field work. In addition to the above, am trying to pull an M. S. plum from the tree of knowledge, which, I may say, is not as great a cinch as one might suppose. During the summer, I worked for the Lehigh Valley Railroad. I like my present position very much, having opportunity for that personal research and investigation of which we hear so much in engineering. My hobby at

present is hydraulic cement, but results in this line are of course a question of time. Being behind the scenes, I have learned to juggle zeros with the same facility that "Danny" Blum did his little hatchet, and to fight as shy of tens as I did in my undergraduate days.

I have found out also that the heads of departments work harder to graduate men than the men themselves do. Am I married? No, and not likely to be as I still enjoy bachelor life with its ever present problem of trying to make the "incidental" expenses less than the necessary. In consequence of the above statement, necessarily and presumably unquestionably, I have no children. So much for "Ego." The old town is not what it "uster was" but the "individuality" of the "Pennsylvania" Dutch is still "werry" apparent to "wisitors." "Hic locus est" no longer applies to "Charlie's" for Host Karl Eckhardt's and Herr Tom Siegfried's are now the goal of the spiritually inclined. Billy Malthaners, the old Rink, and Stafford and Ehret's are now things of the past. The little Item is the headquarters of the Salvation Army. Alas! the change. All the old land-marks are gone—all except "Sam" Dessauer and—and myself. College life is the same, athletic dues and Brown and White subscriptions are still due, the teams are financial failures, that infernal "re" is to be taken next week and no one has knocked a ten in "Dutch." Enough—in quiet moments, with a friendly pipe and a soothing glass, I often think of '96. "Their's

is future now and fame, one of the few whose immortal name was born, but not to die," and looking at our names receding, year by year, in the register, I realize, with a sigh, how old we are getting—then think of this coming June when we all hope to meet again.

"Duf" alias F. O. Dufour.



Detroit, Mich.

I have been requested, in common with the rest of you, I imagine, to give an account of myself and my doings since June, '96, a task from which my superlatively modest nature shrinks. After receiving my sheepskin, I notified several capitalists and railroad magnates of the fact of my existence, explained in detail my sterling characteristics, and suggested that they avail themselves of the services of one so talented without further parley. I reckon it must have been a dull year, though, for no princely offers reached me; perhaps it was due to faulty postal service. At any rate, after waiting a few months, I availed myself of an opportunity to join a Government survey party in the heart of Central Louisiana swamps, stayed there about six months, saving, meanwhile, the whole of my salary, there being no way to get rid of it in that region except by throwing it away. Being, as I have said, "a trifle ahead of the game," I decided that a trip to New York was in order, and forthwith set about making the same.

After this excursion, the prodigal son act was an absolute necessity, and was executed in a manner calculated to make the original "prod" green with envy. I remained south until the fall of 1897, when I secured a position with the U. S. Deep Waterways Commission, and am now holding down the same. Am still unmarried and have no children (the latter statement is, of course, unnecessary). Am located at present in Detroit, Mich., and while my position is a temporary one, comparatively, I have little fear for the future, for, if the Lord does not provide, the Devil will surely care for his own. Here's to good old Lehigh, etc.

E. M. Durham, Jr.



Jersey City, N. J.

From June, '96 to November, '96, draughtsman with Watertown (N. Y.) Steam Engine Company; November, '96 to May, '97, erecting and engineering department, Buffalo (N. Y.) Forge Company; May, '97 to (?) assistant Superintendent for the A. J. Corcoran Manufacturing Company, Jersey City, N. J.

With a wife, and two daughters, the happiest man in the Class of '96 is

E. H. Dutcher.

ED. NOTE.—Dutcher was married soon after graduation and the maiden name of his wife was Miss Elizabeth S. Overfield, of Bethlehem. Dutcher has surely earned the name of "Pop."

Schenectady, N. Y.

My experiences since graduation have been of a somewhat varied nature. First, I was private secretary to Dr. Drown for one month, going from that position to the office of the metallurgical engineer of the Bethlehem Iron Company, where I worked for one year. In September, 1897, I secured a position as draughtsman with the General Electric Company, which position I still retain. We have a large Lehigh contingent, and three '95 men remain of six who have been here. I might add that I spent two months of the past winter in my island home, Jamaica, after seven years absence. I still remain unmarried.

Timothy S. Eden.



Bennett, Pa.

I am a little at sea what to say, because I am fully aware that you want something spicy, and that is out of my line; on the other hand, if you wanted a foundry, mill building, power plant, tin plate plant, bridge or anything in the steel line, I would feel perfectly at home, and would like to close the deal with ten per cent. or twenty per cent. profit, as you would see fit.

After leaving Lehigh in June, '96, I went back to my home, Pittsburg, and there, amid the smoke of the many mill's and foundries, the din of many hammers, and the noise of the rolling mills, I determined to apply what I had learned at Lehigh. The Shiffer Bridge Company, my old stand-by, gave

me a place in the estimating department, designing bridges and buildings. I soon found that working was a little (yes, a little) different from the "happy-go-lucky" days spent at Lehigh; but, nevertheless, I enjoy my work immensely, and feel that I have chosen the right profession and am in the right place. The financial side of life has been continually growing better, so that I have nothing but good to say of the last three years.

Many of our class have taken that step which they think is the happiest moment of life, but alas! the culmination of this wonderful deal which makes one so happy has not fallen to me as yet. I trust the future, which has stored away something good for each one of us, will deal out our quota with an overflowing measure.

G. R. Enscoe.



Summit Hill, Pa.

From June, '96 to '97 my time was spent in looking for a job. I entered the physical department of the Baldwin Locomotive Works, and remained there until March, when I accepted the position of chemist and assistant superintendent of the Juniata Furnace and Foundry Company, situated at Newport, Pa. I was with these people for the remainder of the year, when the plant closed down, and I then entered the mining department of the Lehigh Coal and Navigation

Company as a mining engineer, and am with the same company at the present time.

I have not as yet acquired the necessary courage to embark upon the sea of matrimony. I feel very much older than I did in 1896, and the intervening time has passed most pleasantly.

Wm. A. Evans.



Philadelphia, Pa.

In answer to the circular concerning the "Three Year Book," I will say that in September, 1896, I obtained a position as instructor in the Bliss School of Electricity, Washington, D. C. I held that position until the end of May, 1898, when the school broke up. In September, 1898, I obtained a position as draughtsman in the Baldwin Locomotive Works, which position I still hold. I was married last year to Miss Josephine Williams, of Bethlehem. No children.

C. R. Fountain.



Woodcliff, Hudson Co., N. J.

When one looks back over the three years now almost past, cold beads of perspiration roll down his brow as he contemplates how fast the time has flown. After commencement in June, '96, I re-entered the employ of the Bethlehem Iron Company, with whom I remained until winter. February found me once more a student of old

Lehigh, pursuing a special course in chemistry and metallurgy, with a rounding out of that exercise which is to be found only on the baseball diamond. By June I had finished my work and determined to visit the metropolis and taste of the cup of bitter experience. It may not seem bitter to many when they learn that I secured employment with the New York Sugar Refining Company, still, the fact that I was in the sugar business did not make life any the sweeter. I remained in Long Island City until spring, when I resigned in order to accept a position with the American Lithograph Company, of New York. Improved machinery for printing and lithographing purposes constitutes the major part of our work.

During my two years in the city, I have lived variously, experiencing the joys and sorrows to be found only in New York. At present I am living at Woodcliff, a suburban town on the top of the Palisades, on the west bank of the Hudson River.*

Thos. J. Gannon.

ED. NOTE.—*Here "Tommy" waxes eloquent over the beauties of the place, for example, note the following: "It is certainly an ideal spot, where one may find calm and peaceful rest, after a day spent in the cold, calculating business world." It looks as if Thomas was dabbling in real estate in the vicinity, and trying to use this book as an advertising medium.



Ponca City, Okla.

To give, in detail, a faithful record of my devious pathway since leaving old Lehigh, would require

too much of the space which this volume boasts.

Not that my career has been particularly eventful in the last three years, but I was compelled to wander around a long time, after leaving college, in order to regain my health, before I could start in the grand rush "up-hill."

As some of the class may remember, instead of being one of the crowd, in cap and gown, on Commencement Day, I was stretched out in bed having a little séance with an old friend of mine—the Rheumatism. It was exactly sixteen months from that day before I was able to go to work or earn a penny. In the course of this time, I wandered from Pennsylvania, successively, to Illinois, Indiana, Kansas and finally to Oklahoma, slowly improving all the time as I got further West, until the 19th of October, 1897, when a young relative and myself started the Citizens Bank, at this place, and of which we are the active managers and principal owners.

Your humble servant is the Cashier of the above-named institution, and this is the only position he has held since leaving college. It is, however, the only one he cares to hold at present, as our business has been as successful and profitable as we could well wish in the comparatively short time we have been here. Our bank is located in one of the best business towns in Oklahoma—where everybody hustles. We have a handsome stone building with all the conveniences for safely conducting our business.

Oklahoma seems a long way off from Pennsyl-

vania and old Lehigh, but it has a climate which suits me well and I have regained my health. This, together with our excellent prospects here, has made me well contented to be "away out in the West."

It may, perhaps, seem peculiar that I should engage in the pursuit of Dame Fortune in active business rather than in my profession as an E. E. However, I may later redeem myself as an electrician by installing an electrical alarm system in our banking room.

Should any of the class ever wander out in this Western country, I hope they will look up the location of Ponca City and come and see me.

With sincere wishes for health and wealth and good fortune to everyone in the old class,

J. B. Given.

I forgot to mention above that my wife is still single.

ED. NOTE.—Now boys, if you are "broke," you know where your credit is good.



Central City, S. D.

On the 15th of October, 1896, I began working as machinist apprentice in the Chesapeake & Ohio Railway shops, at Huntington, W. Va., and my first week's work consisted of washing whitewash from the windows. I was then put on a drill press, and from that to the different machines in the shop with occasionally a day or two of bench work. In October, 1897, I was sent by the same

road to inspect cast iron car wheels at the Griffin Wheel Works, Chicago, Ill., and also three thousand box cars built by the Pullman Car Company. I remained just a year, and returned to Huntington, resuming work in the shops. In January, 1899, I contracted a severe case of typhoid fever, going to the C. and O. Hospital, at Clifton Forge, Va. I left there in March, to accept the position of Superintendent of a gold mine and mill owned by the Baltimore & Deadwood Mining Company, at Central City, S. Da., which is my present address. I send a hearty greeting to all members of the class of '96, with the wish individually and collectively of abundant success. I have neglected to state that I am still a bachelor, but am sincere in my congratulations to those who have been more fortunate.

Wm. Herald Groverman.



Cincinnati, O.

"Cully" Daboll had the delightful task of eulogizing and "crystalizing" fully three score or more of us in '96, summarizing our career from the cradle up to the time when we left dear old Lehigh with a full fledged degree. A task it must have been, and I would just as leave "Cully" would write my history for the past three years.

The three years have passed quickly, but true it is. Equally true has the black and busy city of Cincinnati been my place of abode, and The Bul-

lock Electric Manufacturing Company my employer for the entire period of time.

One visit have I made to South Bethlehem since June, '96; that was in June '98, the most important of my life, when I was married on the 8th of June to Miss Sadie E. Maharg, of that place.

Cincinnati has no Alumni Association, but reunions are held annually, sometimes semi-annually, by Graff, '94. and myself, Buvinger '96 sometimes answering to the roll call.

Visits from Enscoe, '96, and Underwood, '97, have afforded occasions for reviewing and cherishing the memory of dear old Lehigh.

David Hall.



Lancaster, Pa.

My history for the three years that have so quickly passed, since our Commencement Day at old Lehigh, seems to be "the short and simple annals of the poor." While it has been of intense interest to myself, there is hardly romance enough in hard, earnest work, to make of it, in the telling, a successful narrative. The summer and fall of 1896 was devoted almost exclusively to the study of the money question, with the result that we had sympathy for Mr. Bryan and his party, not in consequence of truths that may have been wanting in their expostulations, but rather in consequence of their recognition of evils of our monetary system with a doctrine of principles, which, if put into practice, would have been wholly inadequate as a

remedy—would indeed have been no remedy at all, but revolution.†

In the Spring of 1897, I came to Lancaster, where I opened an office with A. A. Herr (Lehigh, '74) in civil engineering and surveying. So that for two years I have been following my profession, together with some minor matters of a more general business nature. At the date of this writing, am unmarried with apparently no immediate prospects, otherwise I would have told you before.

There is nothing like keeping things up to date; if the future achievements of the individuals of our class are foreshadowed by the worthy spirit of its chroniclers, we are destined to no obscure or inglorious future. We are blessed with historians ready-made by experience, so then our life stories will not be things to be mutilated by the novice, but will find waiting for them, as it were, good wit and ready pen, to marshal them into their respective places on the scroll.

H. N. Herr.

ED. NOTE.—†Say "Ben" in how many of your speeches did you use that sentence? Better save it for the next campaign, you may need it.



Philadelphia, Pa.

Since leaving college, the larger part of my time has been spent with the Pencoyd Iron Works, where I was in charge of the computations, and compilation of their hand-book. At present, I still look after all their hand-book work, and also do

considerable draughting and computing in their mechanical department.

I have not yet found my missing rib. The rest of your questions are rather delicate ones. My work has been of such a variety, that I believe I have found use for almost every branch that Lehigh gave the mechanicals, and yet, although this is pleasant, I often wish my work was more specialised, as in that lies the greatest pecuniary success.

Lehigh needs successful men now, if she never did before. It has occurred to me that we might celebrate the triennial reunion by making some donation to the University as a class, say \$500 or \$1,000, which, although small in itself, might set the ball a rolling, and cause other classes to do the same thing.

H. D. Hess.



Washington, D. C.

When I graduated, I was twenty-three years old and, as my mother made me vow upon a stack of bibles, that I would not marry until I was thirty, I resolved to become a rover, to make the seven years roll by as quickly as possible. Accordingly I went to South McAlester, Indian Territory, as surveyor on the U. S. Geological Survey, and began my duties there just two weeks after graduation. My introduction into western life was very impressive. I was ordered to join a party at work on the Oklahoma border and, after going seventy miles by rail, I found they had moved north about twenty-five miles. My only

way to reach them was with an Indian mail carrier. We started next morning, reaching the Post Office at night, and camp was about a mile farther, which distance I was told, I must walk. I noticed a good many Indians about the office eyeing me closely, and I thought it was because I was a tenderfoot, but the postmaster called me aside and explained that a man had been mysteriously shot that morning and everybody was suspicious of strangers. He advised me to "hit the trail," and I "sure did." There was one "scared tenderfoot on the trail," and no mistake. I expected to be fired on from every bush; I am sure I made better time over that mile of sandy road, than I ever did on the L. U. track. † In March, 1897, we were all furloughed on account of lack of funds, and, during the interim, I visited friends, and also came home for a six weeks' stay. However, in June, Congress appropriated more funds, and we returned to work, Palmer, '96, going with the party. I promised "Poll" I wouldn't tell about the Indian girl who fell off her horse purposely so he could pick her up, if he would refrain from telling how I used to ride twenty-five miles on horseback by moonlight to see some corn-fed "injun" girls who had \$60,000 and 8,000 head of cattle each, in their own right. I haven't time to tell you how I was lost, and five of us had supper at an Indian hut and ate pole-cat with relish and slept ten in one room. But with coon hunts, badger fights, wolf chases and other things when we had time (we ate both breakfast and supper by

candle light, eight months in the year), we had our good times, and I shall never regret my two years in the Indian Territory. We finished the survey, and I came home in July. In September, I went to Bethlehem to see the "Fair," and learned that the Atlas Cement Company wanted a civil engineer in constructing their new plant. I lived in Allentown, working in Northampton, and for four months I had the most enjoyable time of my life. In October, 1898, I took a civil service examination which I passed, being appointed in February, 1899, "Topographic and Hydrographic Surveyor, and Draughtsman," Hydrographic office, Navy Department, for detail in Cuban waters. I accepted, and will sail as soon as our boat is ready. I cannot tell how long we will be gone, but, as we sail in a few weeks, it is not at all likely that we will return in time for the reunion in June.

Robert P. Howell.

P.S.—I neglected to state that I am not married (although many have tried to make out that I am), and I thank the Lord I have no children.

ED. NOTE.—† That's not saying much, "Bob."



Wyoming, Pa.

My experience since leaving college has not been a varied one. Was with the Pennsylvania Coal Company, in the engineering department, for about one year. For the past year and a half have been manager of the Wyoming Fire Brick and Sewer Pipe Works. Have been married since August, 1898.

My wife's maiden name was Gertrude L. Laycock.

W. T. Hutchins.

Washington, D. C.

My first position was in August and September, 1896, for parties in Scranton, Pa., estimating the advisability of establishing a local electric lighting plant at Hawley, Pa., and the probable length of time before a ten thousand h. p. transmission plant from a water-fall at Hawley to Scranton would bankrupt the investors.

My next work was for five months, beginning in November, 1896, with the Best Telephone Manufacturing Company, of Baltimore, Md., assembling telephone apparatus. My only reason for not hereby warning all people against working for them, is that the company has since gone into a well-deserved bankruptcy.

In May, 1897, I went to Atlanta, Ga., as inspector for the Southern Bell Telephone and Telegraph Company, remaining there four months, going to Charleston for two months and working a short time each at Greenville, S. C., and Spartanburg, S. C. In November, 1897, I became chief inspector of the company's exchange at Jacksonville, Fla., where there was an "opposition" exchange, and where the induction on our lines made good service impossible. Part of my job was, at such times as I could make the eight hundred subscribers hear me above the induction, to convince them that the service was first-class, and, in general, to keep them from "cussing the company" beyond allowable limits. I had "most every old job" about the exchange by turn, in addition to my own, and the privilege of working fourteen hours a day.

The Southern Bell is not now as desirable an employer as when I first went with them, because freedom for the use of discretion, originality and skill in adaptation to special local conditions of apparatus and service has been largely removed under new management by a system of applying the same iron clad rules to all the exchanges in some seven States. I was not sorry, therefore, when in May, 1898, an examination taken in April, 1897, resulted in my appointment in the United States Patent Office, at Washington, D. C., as fourth assistant examiner. I am still there, and am boarding with Mr. and Mrs. C. H. Morgan at 43 R. St., N. W. I have not yet followed Morgan's illustrious example, as indicated above, and cannot even report progress in that line.

W. S. Jackson.



Pittsburg, Pa.

I obtained, June 22, 1896, a position with the Pencoed Iron Works, Bridge and Construction Department. I was employed there until September, 1898, when I resigned to accept a position with the Carnegie Steel Company, Limited, Keystone Bridge Works, of this place, where I am at present domiciled. I, therefore, have been continuously in harness since leaving Lehigh, and feel very happy on this account. I have found out the following few facts by experience:

1. That, as a rule, engineering firms have little use for young chief engineers, because there are too many old ones out of a job.

2. That the market is becoming glutted with both foreign and domestic engineers.

3. That ninety-five per cent. energy and five per cent. ability, plus a wise look and a silent tongue, will just about hold down any job.

4. That an engineer works harder for his money than any other professional man.

5. That, if an engineer wants to make anything more than a living, he must possess business ability and a political pull.

6. That the three requisites of a good engineer are: first, to get the job; second, ditto; third, ditto.

7. That Lehigh and vicinity is just about the best place in the world to get the required amount of preliminary training for a practical engineer.

Yours sincerely,

"Legally single,"

Jas. Keys.

ED. NOTE.—† We think you are one per cent. off, "Jim." Energy of the '96 variety is the kind that counts.

Jim has since written of his acceptance, April 1st, of a position with the Great Northern R. R., with headquarters at St. Paul, Minn. He expects to run across "Bud" Williams.



Valleyfield P. O.

I am a "wanderer on the face of the earth," and have about lost my connections with everywhere in particular. The mail system, too, is abominable in this place, and O, how glad I'll be to get back to God's country!

Now, as to my little history: I put first and

foremost my marriage to Miss Frances M. Crapsey at Lockport, N. Y., on October 29, '96. We have no children. Some of my classmates met my wife, or rather, Miss Crapsey, when she visited South Bethlehem, in June, '96.

The first two years after graduation I put in chiefly at work for the Department of Public Works, of New York State, as an inspector of construction then in progress, in deepening the Erie Canal. During this period, I also worked as draughtsman and superintendent of construction on an Erie Canal contract. Since August 1, '98, I have been in the employ of Mr. Frank P. Davis, assistant engineer to the U. S. Board of Engineers on Deep Waterways. Our division has been making a survey for a thirty foot ship canal from Lake Champlain to Lake Francis, which is a widening in the St. Lawrence River—Valleyfield being at the foot of the lake. I have been in charge of a field party during the whole work; the survey and maps are now completed, and we are now at the estimates, the force having dwindled from over sixty to seven. I think Nicaragua would be an agreeable change after sleeping a whole season where the thermometer sometimes gets down to thirty degrees below, and ten degrees below is a common kind of weather. What I'll do next and where I'll go, God only knows, and He don't tell.

Yours, for '96,

V. W. Kline.

South Bethlehem, Pa.

I am sorry I kept you waiting so long, but, as I intended to change, I put it off from time to time.

I certainly am in favor of the book and although our achievements may not have been great, I think it will be interesting reading.

I have been employed as assistant chemist at the Bethlehem Iron Company, now the Bethlehem Steel Company, since September following graduation, but as yet have done nothing to startle the scientific world.

R. E. Kresge.



Bethlehem, Pa.

I had an impression while in college that afterward a fellow would be able to take a rest for awhile, but I did not find it so, for I soon engaged in private teaching and in October, '96, took a few classes in the Moravian Parochial Schools, where I still am as an instructor in the senior department. Here I have had the pleasure of preparing a number of young fellows for Lehigh. At the same time, I have done some work in my own behalf and expect to receive recognition of the effort from our Alma Mater in June. I learn that life means hard work for the one who is in earnest, but find it also very interesting. I suppose I have run across more of the class than any other '96 man, and assure you all that as long as my lot falls in Bethlehem, I will be at your service.

Rob. E. Laramy.

West New Brighton, S. I., N. Y.

Since graduation, I have held the following positions:—Engineer for the B. F. Sturtevant Company, of New York City; Expert for the International Navigation Company, on test of steamship, St. Paul; Heating Engineer for the E. Rutzler Company, of New York City; Special Agent and finally District Manager of the Staten Island District of the New York and New Jersey Telephone Company, which position I now hold. My next attempt may be for Congress or the United States Senate, or lobbyist for corporations, as opportunity may arise. However, do not give these latter statements too serious contemplation.

Bruce E. Loomis.



Lebanon, Pa.

After our graduation, I entered the employ of the Pennsylvania Bolt and Nut Company, of Lebanon, Pa. On May 1, 1899, they made me their assistant secretary. This can scarcely be called a checkered career, but it is the epitome of nearly three years of hard, steady work. I am looking forward to seeing a goodly number of the class in June, and living over again, for a few days, the joys and brightness of our college days, wholly unmingled with the blasting blight of anxiety contained in that soul-withering misgiving, peculiar to the commencement season—"Will we pass or not?" With best wishes for your ever greater success, I remain, sincerely, one of you,

Wheeler Lord.

ED. NOTE—Wheeler wrote later: "On June 16th, 1897, I was married to Miss Josephine Chapman, daughter of Mr. William Chapman, of Bethlehem, and, to use the words of the story-teller, 'have lived happily ever after.'"

Deckertown, N. J.

From July, '96 to January, '97, I was engaged as assistant engineer in the construction of a water-works system in this place. The work consisted of the construction of two dams—one of stone, the other of earth—the laying of ten miles of pipes, the setting of hydrants, etc. The cost of the work over which I had control was approximately \$34,000—total cost of plant, \$60,000. I am pleased to say that the work has given perfect satisfaction to the town and I take considerable pride both in its success and in my connection with its installation.

From September, '97 to April, '98, I was engineer in charge of construction of the Pochuck Railroad, the principal object of which is to bring out granite from the Pochuck quarries of which you have probably heard. During part of this work I had charge of the engineering and the direction of the working force.

From April, '98, until the present I have had an office in this town—have done fairly well. Regarding future prospects, I am waiting and keeping my eye open for something better. My experience has shown me that when a young engineer begins, if he is in charge of contract work, he should make up his mind to carry out the contract to the letter.

J. B. McBride.



Brooklyn, N. Y.

"Procrastination is the thief of time," so I will stop this highway robbery and reply to yours.

though I fear my record of events will be commonplace alongside the romances of "Bob" Howell, et al.

After commencement in June, 1896, I spent the balance of the month hustling for a job and, after several promises of "we'll put your name on the list," finally located with the Bell Telephone Company, of Philadelphia, at first doing switch-board construction, and later in the instrument department. Early in November, I left this place to accept a position as inspector with the Edison Electric Light Company, of Philadelphia, remaining there until the first of May, 1897, when I came to Brooklyn with the Edison Illuminating Company as assistant to the superintendent of the electrical department (Mr. F. G. Sykes, L. U., '94). My work was mostly on the design of switch-board apparatus and the installation of new electrical machinery. After the re-organization of the company last December, I was made foreman of electrical construction, under the electrical engineer.

In reply to your last question, I can answer "Not guilty," having neither wife nor children. I think the committee in charge of the "Three Year Book" is to be congratulated, as the undertaking is entirely in line with the progressiveness traditional with '96 as a class, but now I am throwing bouquets at ourselves, so will close.

C. S. MacCalla.



Harrisburg, Pa.

In college I did as little work as possible, thinking to make it up by a "garrison finish" but I lost

by a neck, "Benny" Frazier "fouling" me on the home stretch. Since getting out, however, I have worked hard and only wonder why I did not find out before how easy work is. I am not married, so that clause as applied to me may be omitted from the triennial book. My work since June, 1896, is as follows:

From June, 1896 to February, 1897, assistant engineer in charge of mill construction work at Berlin, N. H.; from February, 1897 to May, 1897, transitman, Boston & Arlington Railroad, Boston, Mass.; May, 1897 to October, 1897, rodman, Pennsylvania Railroad Company, located at Spruce Creek, Pa.; since October, 1897, assistant to assistant engineer, middle division, Pennsylvania Railroad Company, located at Harrisburg, Pa.

Burt M. McDonald.



Hammondsport, N. Y.

I was much pleased with the idea of a "Three Year Book" until I began to write and tried to think of something worth including in this letter. Immediately after Commencement Day I started out on my career by taking a three months' vacation, but since then have been putting in my time with the Pleasant Valley Wine Company, the largest champagne manufacturing company in the United States. The cellars are located at Rheims, N. Y., about two miles from my home. Early in

the year '97, I opened a chemical laboratory with this company, where, until recently, I spent most of my time. Within the last few months I have been made assistant to the superintendent though I still have charge of the laboratory, and unless the unexpected happens you will find me at my present address many years hence.

Since graduation, I have seen very few members of the class. I met Mora and Kresge while in South Bethlehem for a few days in November, '96, and in company with the latter visited the old haunts of the '96 A. C.'s and enjoyed many pleasant recollections. It may not be out of place to say a word here of the chemists as a section. The "Bum Chemists" as we were called, were a most congenial set while at Lehigh and, as a result, not only has our regular correspondence been good but we have been able to maintain a "Circulating Letter" which *does* circulate on schedule time. Referring to the ballot in the class book I find I received only two votes under the head of "most likely to be a bachelor" but in spite of this I have adhered to my bachelor habits, acquired at Lehigh and am therefore still unhampered in my movements.

Hoping to find more interesting reading in the "Three Year Book" than this letter can prove to be, I am,

V. E. Masson.

ED. NOTE.—"Vic" enclosed to us a booklet about his champagnes which he would probably send the boys upon application. But he neglected to forward to us a sample so we cannot guarantee the stuff.

Newark, N. J.

During the summer of 1896, I was engaged in experimental work with the Wetherill Concentrating Company, at South Bethlehem, and was able to gather, during my leisure moments, enough data for the foundation of my fifth year thesis. With the opening of college in September, 1896, I started in to win my second degree of Engineer of Mines. It seemed very strange indeed to see so few old '96 men around, as Thomson and myself were about the only ones who were back for good; however, there were enough around on opening day to make ourselves heard when it came to the question of yells. The year passed away very uneventfully; I did my best to uphold the honor of the class both in the study-room and on the athletic field, and not without, at least, some success. On June 18, 1897, the day after commencement, I began my labors as assistant chemist for the New Jersey Zinc Company, of Newark, N. J. I held this position for only a month and a half when I was made an assistant to the superintendent, having special charge of the crushing plant. I officiated in this capacity for about eleven months, and in July, 1898, was promoted to the position of chemist, which place I have held ever since. On July 1, 1898, I was married to Miss Ella Madelene Post, of Newark, N. J.

E. Williamson Miller.

Guadalajara, Jalisco, Mexico.

After graduating from Lehigh University, I made a special trip through the New England States, and afterwards, through the courtesy of Dr. Drown and Prof. Klein and the President of the road, I was permitted to enter the shops of the L. V. R. R. for the purpose of obtaining a practical knowledge of mechanics, and here took a complete course from helper to that of experimental work on engines. This was from July, '96 to January, '97. I then took a course at the Electric Power Station at the same place. I was instructed practically in dynamos and engines, and made a special study of trolley systems.

Afterwards I was with the Worthington Pumping & Engine Works, Brooklyn, where I was given every opportunity for experimental work, and in the offices was given every facility for learning the business part of the work, in order that I might have a practical knowledge of the counting room to put in practice in my own country. In April, '97, I returned to Mexico because of the death of my father. On May 1st, I was appointed by the Governor of Jalisco representative for the State of Jalisco to the International Congress held in Philadelphia, in 1897. While attending the sessions of that body I had occasion to meet many of the most prominent people of the United States, among whom were skilled and world-known engineers, scientific men, educators, politicians, Government officials and many in select social life.

After the sessions of the Congress, with representatives from Mexico, Central and South America, Germany and England, and many of the leading industrial representatives of the United States, I took a tour of the most important cities of the United States, visited the principal factories, institutions and Government buildings in the cities visited, enjoyed royal treatment and received genial courtesies, and LEARNED A GREAT DEAL. The tour lasted about forty days.

After this I returned to Mexico and made a tour of my own country, visiting the different sections for the purpose of comparing and contrasting their methods with those of the States, also for the purpose of studying the wants of the different sections, acquainting myself with the class of machinery and labor saving devices needed in this country, and making openings for a market for the manufactures of the United States.

In January, '98, I opened an engineering office and agency for machinery in Guadalajara, and erected several large and costly buildings both in the city and country, besides selling much American machinery and making several installations of different kinds. On account of a large increase in my business, on January 1, 1899, I associated with me Mr. Guadalupe Lopez de Lara, M. E., a native of Mexico, who attended Lehigh, and who has had considerable experience in mechanics, and who, after completing an extensive tour and studies in Europe, was manager and chief engineer of one of the best iron

works in the Republic. Since our partnership we have used every means to introduce foreign machinery and have been successful in making several electric, sugar, knitting, hydraulic, and other plants besides selling a large amount of agricultural machinery and boilers and engines, and have at present pending installations such as tram ways, electrical plants, water power plants, etc.

I am working now for the formation of a Mexican Lehigh University Club, in which I have the co-operation of Mr. Casper W. Haines, A. S. C. E., one of Lehigh's gifted sons of the 70's, and of three or four others of my countrymen, recently graduated. My brother Manuel de la Mora, is at present attending Lehigh.

I correspond with the Spanish-American Society at Lehigh (of which I was one of the founders), and am a member of the following: Society of Mechanical Engineers, Advisory Board of the Philadelphia Museums, Spanish Commercial Club of St. Louis, Mo., and the City Council of Guadalajara. Am getting along nicely and wish all the boys prosperity.

Rafael de la Mora.

ED. NOTE.—Rafael, will there be any plans for us when you become President of Mexico?



Washington, D. C.

It is a curious fact that while I never did believe in application by letter, yet, all the positions I

have held thus far, have been obtained either directly or indirectly by correspondence.

After the first few trials, I decided to rusticate in the country for a few months, and, to prevent getting lonesome, ran a stationary engine.

While here I kept a watchdog lookout for anything that might lead to something better, when one day a letter came from a friend in Baltimore saying that I could get a job with the Best Telephone Manufacturing Company of that place, if I was satisfied with a salary that would barely keep soul and body together. I went, and secured the first job relating to my profession. The work was construction of telephone instruments, and required more of mechanical skill than knowledge of electricity. After working three months for this Company, it became very evident to me that there was nothing to hope for with them, and so I quit to devote one month to studying for an examination for assistant examiner in the Patent Office.

After passing the examination, I again resorted to correspondence as a means of obtaining a position with another telephone company, and in two weeks time was appointed assistant district inspector for the first district of the Southern Bell Telephone and Telegraph Company, with headquarters in Richmond, Va. My work consisted of the installation of apparatus at the different exchanges in the district, and the general inspection of stations. After seven months' work with this Company, they promoted me to district

inspector, which position I held until May 1, 1898, when I resigned to engage in business. During my stay with the Southern Bell Company, I worked in the following cities in the order enumerated: Alexandria, Va.; Staunton, Va.; Wilmington, N. C.; Asheville, N. C.; Winston, N. C.; Raleigh, N. C.; Roanoke, Va.; Newport News, Va.; Petersburg, Va., and Richmond, Va.

The business I had intended to engage in did not "pan out" as originally appeared, and so I was again looking for a job when a friend in Washington, D. C., notified me of a special examination for assistant examiner in the Patent Office. I took it June 20 and 21, 1898, passed, and was appointed July 13, 1898. At the present writing, I am still holding the position of fourth assistant examiner in the U. S. Patent Office.

On November 15, 1898, I was married to Ruth E. Taylor, of Alexandria, Va., and am now living at No. 43 R. St., N. W., Washington, D. C.

Chas. H. Morgan.

ED. NOTE.—Morgan, keep your eye on Jackson.



South Easton, Pa.

I have been very busy and had almost overlooked your letter—as it is, I can't find it now—so I will write something that will cover it.

I am not married, therefore am no "governor." Have not been divorced, nor have I figured in any breach of promise suits. Since graduating, I have found it convenient to pay a few sundry bills, but

there are others which, doubtless, interested parties would be pleased to see settled. Have only been able to get two jobs, the one I have, the other I left. Was a draughtsman for the Baldwin Locomotive Works, am now chief draughtsman for the Mechanical Department of the Lehigh Valley Railroad. Progression or retrogression?

I have dabbled in reform politics in Philadelphia, but never held an office outside of a ward committee.† Therefore, was a "ward heeler" (retired), but have not had any other honors or bouquets.

Wm. H. Mussey.

ED. NOTE.—† We have heard that "Berry's" only objection to reform politics was, that there weren't enough funds for the purchase of votes.



Allegheny, Pa.

My occupation since leaving college has been that of a draughtsman, excepting seven months, which time I spent in the Department of Public Works of Allegheny City. At present I am in the draughting room of the Keystone Bridge Works, of Pittsburg. I have not met many of our class since graduating, but have come into close contact with Lehigh men of other classes, and have always been given "the glad hand." I am a member of the Alumni Association of Western Pennsylvania and attended the banquet held last winter. George Enscoe and I were the only '96 men present, but there were a number of ex-'96 men in attendance. I am not married, but have

heard that several of the boys have taken unto themselves wives. Would be glad to see any of the fellows who happen out this way.

John H. Myers.



Lynn, Mass.

This period has been an uneventful one to me. I had been at home after graduation and had no engineering work until September last, when I assisted the Worcester Construction Company in the installation of a power plant for the Easton, Palmer & Bethlehem Electric Railway. In December, '98, I was engaged by the General Electric Company in their factory at Lynn and have been here to the present time. As I am still single, I am unable to give any personal events of interest to the class at large.

Franklin Oberly.



Lowell, Mass.

When I arrived home for the first time as a Lehigh Graduate, I made up my mind to become a man of leisure for awhile at least. There were two factors that figured largely in this decision. In the first place, I had worked so hard during the past four years trying to raise whiskers on bald-headed sixes, that my nerves had become shattered and medical experts advised a rest. Secondly, and no less important than number one, I had nothing to do if I had wished to work, so I soon retired to my country seat, Rockland, R. I., where I remained until Fall.

The last occupation I had ever expected to follow was that of teaching, but upon my return to Providence, I was offered a position as instructor at Brown University, and I decided to accept the position, at least temporarily.

At first I was instructor in organic chemistry, and later I took charge of a course in textile chemistry and dyeing, which had been instituted at the University several years previous. I found the work very enjoyable, and also discovered that I was, perhaps, a little better qualified for teaching than I at first anticipated, and finally settled down to make the best of my lot.

In June, 1897, I was extremely fortunate in securing the position which I still hold. The Lowell Textile School, with which I am connected as professor of chemistry and dyeing, is a new institution. It is rapidly growing and I think its future is an assured success.

I am enjoying my work greatly, and, although the evening sessions of the school make my time extremely limited, I find opportunity to enjoy "Lowell Society" for an evening now and then, and you can judge of the degree of my enjoyment when I say that I find it even more to my liking than an evening's sojourn in Allentown.

I shall be pleased to send one of the illustrated catalogues of the Lowell Textile School to any one forwarding a postal with address to

L. A. Olney.

P. S.—As yet I sew on my own shirt buttons.

Dallas, Tex.

My life, since leaving college, has been a wandering one, containing therein no record of achievements or successes calculated to be of even ordinary interest. Disappointments and reverses are of too common occurrence to be worthy of mention. When Homer Reid and I, through kindness of Mr. Brooks, secured appointments as assistant supervisors on adjoining divisions of the Norfolk and Western Railway, we imagined that "fortune had wooed us for her own." We started work with fondest of hopes which, however, ended in smoke, as we were fired within a year, owing to a most unfortunate economical policy of an unsympathetic reorganization committee. Homer and I separated, but I met a fellow, "Bob" Howell by name, and we linked fortunes under the Government in the West, where we worked together as U. S. surveyors for more than a year. Bob returned East and left me to work out my own salvation. I have given up government work and am now in business for myself, finding, of course, the usual discouragements, but on the whole much better satisfied than I have been since '96 disbanded. With best of wishes for the individual success of '96, and with continued unshaken belief in her greatness as a class, I remain,

H. L. Palmer.



Wissahickon, Phila., Pa.

Why, I wouldn't have anything to write even if I wanted to—Oh yes! you might say in my letter.

or under my name, or picture, or however you have it, that I haven't touched a ball for years; that may surprise some of the boys even if it doesn't interest them.

J. G. Petrikin.

ED. NOTE.—We might add that after graduating, "Jack" secured a place with the Pencoyd Iron Works, remaining with them until recently, when he accepted a position with the Link Belt Engineering Company. So far as we have been able to ascertain, he is still single.



New York, N. Y.

In the Autumn of 1896, I entered the expert department of the Union Typewriter Company, as maid-of-all-work. I am still with this Company, which, however, I neither own nor control as yet.

Nor up to the present have I wife or widow. A remark which likewise applieth to chicks and children.

Mine has been an uneventful existence and to make up a life chronicle of respectable proportions necessitates an indulgence in sage and superfluous reflection. Later. Alas! upon examination it appears that the reflector is out of order.

With best wishes for the happiness and success of every one of you,

Morris Wright Pool.



Chicago, Ill.

As this information is intended for the edification and instruction of the class of '96 (if any of them

still need any instruction), the writer won't give much "rot" about himself although he can't help reveling for awhile in the pleasure of writing about himself, having, as he has, the assurance of Mr. D. W. Wilson (and who can say he hasn't enough for anyone—or two either) that it will all be published.

Shortly before college closed the Carnegie people gave me to understand they wanted me very badly at their Homestead works; so I didn't wait for class day but hustled on out to Pittsburg only to find they had changed their minds as they were laying off men. At this time I thought something of starting up a rival concern, but finally decided to cast my lot with Julian Kennedy, consulting engineer, as a draughtsman. (This was the only place in town I could get. The reason I got in here was that by this time I had learned *not* to tell them I was a college graduate when applying for a position.) Keeping this position until May, '97, I then left to go to the Carnegie 33d St. mills as draughtsman. This position I resigned on February 25, 1899, to accept the position of assistant to the chief mechanical engineer for the American Tin Plate Company, with headquarters in Chicago.

I wish all the members of '96 the best of luck and prosperity.

Jas. L. Rankin.



Los Angeles, Cal.

After spending a few months' vacation during the summer of '96 at Fort Schuyler, N. Y., the

Edison Electric Illuminating Company of New York City employed me as an inspector until November of the same year, when the General Electric Company of Schenectady, N. Y., offered me a position on the students' course in the testing department. After finishing the course, I was employed in the calculating department until March 1, '98. On the same date I joined the Westinghouse Electric and Manufacturing Company, where I represented the San Gabriel Electric Company from March 2, '98 until July 15, '98, as their consulting electrical engineer for the testing and acceptance of all the electrical machinery, switch-boards, etc., for the generating, transmission and distribution of power at and between Azusa and Los Angeles, Cal., the plant having a total capacity of 4,000 h. p. Having completed my duty with the Westinghouse Company, I made a pleasure trip through the Western States and Canada, and finally reported to the San Gabriel Electric Company at Los Angeles in August, where I am at present employed.

Not so unfortunate as to be married.

Henry P. Reed.



Youngstown, O.

The larger part of my first year after graduation was spent as Assistant Supervisor of the Norfolk & Western Railway, with headquarters at Lynchburg, Va. The year was a pleasant and profitable one for me; outdoor life in that beautiful country

did much to restore the strength used up in the senior college work. An occasional glimpse of Horace Palmer, who was with the same company, afforded me much pleasure.

In the spring of '97, the effects of a re-organization was felt by many of us and we had to look for positions elsewhere. I came to Ohio, and in a short time entered the employ of the Youngstown Bridge Company, with whom I have been ever since with the exception of four months spent with the Penn Bridge Company, of Beaver Falls, Pa., in the spring of '98. Since being engaged in structural iron work, I have learned to appreciate more fully the training we received under Prof. Merriman's watchful care. I have found that a Lehigh technical education enables one to secure pleasant and profitable employment and gives us a foundation upon which to build for life's successes so that, on measuring strength with others, we always feel we are not outclassed.

Homer A. Reid.



Murphysboro, Ill.

After leaving college, I went to my home at Cherokee, Iowa, remaining there until accepting a position as rodman with the Illinois Central Railroad Company. I reported for work at Aurora, Ill., on August 2, 1896, meeting L. W. Baldwin at that place. It is hard to say which one of us was the more surprised. I was then sent to Belleville, Ill., on reduction of grade between that place and

East St. Louis, starting in as rodman, but being placed in charge of the work in May, 1897, and remaining until its completion in the following October. During October I worked on a survey for an extension of the road near Cape Girardeau, Mo., and following this helped to make a preliminary survey for a line from Galatia, Ill., to Golconda, on the Ohio River. The line was about 50 miles long and through rough country most of the way. In the early part of December, 1897, I made a survey at Murphysboro, Ill., and later, after its acceptance, had charge of the construction. This work was completed in October, 1898; since then I have had charge of the reduction of grades between Murphysboro and Carbondale. I expect to finish in about two weeks, after which I will probably be sent to New Orleans on yard work. I have had from four to nine men in my party and have had men working for me from Yale, Virginia, University of Wisconsin, University of Illinois, Cornell, Pennsylvania State College, Toronto and Dublin University. I nearly forgot to state that I am single and not liable to be married soon.

Geo. H. Ruggles.



Monongah, W. Va.

From June, 1896, until June, 1897, I was employed, at intervals, as transitman by the Lehigh Coal & Navigation Company. In June, 1897, I secured a similar position with the Delaware & Hudson Canal and Coal Company. We ran a

preliminary survey from Carbondale, Pa., to Jefferson Junction, Pa., a distance of thirty-five miles, completing the work during September, 1897. After there was no need of a transitman, I came home where I remained until January, 1898, when I secured a position in Brooklyn, N. Y. At this place I had both field and office work on the construction of the St. John's Cemetery,* at Middle Village, Long Island. In December of 1898, the work was completed, and, through an application which I had previously made, I obtained the position which I am now holding as Assistant Engineer of the Monongah Coal & Coke Company, at Monongah, W. Va. So you can see that my experience has been a varied one, having worked with four corporations in three years; three of the positions were temporary and one permanent. I have seen but few of the boys since graduating and would like very much to attend the reunion in June, but the distance is considerable, and the time I would be given so short, that I probably will be unable to do so.

Think of your Uncle "Spot" having charge of the engineering for ten mines scattered over a radius of fifteen miles, besides the maintenance of way of thirty-five miles of railroad for pasture.

Clem. C. Rutter.

ED. NOTE.—* That job must have been a "dead cinch," "Spot."



Medicine Bow, Wyoming.

I would say I am at present division engineer of the Union Pacific Railroad Company, in charge of twelve miles of the heaviest construction in the

railway line in earth yardage ever attempted. How do you like it? Game galore: antelope, deer, lynx, coyotes.

John C. Sesser.



Mt. Savage, Md.

Your letter asking how I have "put in my time" since leaving college, was received.

I worked in the George's Creek & Cumberland Railroad shops until June, 1897, when I left to accept the position of engineer for the Union and New York Mining Companies. On January 1, 1898, I was made mining superintendent for the above companies which position I still hold.

My address is Mt. Savage, Maryland.

Henry Shriver.

ED. NOTE.—"Jimmy" Rankin requests us to ask Henry for the name of his prospective bride but we are afraid to do it.



South Bethlehem, Pa.

You have struck me at the wrong time for a letter of much account, as this is about the busiest time of the year in my work. I am with the Bethlehem Foundry and Machine Company, and may remain with them for some time yet. Indications point to my being in New York City for a while, in the near future.

If you are acquainted with the Polhemus Memorial Clinic, corner of Amity and Henry

Streets, your city (Brooklyn), just look at the ornamental iron work and remember that I had a little finger in that pie—we have some of the crust laying around the yard here yet. Shortly after completing that job, our superintendent left and I was appointed to inspect all material after it came from the foundry and also the patterns before they went into the foundry. I get to New York and vicinity occasionally but business keeps me moving so that I have no time to look up any of the boys. I hope to see a good many of them back for the reunion in June. There are a number of whom I have heard nothing since leaving college.

I am single at present, but cannot guarantee that I will remain thus. I do not know whether I have made the best of my opportunities but have tried to do so. With best wishes to members of the class of '96,

Harvey W. Sprague.

ED. NOTE.—Sprague is now located in New York City as estimator for this company.

Still later advices from Harvey say that he was married on April 22, 1899, to Miss Elisabeth M. Nace, of Seidersville, Northampton Co., Pa.



Fort Wayne, Ind.

I greatly fear that this will be but a poor repetition of a great many that have preceded it and so will make it short. Since that memorable day when the inimitable Pool presented me with the valuable document that gave E. S. Taylor the

right to live, I have been learning the lessons that the majority of fellows seem to know by instinct. My story for the past three years would be one of some ups, but a vastly greater number of downs; but, in the light of the future, the past must not be regretted, and I am still proud to feel that I am a member of Lehigh, '96, and hope that I will in no way lower the high standard she has set.

E. S. Taylor.



Schenectady, N. Y.

The J. G. Brill Company, were the fortunate ones to first receive my "valuable" services. All went well until I became too ambitious and the first thing I knew I found myself taking a vacation. About this time I called to mind the advice old Jim Given used to give the '96 Electrical football team, when, after having gained his distance, he would hobble out of the pile imploring the fellows to "get together," "get together." I "got myself together," and assisted by several letters made my debut in the "Wild and woolly West." Chicago would not have me after the first two weeks and I was shipped to Rochester, Minn., where they wanted a young tenderfoot to be hello-girl, lineman, clerk, superintendent and electrical engineer. However, the lads and lassies of southern Minnesota and northern Iowa were after me, and between them and Norwegians chopping down trees across our lines, life was not worth living. The General Electric Com-

pany being so well pleased with its other Lehigh men found that they needed another one, so I decided to relieve their needs by accepting a position in their testing department and here I am.

W. B. Taylor.

ED. NOTE.—Though "Billy" made no mention of the fact, we feel safe in saying that he is still single. "Billy" has recently been transferred by his company to their office in Lynn, Mass.



Saltillo Coahuila, Mexico.

I just received your letter to-day, when I returned from a ride on mule-back over hundreds of miles of various parts of northern Mexico, looking at and visiting mines and allied subjects.

I took a post-graduate course in mining, '96-'97 and left in May, 1897, for Niagara Falls where I worked until August, 1898, as a private chemist for C. M. Hall, of the Pittsburg Reduction Company (smelters of aluminium.) In November, 1898, I started in with the Mazapil Copper Company, Limited, of C. del Oro, Zacatecas, Mexico, as assistant to the metallurgist. I worked there until April, 1899. Then a change of administration taking place, I left there and am at present in the railroad business as an assistant engineer. My permanent address is Summit Point, W. Va.

J. H. Thomson.

Johannesburg, S. Af. Rep.

I sailed for Europe in July, '96, entered Freiberg School of Mines in September, '96, and remained a student until April, '98. Since then I have been with The Robinson Deep Mining Company, Limited, in Johannesburg, South Africa, as assistant surveyor, battery clerk, and now as sampler.

I am sorry that I shall not be able to attend the reunion in person, but distance prevents. "Bart" and I will have a little reunion of our own out here, and shall drink the health of '96, and the "L. U." as heartily as you all will at home.

I grieve to state that I am still unmarried.

E. Coppée Thurston.



South Bethlehem, Pa.

I entered the employ of the Bethlehem Iron Company, August 7, '96, and am still connected with said company.

Jos. W. Thurston.



Fall River, Mass.

My career since graduating from Lehigh in June, 1896, is as follows: In the fall of 1896, I was asked by Capt. Gonsolus of the foot-ball team to assist him in developing the foot-ball material, and, being unemployed at the time, I went to South Bethlehem, remaining about two weeks. During my stay in South Bethlehem, I was

invited by the Elizabeth Athletic Club to become a member of their foot-ball team, and I accepted the invitation. While in Elizabeth, N. J., I became acquainted with a Mr. Alexander of that place who was engaged in the oil business in New York, and I subsequently entered the employ of Messrs. Alexander and Tackaberry, dealers in lubricating oils and supplies. The death of my father occurring shortly afterward, necessitated other business arrangements, and I severed my connection with the above firm. Following this, I was with the Fall River Savings Bank for a time, and am now in the employ of E. H. B. Brow & Company, Cotton Merchants, Fall River, Mass. I am still unmarried. Wishing success and happiness to the class of '96, I am

Curtis E. Trafton.



Brooklyn, N. Y.

The following is an outline of my work since graduation:

July, '96, to August, '96, Machine Shop, Standard Manufacturing Company, Dayton, O.

August, '96, to September, '96, Draughting Room and Road, American Stoker Company, Dayton, O.

September, '96, to December, '96, Draughting Room, General Electric Company, Schenectady, N. Y.

December, '96, to September, '97, Chief Draughtsman, American Stoker Company, New York.

From September, '97 to present, Engineering Department, American Stoker Company, New York.

Instructor, Pratt Institute, Brooklyn, Department of Science and Technology. Evening classes: second year, in Mechanical Drawing; third year, in Mechanism, for school year of '98-'99.

The writer still enjoys the blessings of single life. No wife, no children, and no expectations.

H. C. Tripp.



Pottstown, Pa.

I was with the Scranton Gas and Water Company from July to September, '96. After that I went with N. F. Barrett, Landscape Architect, 50 Wall Street, New York, and stayed with him until December, '96. Then from March, '97, until December, '97, experimented and constructed machinery at the works of Davies, Prints Company, Limited, Reading, Pa. From December, '97, to August, '98, experimented at the works of the American Product Company, Philadelphia, Pa. From August, '98, until the present time have been erecting a brewers' grain drying plant at Pottstown.

I have not yet entered the matrimonial stage of my life, and I assure you, that the prospects are — poor. I can also truthfully say, that I have no children, a thing of which I am also "dead sure." I must say that I am as well as I was

when at college, if not better. I have not yet forgotten how to handle the lacrosse stick, and do enjoy it very much. I expect to be in South Bethlehem in June and hope that we shall have an opportunity to compare our past lives. I wish to add also that since I left college and engaged in practical life, I have had my eyes pried open, and have partly learned to keep them open.

U. Grant Walters.



Philadelphia, Pa.

On leaving Lehigh, I was a man out of a job. But, as usual on such occasions, I betook myself to the parental roof, and two days later had a choice of three positions, finally going to New York. There I labored for Purdy & Henderson, on the Waldorf-Astoria. By way of variety, Massey, '95, and I ran a bachelor apartment flat during the summer—of course it did not last long. About January 1, 1897, I made a change to the Columbian Fireproofing Company of Brooklyn, and on April 1st came to Philadelphia, where I have since been located. The first part of the year I spent juggling roof details, but in the fall began my career with the government. Am still holding this position, and having recently been raised to Junior Engineer, feel quite content to remain. Perhaps I am not in love † with engineering, but still there are worse callings to be found. Trusting you all have the same sentiment, I am,

Frank T. Weller.

ED. NOTE.—†But he is with another, for we have the wedding announcement card of (formerly) Miss Sara E. Brownell, of Muncy, Pa., to F. T. W., on June 30, 1898.

Brooklyn, N. Y.

I have followed architecture since leaving Lehigh. For a year I took a special course in history and design at Columbia University, and then entered the profession. I have been connected with leading architects in New York City, on the very best class of work, and some of the most important buildings erected in or near New York during the past two years.

I can say little of interest here, because my mind is bent on devising some scheme for obtaining the address and whereabouts of certain members of Ninety-six, without drawing my entire bank account to pay postage, telegraph charges, and telephone bills.

David W. Wilson, Jr.



New York, N. Y.

Ever since I started to "paddle my own canoe," I have been associated with the New York Telephone Company, two and a half years being spent in the engineering department, and the remainder of the time in the construction department. The work I find very congenial, interesting and progressive. There are so many old Lehigh men connected with the Company that, at times, it seems like being back in college—the principal difference being in the fact that there has been no lenient absence system instituted as yet. I have thought for some time that it is a great pity that a Lehigh Club in New York City has never been

established on a lasting basis; I know personally of at least seventy-five old Lehigh men living in the city, and there are doubtless many others. '96 has such an unrivalled record for successfully pushing schemes of this sort, that it seems to me it is "up to them" to take a decided step in the matter. I firmly believe that the proper feeling of enthusiasm is imbued in all Lehigh men in this city to carry out a well-devised plan successfully, provided the financial side can be managed economically. This point is the critical one, as expenses in New York are not quite as light as they were in college days. At any rate, here is a chance for '96 to add another chapter to the chronicle of her achievements. With best of luck to all the fellows.

J. R. Wilson.



Lansford, Pa.

After leaving college, I worked with the engineer corps of the Lehigh Coal and Navigation Company, doing mine work, railroad work and other work coming under the corps. In August, 1897, I was appointed assistant superintendent of The Tamaqua and Lansford Street Railway Company, which position I am still holding, having resumed work on March 21st, after a five-months' leave of absence on account of serious illness.

I am still single.

W. G. Whildin.

Philadelphia, Pa.

The principal and about the only thing I have been doing in a business way since leaving college is the construction of street railways and telephone systems. Have been associated with the same people all the time, and most of our work has been in the vicinity of Philadelphia. In the past two years we have built and equipped some twenty miles of railway and ten complete telephone systems. Our office is in the Witherspoon Building. Several of the boys have dropped in from time to time, and we go over to the substitute for "Charlie's" and discuss old times over the amber colored fluid.

A. M. Worstall.



Scranton, Pa.

Just before leaving college my principal worry was about getting something to do; since then my greatest difficulty has been to get a few days vacation once or twice a year. Every change I have made has come unexpectedly; in three separate instances, the position was offered, considered and accepted within a period of five minutes. The first three months after graduation were very fortunately spent with the Bayon-Evans Manufacturing Company, of Philadelphia. Next came a "job" with the Camden & Suburban Railway Company, which lasted but a month, when the first real position came my way in the shape of an offer from the Link-Belt Engineering

Company, of Nicetown, Pa. It was at this time that mechanical engineering was forced on me and I gave up, very reluctantly, nearly all hope of ever doing anything in my favorite line, electricity. I was with the latter firm for two years, and took what you might call a course in mechanical engineering, during that period. At this time a decidedly better offer came to me from the Dickson Manufacturing Company, of Scranton, Pa., and with some misgivings, I made the change which since has proved to be a good move. The question now is, what next?

Curtis B. Flory.



Minneapolis, Minn.

The latter part of August, 1896, I accepted a position with the St. Anthony Falls Water Power Company, draughting and doing outside construction work, and have been with them since that time. The first two years were spent on the construction of a new dam and power house for the generation of electrical power, which, since completion, has been operating the street railway systems in Minneapolis and St. Paul. I heard a short time ago, that Geo. Beach, ex-'96, was here in town, so I hunted him up and found that he is with the Gillette-Herzog Company, a large structural iron firm of this city. You may know that I was pleased to see him, as he is the only '96 man, except Mora, whom I have seen here. In case any of you come out this way, be sure to hunt me up—ask any policeman where I live.

C. V. Ferriday.

Lost, Strayed, Stolen or——?

W. J. Adams :

He was with the Electro-Dynamo Company, in Philadelphia, in 1896, following which he went with the General Electric Company, Schenectady, N. Y., where he is at present employed.

O. Z. Howard :

He sent his address from Newport News, Va., but we have heard nothing more of him.

T. Lewis :

With Cambria Iron Company, Johnstown, Pa.

J. G. Mason :

He was employed by the Lehigh Valley Coal Company, at Wilkesbarre, Pa., during 1898. Latest advices say he has gone to Africa.

L. D. Showalter :

We were unable to locate him, but have learned that he is teaching in Pottstown.

J. S. Wallace :

When last heard from he was with the Shenango Valley Steel Company, New Castle, Pa.

D. S. Williams :

We were unable to locate him. He may possibly have gone to Manila with his father who is captain in the 3d U. S. Infantry.

John Savage Graff.

A Sad Accident.

(From *The Brown and White* of September 26, 1896.)

JOHN SAVAGE GRAFF, was instantly killed on the Lehigh Valley Railroad, at Bowman's station, about 9 o'clock on the morning of September 7th. Mr. Graff was engaged as battery man on the new Hall automatic signal system in use on this road. His work was to look after the electric batteries which operate the signals and it necessitated his walking along the tracks from signal to signal. While walking on the eastbound track on the sharp curve above Bowman's station he was struck by engine 196, attached to a gravel train, which was backing down the track at a good speed. A freight train was thundering along on the westbound track at the time and its noise prevented his hearing the engine's approach from behind him.

The unfortunate man was struck by the tender of the engine and thrown down on the rails, the wheels passing over his left arm and leg, crushing them; the back of his head was also badly cut, and when the engine's crew picked him up, he was dead. The deceased was a member of the class of '96 of Lehigh University, and had been employed on the work at which he met his death since last June, at the close of the college. He was universally liked and the news of his tragic death

caused deep sorrow among the many friends he made here.

The deceased was born in Philadelphia on December 27, 1874. He prepared for college at St. Pauls, in Concord, N. H. He was a member while at college of the Electrical Engineering Society and of the Chess Club and played on several football teams.

Resolutions by the Class of '96.

WHEREAS: It has pleased Almighty God in His all-wise providence to take from us our well beloved friend and companion, JOHN SAVAGE GRAFF; and

WHEREAS: In his death we have lost one, who, by his kindly disposition and sterling character, had endeared himself to all his classmates; be it

RESOLVED: That we herein express our personal sense of loss and sorrow, and that we extend to his bereaved family our most heartfelt sympathy in their affliction; and be it further

RESOLVED: That a copy of these resolutions be forwarded to the family of the deceased and that they be printed in the college papers.

(Signed:) S. M. Dessauer,
H. D. Hess,
J. W. Thurston,
T. S. Eden,
F. O. Dufour.

(Committee appointed by the President.)

. . Ninety-Six-in-Law . .

- MRS. MABEL PHILLIPS BAUDER,
From New York City.
- MRS. MARY MATERNAGAN DAVIDSON,
From Schoharie, N. Y.
- MRS. LILLIAN FENNER DRAKE,
From So. Bethlehem, Pa.
- MRS. ELIZABETH OVERFIELD DUTCHER,
From Bethlehem, Pa.
- MRS. JOSEPHINE WILLIAMS FOUNTAIN,
From Bethlehem, Pa.
- MRS. SADIE MAHARG HALL,
From So. Bethlehem, Pa.
- MRS. GERTRUDE LAYCOCK HUTCHINS,
From Wyoming, Pa.
- MRS. FRANCES CRAPSEY KLINE,
From Lockport, N. Y.
- MRS. JOSEPHINE CHAPMAN LORD,
From Bethlehem, Pa.
- MRS. MADELENE POST MILLER,
From Newark, N. J.
- MRS. RUTH TAYLOR MORGAN,
From Alexandria, Va.
- MRS. ELIZABETH NACE SPRAGUE,
From Seidersville, Pa.
- MRS. SARA BROWNELL WEILER,
From Muncy, Pa.

ED. NOTE.—The Bethlehemans win—where's Allentown!

. . Finis . .

In concluding this epitome of class affairs and "sayings of wise men," perhaps a few words of reflection might not be amiss. That the class would respond we never doubted for a moment, and, although we have had some difficulty, as was natural, in reaching a few of the men, we feel that, in the main, our efforts have been successful in presenting a volume as nearly complete as possible. The letters are printed as they came to us, with the exception of a few corrections, additions or omissions, which were made for the sake of completeness and uniformity. Addresses of nearly all the men are in the hands of the secretary, who will be pleased to furnish any information desired in this respect. We take this opportunity to thank the class for their ready compliance with our various requests and for their assistance—the compilation of the book meant the individual interest which each one took in his class and his college, and the result speaks for itself. The intention in issuing this volume was not to exploit our great deeds—we are too young for that—nor yet was it meant to be simply a record; our endeavor was to keep alive the friendships and the memories of college days—if it has served this purpose, we will feel more than repaid for the time spent in its preparation.

The Editors.