

GROG FOR ALL HANDS

By Captain Bolivar Q. Bilgewater

Well, winter finally struck and with a vengeance. As your ole Captain Bilgewater writes this copy the mercury reads 5° outside. When the snow crunches under your tires, you know it's cold! Ah well, at least the ice skaters and ice boaters are a little happy. It's nice to see all these winter enthusiasts out again — and it's good for the dining room and bar business on Saturdays and Sundays, too. Speaking of Ice Boating, it sure was considerate of Perky Pundt to show us all how to flip over an Arrow and ice-sail without a craft. Thanks, Perky, now we know how NOT to do it.

It seems as though the ice brings out a lot of people for the popular Sunday brunch. The first Sunday in February saw a large gathering of the Fred Curtzes... a birthday party for Helen Good with many members of the family in attendance... while scattered elsewhere in the dining room were the Robert Carneys, the John Heards, the Harold Ogdens, the Whipples, and the Allens. We are glad to note that Doris Whipple is looking just great after her recent hospitalization and surgery — glad to see you back in circulation, Doris! The George Althofs and the "Red" Wagners were also brunching.

Speaking of "Red" Wagner, it seems as if he'll just go to any lengths to meet a lady — even if he has to run into her with his car. Ask him about it some time. And if you want to hear a hair-raising (alas, for the Capt'n this is only a figure of speech) story about almost getting hit by a car, ask Fred Reymore to relate his scary experience. Wow, we're sure glad that idiot missed you, Fred!

One of the real highlights of January occurred on Wednesday, Jan. 26th, when members of the Pinochle Club and other friends gathered to celebrate Byron (Skipper) Cooley's 86th birthday. A large turnout shared the evening with the Skipper, and gifts ranged from a lovely beer stein, to wine, to "Cherry Passion", and to a cash gift of eighty-five dollars. It was a fine tribute to a grand guy, and one that came from the heart.

(Cont. on Page 4)

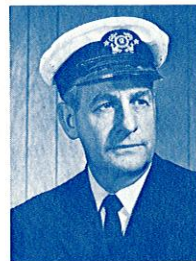
KNOW YOUR OFFICERS



Rear Commodore
Wendell Good



Commodore
Fritz Busse



Vice Commodore
Robert Painter



Fleet Captain
Richard Amthor

COMMENT FROM THE QUARTER-DECK

By Commodore Fritz Busse

Although it has been only a relatively few weeks that I have been Commodore of Erie Yacht Club, some things have been accomplished, others are scheduled, and still others are being worked out. The good judgment, enthusiasm, and hard work being put forth by the various committees give me a feeling of optimism and hope that 1972 will be a year to remember.

Every man when he reaches the office of Commodore has already experienced the problems, vexations, frustrations, and difficulties associated with management of a Yacht Club. On the basis of such experiences, coupled with observations of actions and reactions of members, he gradually forms a picture in his mind of what the Club actually is... what it could be... and what it should be. Let me try to show you some of my picture in this column from time to time.

My first hope is that we may be successful in developing a greater awareness of the meaning of Club membership. The word which comes to me most often is "Pride". Let us be proud that we are members of the finest yacht club on Lake

Erie. Let us be proud of our ability to handle our craft safely, correctly, and with unquestionable regard to the rights and comfort of other boatmen. Let us be proud of our conduct both afloat and ashore. Let us be proud of the appearance we make to others... our manners... our dress... our attitudes. There is no finer tradition anywhere than that of ships and men that sail them. Let us learn so that we may add something of value.

The efforts of many who preceded us have provided exceptional facilities. Dockage is excellent and still improving; Club facilities are beyond the wildest dreams of the founders; launching and liftout equipment is modern and the best. In material things there is little to be desired. Let us now mature in our personal stature and retrieve that part of our reputation which may have suffered from immature actions in the past. Above all, let us be honest with ourselves; let us be Erie Yacht Club members in all of its finest meaning. This is the first part of my picture, and it is my hope that this administration may contribute something towards its realization.

DOCK CONSTRUCTION REPORT

In late Fall of 1971 you may have noticed the drilling rig working on extending the bulkheading along the East land-fill. By working through both good and bad weather we were able to get a good start towards our 1972 program. Progress to date includes completion of 152 feet of bulkheading; installation of catwalk support rails and tie-off stakes; fabrication of ten new 35-foot catwalks; and rough grading of the area. Thanks to the valiant efforts of Marty, Miller, and other loyal friends there will be ten new stalls ready for Spring use.

Our goal for 1972 is to complete the East dock, and bulkheading for the entire basin. Sufficient steel rails are on hand for the bulkheading stanchions and tie-off stakes. If we are able to reach our goal, the unsightly jumble of rubble which has been an eyesore for a couple of years will disappear. Eventually there will be a parking area which will provide an excellent vantage point for watching races and other boating activities.

A specific time table has not been drawn up for completion of all dock and basin work. However, the Committee is just as anxious as any of you to see the last of the rubble disappear and every foot of frontage put to productive use. We urge all members to take time to familiarize themselves with what has been done, and to submit any constructive suggestions to the Committee.

As an addendum to the East Dock Construction Committee's report, Allen Rickloff has supplied the following information which should prove interesting — particularly to those with an inclination toward historical data.

Some of the principal contents of various land-fill areas are as follows: (a) East Dock — the old City Hall, and 27 minor buildings; (b) North Dock — the Lawrence Hotel, Shea's Theater, 15 minor buildings, 1500 truckloads of scrap tarpaper, and 250 loads of dirt and gravel from the site of the Peninsula Drive-In Movie; (c) West Dock — the old Second National Bank building, and other fill.

Within the boundaries of the Club property there is fill containing over 200 buildings, all of which figured to a greater or lesser degree in Erie's history of the nineteenth century. Urban redevelopment programs provided an unusually rich source of material which our loyal members exploited to the utmost. There are literally thousands of truckloads of dirt, factory scrap, old street paving and parking-lot topping, brick and concrete sidewalks, and much, much, more. It should be remembered that such king-size scavenging did not happen by accident. We all owe a considerable debt to those stout yachtsmen who gave of their time and effort to bring this about.

YOUR CREDIT IS GOOD

Rear Commodore Wendell Good mailed a letter under date of January 25th to the membership announcing the decision of the Board of Directors to permit bar and restaurant bills to be charged by members of the club. This is, so far as we can learn, an innovation for E. Y. C. It should be a convenience for many who would prefer to pay by check once a month, rather than handle each transaction separately by paying cash. It will be particularly useful when entertaining visitors.

The plan is simple and should work smoothly; however, there are several details which should be kept in mind to prevent errors which are consuming in time and effort. First, sign your name in full . . . legibly . . . including first name and middle initial. The wierd scrawl which passes for a signature over a typed name on a business letter will only make trouble on a club chit. We ask for the first name to cover those cases where more than one member of a family belongs to the club, or where there is more than one family of the same last name. The middle initial is just an additional insurance that monthly bills are addressed to the proper person.

Wives may also sign; however, unless she carries membership in her own name, she should sign as the wife of the man holding club membership. Thus, by signing as Mrs. John A. Doe she eliminates the necessity for remembering to which one of the Doe boys she is married, and the possible error which could follow if we guessed wrong.

Also, some may wish billing sent to their business address instead of the home address on club records. This is done by signing your name, and under it the name of the company and/or the address to which the bill is to be sent. If company name or special address is not given, billing will be mailed to your home.

You may either tip in cash or indicate the tip on your chit, giving the amount of the tip. The employee will be paid by the club and the amount added to your monthly invoice. Credit cards are not acceptable in any part of this plan, since it is the intent to offer this additional service as a convenience to members only.

There may be additional aspects of membership charge accounts which will have to be clarified as they arise. However, the basic idea is sound and with reasonable assistance from the members should work nicely. The Board of Directors is to be commended for their efforts to improve the quality of club services.

COMMITTEE CHAIRMEN

Take advantage of The Log by getting your news items in on time. Deadline is 15th of month preceeding publication.

THE NEW LOOK

If you think that there is nothing new under the sun, come down to the Club and take a look around. As you enter the lobby there are glass cases on either side well stocked with items of nautical interest which are for sale. When there is something you would like to have, see Mrs. Conyngham in the office . . . Ken Welsh . . . or the bartender on duty.

Now let us proceed into the main Club room which has been completely redecorated in a decor which the committee hopes you will enjoy. New drapes cut the glare from the large North windows without materially restricting the view. Walnut panels have been added below the drapes to complement their color and to add insulation for greater comfort. The ceiling has received a fresh coat of white paint, and the South walls are a marine blue — insofar as a color-blind editor is able to describe the effect.

The two trophy cases have been placed end-to-end across the room to provide partial isolation of the bar area, and to place our fine collection of prizes and awards in a location where they may be conveniently examined. The low wall with its flower decorations now parallels the trophy cases to the East forming a lounge area for visiting without disturbance from the bar. New hanging light fixtures are on order which will add a distinct nautical effect and will break the flatness of a large, white ceiling.

A great deal of planning and effort have gone into this program to make your Club more inviting, more pleasant, and more comfortable. Now the only thing lacking to make the scene complete is your presence here to help us enjoy the fine food, delicious drinks, and hearty fellowship which this delightful new atmosphere promotes. The dining room is open for lunches every day except Monday; and dinner is served on Friday, Saturday, and Sunday. Beginning March 29th, Thursday will be added; and beginning on April 25th dinner will be served the full six-day week of Tuesday through Sunday. It's your Club — come and use it — enjoy it!

SPRING RIGGING PARTY

Dave Sample has asked that special attention be called to this affair (See Social Calendar — Ed.) since planning is already underway. Dress will be informal and prices modest. Cornish Hen will be the dinner feature, and there will be both round and square dancing. Make your reservations early for dinner will be limited to 75 couples. Remember the date, Saturday, April 8th. Everyone is invited, so y'all come, hear.

WHERE DID YOU GET THAT WORD?

"Log" and "Knot"

Tracing backwards through time and history in an effort to locate original meanings of words... how they came to mean what they do today... and how many have changed their meaning in the course of years has always held a fascination for the writer. This is particularly so in the language of the sea as used by those men who explored the world under sail. If readers enjoy excursions into this area of the romantic past, we will print brief articles on some of the words which are commonly used in yachting conversation.

Let us begin with one which supplied the name for this publication. For hundreds of years most sailing consisted of coastwise travel, literally keeping within sight of shore. However, with the introduction of the magnetic needle which was usually floated on a cork or small piece of wood, and later the astrolabe which enabled man to roughly measure the altitude of a star, ships were venturing far beyond the sight of land. But on long voyages there was only dead reckoning which would tell the navigator his position at any given time — and this was subject to many errors.

Dead reckoning consists of maintaining a continuous record of course and speed, from which a location can be plotted with reference to the starting point. The north-seeking needle and the location of various stars gave direction, but how to determine speed without a fixed point from which to measure was the problem. So, prompted by necessity, some long-forgotten navigator decided to establish one by heaving overside an object which would float and would have sufficient weight and resistance to movement in the water to provide a temporary point of reference. A short log served nicely.

A long, light-weight line was attached to the log, and knots tied at measured intervals. Now our navigator was ready except for a method for measuring time. Watches, clocks, and chronometers were still many years in the future; but there were hour-glasses of running sand which may also have had their smaller version graduated in minutes, or possibly our navigator simply counted the seconds — we do not know for sure. In any event, the process consisted of casting the log overside and counting the knots that passed in a specific interval of time. Can you not practically hear the mate calling to the quarterdeck, 'Six knots she is, Sir'? Simple mathematics enabled the Captain — who in most cases was also the Navigator — to multiply the distance measured from the log by the number of units of time in an hour, and then convert this into leagues, miles, or whatever basic unit of measure was used.

No. 1 of a Series

As time passed, some inspired navigator probably worked his formula backwards and established the spacing between knots and the unit of time so that by merely counting knots he had a direct reading in leagues per hour. In any event the book in which log-readings were recorded, together with other pertinent data on weather and events, came to be known as 'The Log'. Much, much later when navigation began to change from an art to a science the Nautical Mile was established as 6076.10 feet, and common usage retained the old word 'Knot' to indicate a speed of one nautical mile per hour.

Now we maintain the tradition of the sea by naming our publication *The Log*. It is to be hoped that it will serve a useful purpose in recording how far we have travelled from the beginning of our Club, and will indicate our course into the future.

ICE SKATERS

For the convenience of ice skaters in changing skates, a large van has again been located beside the skating area in front of the clubhouse. This offers protection from chilling winds and should add to the incentive to indulge in this winter sport.

DOCK RESERVATION POLICY

Docks will be assigned on March 1st on the basis of reservations in hand using the accumulated point system for determining priorities. After this date assignments will be made on a first-come, first-serve basis without regard to the point system.

If you have not submitted your application for dock space, we suggest the advisability of giving it immediate attention. Please note that a check must accompany your application for all or at least 50% of your summer mooring fee. This new procedure has been made necessary by the carelessness of members in the past who have reserved stalls and then failed to notify the Club that they had sold their boat or moved out of town. Thus, we were holding a stall open for a non-existing member with a non-existing boat. With the demand for stalls as it exists today, we cannot afford such experiences.

In event that you have mislaid your application form, another can be obtained by picking it up at the Club office. If this is inconvenient you may phone Mrs. Conyngham at the office (453-4931) and she will mail one to you. Whatever you do, DO IT NOW!

BELAY, MATES, THE HUNT IS ON!

Our favorite senior citizen, Byron Cooley, advises that John Daner has related an experience which took place on a recent trip to Ireland. Because of its unusual nature and the fact that a Club member was involved, we feel that the facts should be placed before our readers.

Mr. Daner claims that he actually saw a Leprechaun while treading the sod of the emerald isle! Now such a tale brings a definitely queasy feeling that there might be some who would be inclined to doubt the veracity of Mr. Daner, so we did some research before deciding to publish. It seems that the word Leprechaun derives from old Irish, and means "little man". Tales have been handed down from one generation to another concerning the frequently unusual doings of these little old men who are gifted with a considerable number of supernatural powers, including the ability to appear and disappear at will. They are extremely evasive, and make their presence known only infrequently and then for reasons known only to Leprechauns. Their most persistent characteristic — and one attested to by untold numbers of patriotic and trustworthy Irish — is gratitude. Anyone who actually catches a Leprechaun will be rewarded for releasing him by the granting of any wish. It is also established by reputable Irishmen that the only sure way to attract a Leprechaun is to first lay down a solid foundation of fine Irish whiskey, and then build on it with tales of stout Irish wit and humor. Oft-times a quick glance astern, to port, and to starboard will reveal a little fellow enjoying the fun. Should this happen, grab him!

Byron asks that anyone sighting one of these little men, or better yet capturing him, report it immediately. Meanwhile, on the basis of such indisputable evidence we are inclined to agree with Mr. Daner that he probably did see what he claims he saw. To any of the membership who are still not convinced, we suggest that if they broach their suspicions it would be done with the greatest of temerity.

STRIKES AND SPARES

Competition is running high as E. Y. C.'s America's Cup Bowling League approaches midpoint of the season. First-place spot is held by the team of Bernie & Red Wagner and Loretta & Dick Carrara; but the team of Dorothy & Frank Knauer and Betty & Dick Waller are close on their heels. Close behind come the team of Doris & Walt Viehdeffer and Dolores & Don Bross. So few pins separate these leaders that each bowling night threatens to shift the order of standing.

Bob Mangin found it necessary to resign from the league because of a bad

back. We all wish him a speedy recovery, as we do to Don Bross who had surgery last month.

The Annual Banquet of America's Cup Bowling League will be held on Friday evening, May 12th, at the Club. Dick Amthor will MC the affair, and Audrey Heavenly will make the trophy presentation. The Banquet Committee consists of Bernie & Harold Wagner, Rosemarie & Dr. Jack Marshall, and officers of the league.

(GROG . . . cont. from Page 1)

Regarding the aforementioned "Cherry Passion", it is a delicious cherry liquer personally made by Al DiLoreto — and man is it ever good!

As for group activities, reports from the group that went to the Cleveland Boat Show on the bus trip sponsored by the Coast Guard Auxiliary really had a ball. Sorry to hear that the show wasn't so great, but I guess the trip more than made up for it, particularly on the way back. Although it was a shame the way Dick Sarver's face was all swollen even three days later. Apparently there was a certain "musical director" along that didn't like it if anybody snoozed!

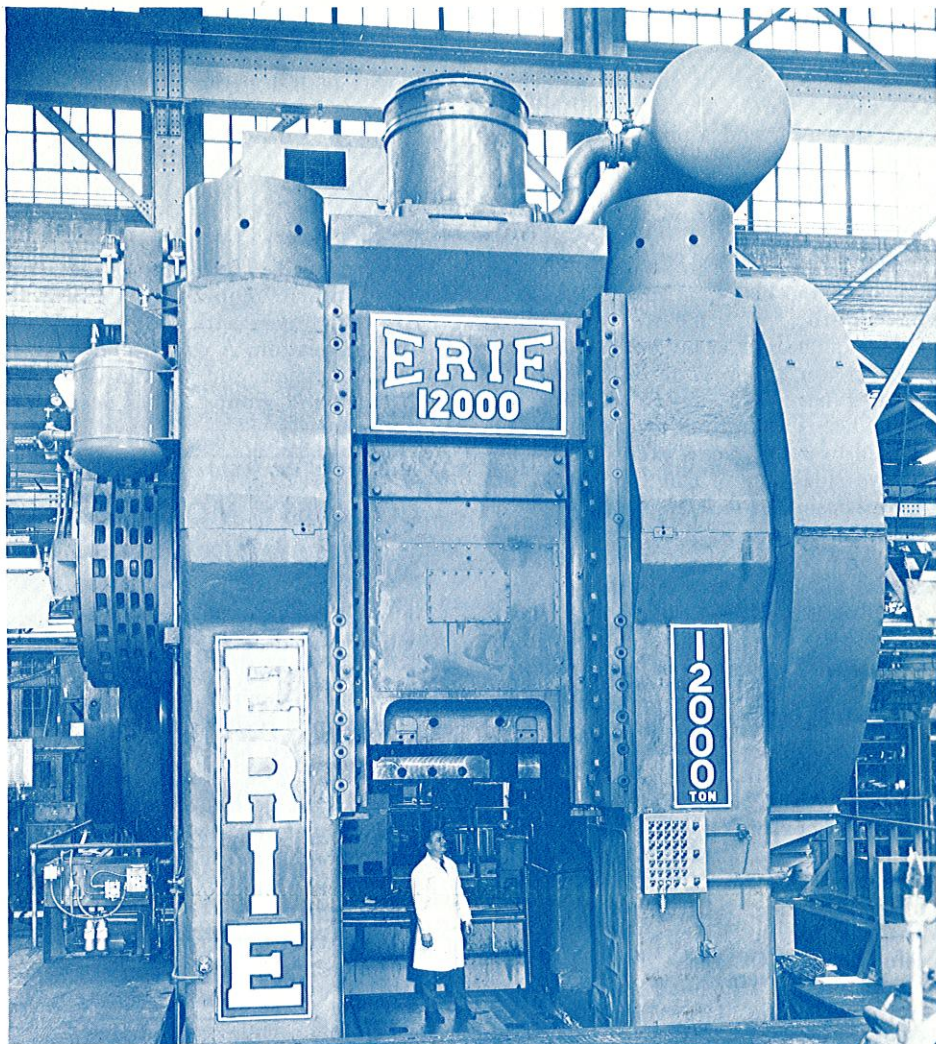
Paul and Marion Benton looking good since they arrived back from a wonderful cruise in the Caribbean. Understand they saw the Coldcesslers while on their trip.

Don Bross came through his back operation with flying colors, and is on the mend at home these days. Actually, he and "Tinkerbell" are getting awfully familiar; but nobody'll be happier than Don when he can get out again. We are all very happy that all has gone as well as it has, Don.

Those of you who haven't been down to the Club House lately are due for quite a surprise. A new paint job on walls and ceiling has really spruced up the place. The changes in color and layout we're not going to describe — if you want to see the artistry, come on down and join the gang for drinks and food and enjoy the new scene. As you know, any Club is only as good as its members make it through their support, involvement, and interest . . . 'nuff said. Well, it's time to close for another issue. I sure do want to welcome Frank Moore as the new editor of *The Log*; and am looking forward to another interesting year of reporting the "tidbits". Luv ya all!

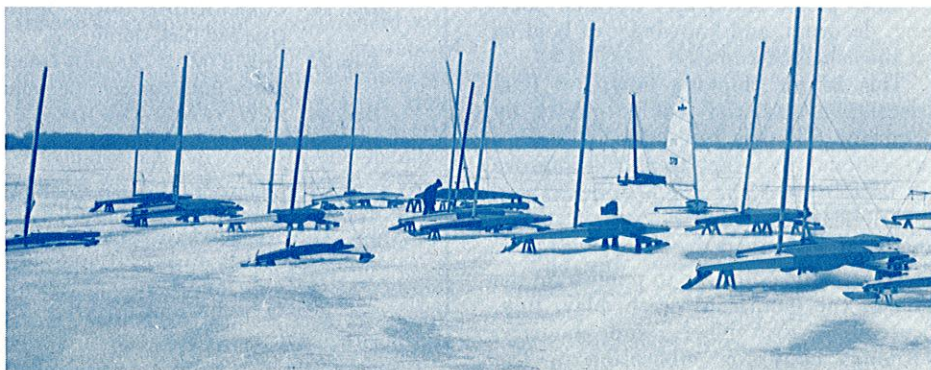
**And a picture for
our friends down south**

BIGGEST IN THE WORLD!



Erie Foundry Company recently took the wraps off their latest accomplishment when they exhibited their 12,000-ton mechanical forging press — the largest ever built. For those unfamiliar with the terminology, the 12,000 tons is not the weight of the press but is the pressure which it can exert on the work when the ram descends. Take just a minute to try to visualize what problems there are in building a machine which will press with a force of 24,000,000 pounds, and you will begin to appreciate what has been done.

We at E. Y. C. are proud that one of our members played an important role in bringing this super-press into being. Construction and assembly were performed under the supervision of our John F. Jageman, who is Manager of Manufacturing at Erie Foundry. There have been quite a few outstanding men among our membership, and we are happy to pay tribute to the latest addition to our list of Erie Yacht Club notables. Congratulations, John, may you always enjoy fair winds and calm seas! We are glad to have you aboard.



SPINDRIFT FROM THE EDITOR'S DESK

This is an age of instant miracles! Yesterday I hardly knew the difference between a pica and a pizza, and today I am an editor. The thought of writing for such a distinguished group makes me dizzy than a view from the truck in a rolling sea.

Why I was chosen to do this job is still a mystery, but here I am and it looks as if you are stuck with me for the coming year. A quick look at my qualifications is in order for the benefit of those with whom I have had only a nodding acquaintance. I am retired, overweight, and inclined to avoid excess exertion. On the positive side, I have run the gantlet of power boating from stern paddlewheel to cruiser, including air propeller, knuckle-breaking outboards, recoil starter outboards, and inboards. Particularly observant readers will note the total omission of references to sail, iceboating either with or without immersion, dancing, card playing, and the singing of sentimental ballads to the accompaniment of lute, fife, or drum. From these facts it may readily be seen that there are many areas in which your editor will require assistance if this paper is to perform a genuine service to the membership of the Club.

Since Commodore Busse asked me to publish *The Log*, I have been trying to visualize areas in which it can serve a useful purpose. Of course such items will be included as scheduled social events, racing dates and data, names of club officers, and similar information which is of importance for reference. We shall also try to record with reasonable diligence and accuracy racing results, incidents of note, and final decisions of the race committee on the latest shag of protests. However, it is after this routine work has all been done that there remains an opportunity to contribute something of value towards improving boating methods, understanding more of the rich lore of sea and ships from which our very boating language is derived, and in many ways helping to raise the standards of our club so that it will never be necessary to say, 'Will the REAL Erie Yacht Club member please stand up'. By their courtesy, decorum, and knowledge of boating art they shall be known.

This is our thinking now, but final selection of material will be guided by comment. Readers can help by making suggestions which they think will improve the usefulness of *The Log* — or better yet, submit material which will be interesting and helpful to others.

Plans at this time are to publish on the first of the month in March, May, July, September, November, and January. Although copy for publication in *The*

Log may be left at the Club office, brief experience has shown that it is easier for all concerned if material is mailed to the editor, Frank B. Moore, 3015 Harvard Road, Erie, Pa. 16508. Written copy is preferable to verbal or phoned information since the possibilities of error are greatly reduced. The editor reserves the right to rewrite copy for the sake of clarity and fitness with the general tone of the publication. A copy will be mailed to each member and to various other individuals and groups as has been done in the past.

COURTESY MOTORBOAT EXAMINATIONS

Flotilla V-3 of the U. S. Coast Guard Auxiliary based at Erie Yacht Club will operate a Courtesy Examination Station this season. Examinations are given free of charge upon request. This is an opportunity for every boatman to make sure that his craft is in safe operating condition, and that he has complied with all current regulations. Watch *The Log* and bulletin board in bar area for further announcements.

SIGNS OF SPRING

From the amount of snow on the ground as this is being written it is hard to think of Spring being around the corner. However, the surest harbinger that it cannot be too far off is the fact that the distaff side is already off and running with preparations for their annual Spring Tea which will be held at the Club on May 9th.

The Commodore's wife, Mrs. Fritz Busse, will be Chairman of the event; and she will be assisted as follows:

Tea Tables — Mrs. Robert Painter

Style Show — Mrs. Wendell Good

Decorations — Mrs. Richard Amthor

Tickets and Publicity —

Mrs. Richard Waller

Table Arrangements —

Mrs. George Althof

Reservations — Mrs. Allen Rickloff

Theme for the party will be "Signs of Spring", and Halle's will further this theme with a showing of Spring fashions.

Now ladies, this is your big opportunity to get out of the galley and break out that Spring suit of sails that you have been dying to rig. This is your chance to renew old friendships and make new ones in the delightful atmosphere of the redecorated dining room. Give the committee a hand by getting your reservation in early. Scuttlebutt has it that it's going to be a real tea-sloshing, raised-pinkie affair. So, get with it!

SOCIAL CALENDAR

And Chairmen

April 8	SPRING DINNER-DANCE	(Phone)
	Eleanor and Dave Sample	474-5180
May 9	SPRING TEA AND STYLE SHOW	
	Mrs. Fritz Busse	474-3781
May 12	BOWLING LEAGUE BANQUET	
	Bernie and Harold Wagner	833-4450
	Rosemarie and Dr. Jack Marshall	456-9431
May 27	OPENING DAY DANCE	
	Arlene and Dick Swanson	529-3394
July 22	SURPRISE SUMMER DINNER-DANCE	
	Carol and Bill Bloomstine	864-1732
Aug. 26	VENETIAN NIGHT BUFFET-DANCE	
	Marian and Paul Benton	833-6731
Oct. 28	COMMODORE BALL DINNER-Dance	
	Olga and Dick Gorny	864-2100
Dec. 23	CHRISTMAS DINNER-DANCE	
	Entire Entertainment Committee	
Dec. 31	NEW YEARS EVE DANCE	
	Entire Entertainment Committee	

Rear Commodore Wendell Good (456-2213) is Chairman of the Entertainment Committee, and will coordinate all galley matters such as menu, prices, extra help, etc. Betty Waller (455-4332) is handling publicity, and will work with the various chairmen.

SIGHTINGS AND SOUNDINGS

IN APPRECIATION

To all the kind friends that arranged such a delightful birthday party at the Club to celebrate the 86th turn of the wheel — my sincere thanks. From experience I know how much thought and effort must be expended to bring about such a successful affair. Verily, my cup of gratitude runneth over!

Sincerely, Byron Cooley

WELCOME ABOARD

JUNIOR MEMBERS:

Gerald Kerner
Gregory Haney

REGULAR MEMBERS:

William Weakland
John Goodill
Howard Foht
Raymond Grabowski
Charles Seib
Thomas Gustin

Membership will remain closed to applicants living outside of Erie County, but this decision will be reviewed by the Club Directors periodically for possible change of policy.

ERIE YACHT CLUB

P. O. BOX 648

ERIE, PA. 16512

1972 E.Y.C. DIRECTORY

Commodore — Fritz Busse	474-3781
(Supervision in all areas)	
Vice Commodore — Robert Painter	833-1007
(Docks — Construction, Maintenance, Etc.)	
Rear Commodore — Wendell Good	456-2213
(House — Bar, Kitchen, Building, Etc.)	
Fleet Captain — Richard Amthor	866-2392
(Grounds — Roads, Security, Etc.)	
Secretary-Treasurer — Kenneth Welsh	453-4931
Directors — George Sipple David Schuler Allen Rickloff	
Gordon Way Richard Waller George Althof Ralph Herd	

COMMITTEE CHAIRMEN

Entertainment — Wendell Good	456-2213
Publicity — Betty Waller	455-4332
Small Boats — Gail Garren	899-7246
Auxiliaries — Harold Ogden	455-5389
Ice Skating and Arrow Ice Boats — Perky Pundt	454-3006
D/N Ice Boats — Richard Loesel	454-5351
Coast Guard Aux. — John Hall	864-4421
Power Squadron — Harold Ogden	455-5389
Editor of <i>The Log</i> — Frank Moore	864-6080

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