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Erie Yacht Club Picnic

— on —

Saturday, August 26th, 1911

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The Pilot

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You will see the above slogan at the bottom of every page in the "Pilot"; it means just what it says and we wish to impress upon our readers the importance of not only buying from our advertisers, but at the same time you must let them know that you saw their ad. in the "Pilot" by mentioning it to them. Just for instance the Editor was talking with one of our readers the other day, when the party referred to said: "I need a pair of white flannel trousers, and I am going to buy them from —— (an advertiser of the "Pilot"); he said: "I have never bought anything in that store before, but am doing so just because they had their ad. in our paper. This displays the proper spirit, and if every reader will do likewise, there will be no question as to the success of the "Pilot."

With this, the second issue of the "Pilot" we present our compliments to our readers, and extend our thanks for the hearty reception accorded our first issue. We entered into the publication of this monthly magazine with some feeling of hesitancy, but the cordial messages of approval received immediately upon its distribution,

removed all doubt from our minds as to the interest which our members and friends had in the Erie Yacht Club. We have received much encouragement and several very readable articles from some of our members, which we are very glad to use, but don't leave it all to the other fellow, however, but remember the "Pilot" at least once a month with some sort of a contribution. EDITOR.

CLUB MEETING.

The date for the August meeting of the club is Wednesday, the 9th. The Commodore will call it to order at 8 p. m. There is something doing at these meetings always, but at this one members are wanted especially to vote on some changes in the constitution and to register their say on other matters. It is expected that all true and loyal members will ever boost the Club outside, but if there is a kick, for goodness sake be man enough to get on your two feet and deliver it at the club meeting, where the matter can be attended to.

By the way, do you notice that we are still growing some?

G. R. OBERHOLSER, Secy.

THE PILOT

Vol. I August, 1911 No. 2

Published Monthly in the interest of the
ERIE YACHT CLUB

Subscription, Fifty Cents per Year
Advertising Rates upon Application

W. H. F. NICK, - - - Managing Editor
FRANK W. PERRIN, - Advertising Manager

ERIE YACHT CLUB

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OSCAR H. NICK,	-	-	-	Rear Commodore
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THE PUBLIC STEAMBOAT LANDING.

It is needless for "The Pilot" to remark that the citizens of Erie are proud of our new steamboat landing, a duplicate of which is not to be found on the entire chain of Inland Seas. And not only are we proud of it, but visitors to our harbor are loud in their expressions of delight with this splendid piece of marine architecture.

In an account of an extended fresh water cruise recently published in "Power Boating", the author could not seem to find words to adequately express his admiration for the pier as well as for the enterprise which prompted the city to plan and build such a structure; he evidently having been unaware

of the fact that the pier was a gift to the city from the State of Pennsylvania.

And having such a magnificent gate-way as this landing furnishes to visitors by water to our beloved City, "The Pilot" wishes to raise its voice in protest at the continued use of the west half thereof for the unloading and piling of lumber, thus depriving the boating public of the use of that portion of the pier.

This pier is to our minds closely related to the park system of the City, and should no more be used for the piling of lumber and similar heavy freight than the very parks themselves

Imagine, if you please, the recreation piers of Atlantic City or any other seaboard city, being put to such use! Why then continue to use ours for such purpose. If the "Pilot" is correctly informed, the City owns sufficient frontage across the entire length of the old wooden public dock to accomodate our lumber dealers and we respectfully urge our authorities to see to it that that portion of the premises be hereafter used for that purpose.

A day or two after the July "Pilot" was issued a gentleman called upon one of the officers of the Erie Yacht Club to arrange for submitting a bid for the construction of the proposed new club house. Not yet, but (we hope) soon!

FISHIN'

Yes, sir, that's me,
I'd rather go
An' fish all day
Than see a show.
I'd rather hear
My line go "spat",
Than wear a crown
Fur my ol' hat.

I'd rather eat
Fish e'vry day,
Than pizened food
The foreign way.
I'd rather hev
A pick'el sweet,
An' not a bomb
Fall at my feet.

I'd rather hold
My rod an' reel
Than turn an' twist
An auto wheel.
I'd rather fish
All day, by gum,
Than rule a throne—
That's fishin' some!—*Anon.*

The unknown writer of the above would enjoy hearing from Capt. Reichel of the "Una" or from Capt. Cummins of the "Jay Dee" of the remarkable luck experienced by their guests over at Long Point during the week of July 17th.

Capt. Cummins' experience was particularly interesting to us for the reason that his party's success was won exclusively by casting with artificial bait. A single cast with a line rigged with two baits was frequently rewarded by the capture of two large bass.

"That's fishing some."

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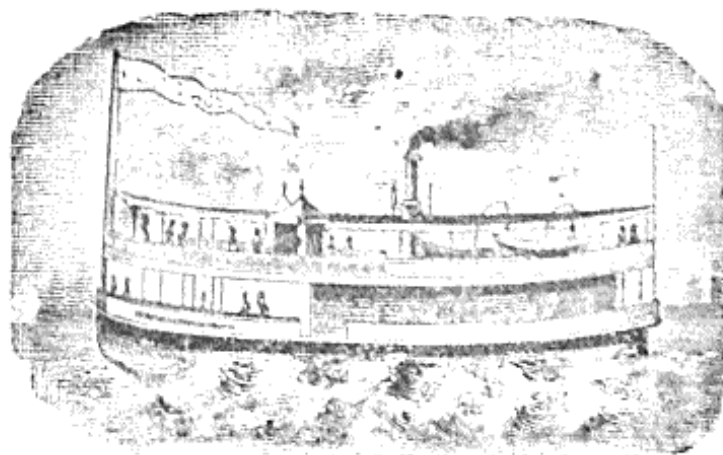
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THE SCRIPP'S RELIABILITY CONTEST.

The much talked of reliability contest for the beautiful \$2,500. Scripps' cup starts at Detroit on Monday the 7th inst and ends at Buffalo a week later, stopping at Toledo, Put-in-Bay and Fairport, Ohio, Rondeau, Canada and Erie, Pa., enroute.

The writer of this article confesses that he sees little or nothing in the racing game for such a miscellaneous power boat fleet as is usual to the average yacht club, and insists that there is and can be no comparison between the old sailing races which used to tax our wits and thrill our hearts, and the present day power-boat contest between boats of different types such as our own Club boasts. In the former every varying condition of wind, weather and water contributed to the interest in such contest, and a yacht which won to-day by reason of its ability to thrash to windward against a stiff breeze and high sea, might lose to-morrow when August zephyrs and rippling waters replace to-day's conditions. But with our power boats all this is changed and the boat which wins to-day will almost regardless of wind and weather, win to-morrow and every other day thereafter.

This, be it understood, is no argument or reflection against motor boat races between high powered craft, built especially for the racing game, but so comparatively few of us can afford to operate these



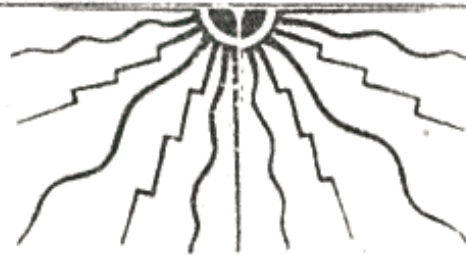
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racing freaks or would care to do so if we could, that they need not be brought into this discussion.

We believe that Commodore Scripps has struck the nail squarely on the head in his conception of the the contest which bears his name. Let that gentleman speak for himself in the following quotations from a recent letter addressed by him to your Comodore:—

"I see that you also believe that the racing game is on the wane. Feeling that the racing game had about got to that station where it was too expensive a proposition for the average man to tackle, the idea occurred to me of a long distance reliability run, differing only from the Glidden Tour in the fact that this would be a motor boat

contest, while the Glidden Tour is for automobiles. Differing again in the fact that the Glidden Tour is not a reliability contest alone, but also an endurance contest, not only to test the endurance of the automobiles but more particularly of the driver. The driver starts out weighing, we will say 180 lbs.; when he gets back you will find that he weighs less than 150 lbs.

Now my idea of the cruise is to make it not only a reliability run but also one of pleasure and one to be used for the purpose of bringing together men seeking the same diversion and having one good time throughout the entire trip. It is our desire to establish controls as near to 75 to 80 miles apart as is possible, thereby making the daily

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R. R. WHITLEY,	-	Assistant Cashier

runs of such distance as can be covered by the average boat in but a few hours. My activeness in the cruise ends with the donation of the prize, and from then on I have nothing to do further than to once in a while make a suggestion.

Now any engine will run for 100 miles; some will run for 250; a great many of them will run for 500, but mighty few of them will run for 750 miles without some tinkering. It is for this reason that we want to find out the weak points of all gasoline engines, believing that this is the surest way of getting the manufacturers to build an honest product. Then again, it will only take approximately ten days to make this trip, and what better way could a man take a vacation than by a long trip around the Lakes, accompanied by many other boats of all sizes, thereby eliminating danger, and plenty of good fellows to meet."

It is unfortunate, perhaps, that the splendid fleet participating in this event will reach here on Sunday, thus preventing our entertaining our visitors as well as we would otherwise like to do. However it is expected that all our yachts will proceed to the open Lake and welcome and escort our visitors into the harbor and that all our members will join in looking after their welfare during the brief sojourn in Erie.

The yachting fraternity is invited to visit the "real boat store", conducted by Mr. Harry L'Hom-

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medieu at Nos. 182 and 184 Franklin St., Buffalo, N. Y.

Mr. L'Hommedieu is an experienced and practical yachtsman and is an enthusiastic supporter of all the aquatic organizations in his city, and knows therefore, just what is best suited to each boatman's needs. He aims to keep in stock just what you want or if he hasn't got it he will procure it for you. It was through this agency that Mr. Nagle placed the order for his new cruiser.

At the July meeting of the E. Y. C. a resolution was adopted recommending that our captains offer the use of their yachts to the visiting Knights of Pythias for one afternoon during the conclave of that fraternity in Erie, August 14-16.

Messrs. Smart and Davis were appointed a committee to see the project through.

THE ANNUAL PICNIC.

Members of the Erie Yacht Club are looking forward to the annual picnic which is to be held on Saturday afternoon, Aug. 26th. The affair is in charge of Captains J. Mervin Frank and Fred Yates.

Members are requested to report at the anchorage at 2:30 sharp, where transportation will be furnished to all.

The committee has planned a number of aquatic stunts, as well as a base ball game. Sides are to be chosen between our treasurer, who will represent both the power boat interests and the married men, and our secretary, representing the wind-jammers and the men who ought to be married but are not. It is not known whether these gentlemen will be player-managers or will manage their respective teams from a nearby tree.

Ex-Commodore Bliss will be expected to umpire the contest, providing he can be persuaded to refrain from playing himself.

Then will follow the regulation picnic repast, and when it is all over you will never regret the 25 or 30c tax which will be levied upon you.

Power Boating endorses the resolutions adopted by the Erie Yacht Club at its June meeting regarding a compliance with the new power boat regulations and incidentally compliments "The Pilot" by re-printing editorially the article which we published last month on "Sane Yachting."

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Dr. Hussey, of the Buffalo Yacht Club, who has been an occasional visitor at the E. Y. C. in his trim little "Penquin" dropped in on us on the evening of our July meeting. The Doctor, who has always been a consistent and enthusiastic devotee of the sailing game, shows symptoms, as he might professionally express it, of turning toward the gasoline motor, at least for auxilliary purposes.

THE DOMINION DAY RACES.

The annual sailing yacht race for the Annette Cup, which was scheduled for June 30th, in connection with the Dominion Day celebration at Port Dover, was a distinct disappointment to all concerned.

The three entries, the "Marvel," the "Skip" and "Iroquois," were started respectively at 9:35, 9:45 and 10 o'clock a. m.

The breeze, when there was any, was wretchedly and disgustingly light, and from dead ahead at that. All the remaining daylight hours were consumed in negotiating the twenty-eight miles across to Long Point, that station being reached at sunset of that evening. The night hours brought no better wind conditions, and on the yachts drifted until 10:30 o'clock, when the distant lights of Port Dover were sighted. About 11:30 o'clock the power boat fleet came into view, looking at a distance like a long procession of fire-flies and led by the staunch little "Jaydee" of

Conneaut. Vice-Commodore Ester politely waited until the entire power boat fleet had entered Port Dover, when he followed in with the "Iroquois" at 2:14 a. m., having consumed sixteen hours and fourteen minutes in making the wearisome, uninteresting passage.

The "Marvel," which had been given thirty minutes' start over the "Iroquois," drifted in at 5:10 o'clock, two hours and fifty-six minutes after the winning yacht, while the "Skip," which had had fifteen minutes the better of the "Iroquois" at the starting line, loafed in at 6:15 o'clock, four hours and one minute behind the leader. The official time of the yachts as they passed Port Dover light was taken by Mr. F. Warren, Secretary of the Dominion Day Celebration Committee, as above given. The official finishing time of the power fleet was as follows:

Jaydee	12:54
Vamac	12:55
Una	1:13
Triton	1:24
Roamer	1:31
Miriam	1:31
Kingfisher	1:41
Anona	2:05
Green Dragon...	2:12

The Regatta Committee acknowledges the enthusiastic expressions of appreciation made by the Dominion Day Committee for the manner in which the members of the Erie Yacht Club turned in to make the day the splendid success it proved to be.

GREEN DRAGON.

We were all mighty glad to welcome J. S. Curtis and his Green Dragon, when after many trials and tribulations Erie was reached.

The Green Dragon is certainly a splendid addition to our fleet, and will soon be noted for her long cruises and quick ones. Her lines are very fine, and when running at full speed one thinks she is just loafing along. Don't be deceived. She is the liveliest loafer the writer ever tried to catch. Mr. Curtis has had much advice from members of the Erie Club. She was so long coming they called her the "Green Drag On."

When she did arrive they all found fault because she wasn't green, but they told Mr. Curtis not to worry, for they would go down some night with a pail of green paint and fix matters up satisfactorily. They were not encouraged. On the first trip to Dover the natives there pronounced the name "Green Dragoon," and Mr. Curtis made a remark to the effect that it was a wise man that knew his own boat.

THE ERIE YACHT CLUB.

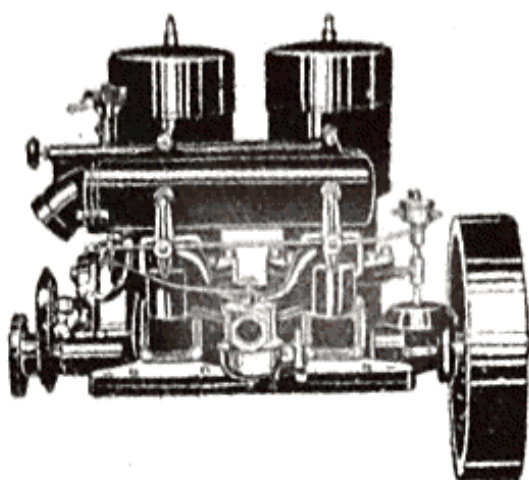
A few days ago the writer was asked how the club got along so well and were so free from internal quarrels?

That opens up quite a subject, but really the answer is quite easy for every member sees the justice of doing that which will do good for the greatest number; in other words, we respect the majority in

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our club elections or balloting on any question

When we first organized we had a very hard time becoming crystalized, for, as you remember, we had a membership of many who had never known each other before and each had original views. To sift matters down and find the real enthusiasts, a meeting was called to act on numerous important questions, and no one was to be allowed to speak or vote who had not paid a required fee.

That meeting was not well attended, but it was a good start, and from that time on we progressed and the majority always ruled. Of course there were kickers, but an honest, intelligent kicker is one of the best assets a club can have, and kickers have done a great deal for our club. The kicker I have in mind is a member who attends meetings, takes the floor and gets what he has to say "out of his system" and endeavors to throw the vote his way.

If he succeeds his ideas were right, but if he does not his ideas are voted down. How will he take it? It is now the test as to whether he is a conscientious kicker or not, and I want to say right here, that most of us have been conscientious kickers. We have always bowed to the power of the majority, and that is one great reason why the Erie Yacht Club is what it is today.

One very dangerous type of member that all organizations

Oscar H. Nick

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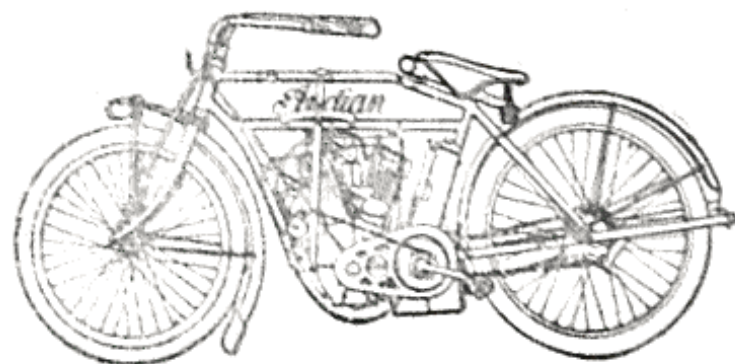


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EIGHTEENTH AND SASSAFRAS

have is the one who attends meetings and never appears on the floor, nor takes part in disputes, but on his way home criticises all methods, casts slurs on the officers, and does all he can to foment distrust and hatch personal dislikes.

During my administration we had many of these, particularly when we were located at Tracy Point, but that was due to a membership of four hundred and twenty-five, that embraced every shade of society, religion and nationality, so it was no wonder. We have been through a great many experiences since our birth, and now we are settled down to legitimate yacht club work and will continue to grow. We must all take active part in discussions at meetings and no member should hesitate at taking the floor.

Whatever ideas you have to advance do so, for there may be others with similar ideas and some improvements on yours, so you will by talking work some benefit to the club; but above all, remember the safety of the U. S. Government, of our States, counties, towns, cities and all organizations depends on the will of the majority, and it has been proven in the past, the present, and will be in the future, that the Erie Yacht Club is no exception.

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RIPLETS.

Are YOU seizing the passing opportunity to take interesting pictures of persons and yachts and places and things and what not, to be reproduced and talked about and laughed over when thrown on the screen through a stereopticon at the coming winter's meetings. The complete success of those jolly occasions depends somewhat on YOU, and we expect you to stand by and lend a hand.

It was an inexcusable blunder on our part to credit the "Marvel" with winning the Annette cup in the recent Dominion Day race to Port Dover. The event was won by "Iroquois" and our apologies are hereby extended to Vice Commodore Ester.

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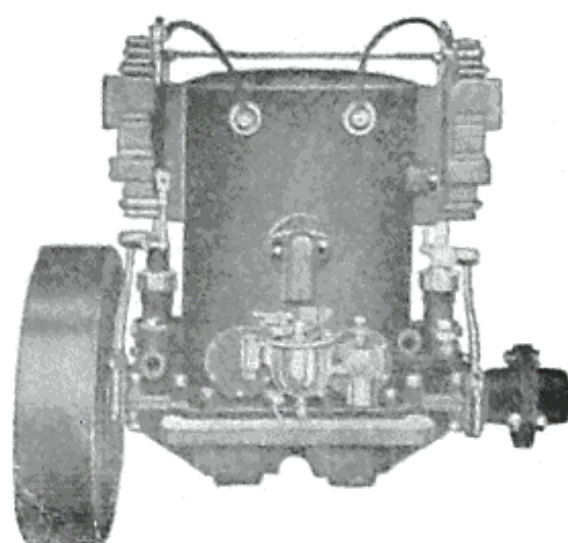
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THE LADIES' CRUISE.

The event was slated for the afternoon of July 8th, and when the time came it was hard to tell which was the more cheerful, Ed. Davis—who, of course, managed the affair, or the brilliant sky that charmed the noisy crowd that gathered on the Club dock into a humor that could not have been dampened with a fire engine.

First, let every trousered sinner take his hat off to the ladies who came in such generous numbers to grace our party, and then all bow low to them in thankfulness for the good things that weighed down the lunch baskets, looked after with such tender but intense solicitude by Treasurer Whitley. The requisites to success were there; charming ladies, lots of good things to eat, splendid weather, Commodore Foster's big smile, and Hugh Lord—especially Hugh Lord.

The Commodore dressed his boat and so did ex-Commodore Bliss and Capt. Reichel, and as "Louie" let go the gun, the squadron moved gaily out of the harbor not forgetting our Rear Commodore, who had stopped to take a small forest out of his wheel. And then we sailed westward, on and on, 'till the smoke from the steamers at Conneaut was seen on the horizon, and there, comfortably nestled on the terraced bank of the

lake Hugh Lord said was his summer home, and that we were welcome to all of it—and we were. It was a bully picnic, for so many fortunate circumstances made it so. But the Club does not forget that, after all, we are especially indebted to the unstinted hospitality of Mr. and Mrs. Lord for a delightful afternoon.

The adventures of the return were mildly exciting. To avoid the nets our cautious Treasurer went ten miles northward, but, somehow, he is still trying to get some twine out of the Vamac's wheel. Capt. Reichel was so close to the shore, that, to this day, a furrow can be traced for miles along the shore of the Peninsula. Oberholzer, who was steering the Kingfisher, when he saw the lights at the Creek, swore it must be Northeast, and it took all of the Rear Commodore's persuasive powers to wake the Secretary from his nightmare. If any special excitement came to Captain Yates, no one has heard of it—but then he had his good wife to take care of him.

We must not forget to acknowledge Mr. and Mrs. Lord's urgent invitation to "come again," and we hope that we can some day accept it, suggesting that, upon the occasion of our next run up there, it be scheduled during a period of moonlit evenings.

COMING EVENTS

Aug. 5—Club Cruise to Port Dover,
Commodore G. T. Bliss, Chairman

Aug. 26—Club Picnic, . Merwin Frank, Chairman

Sept. 9—Perry Day Celebration,
W. S. Foster, Chairman

Oct. 12—Banquet, . W. H. F. Nick, Chairman

—Club Walk, . Jas. Finucane, Chairman