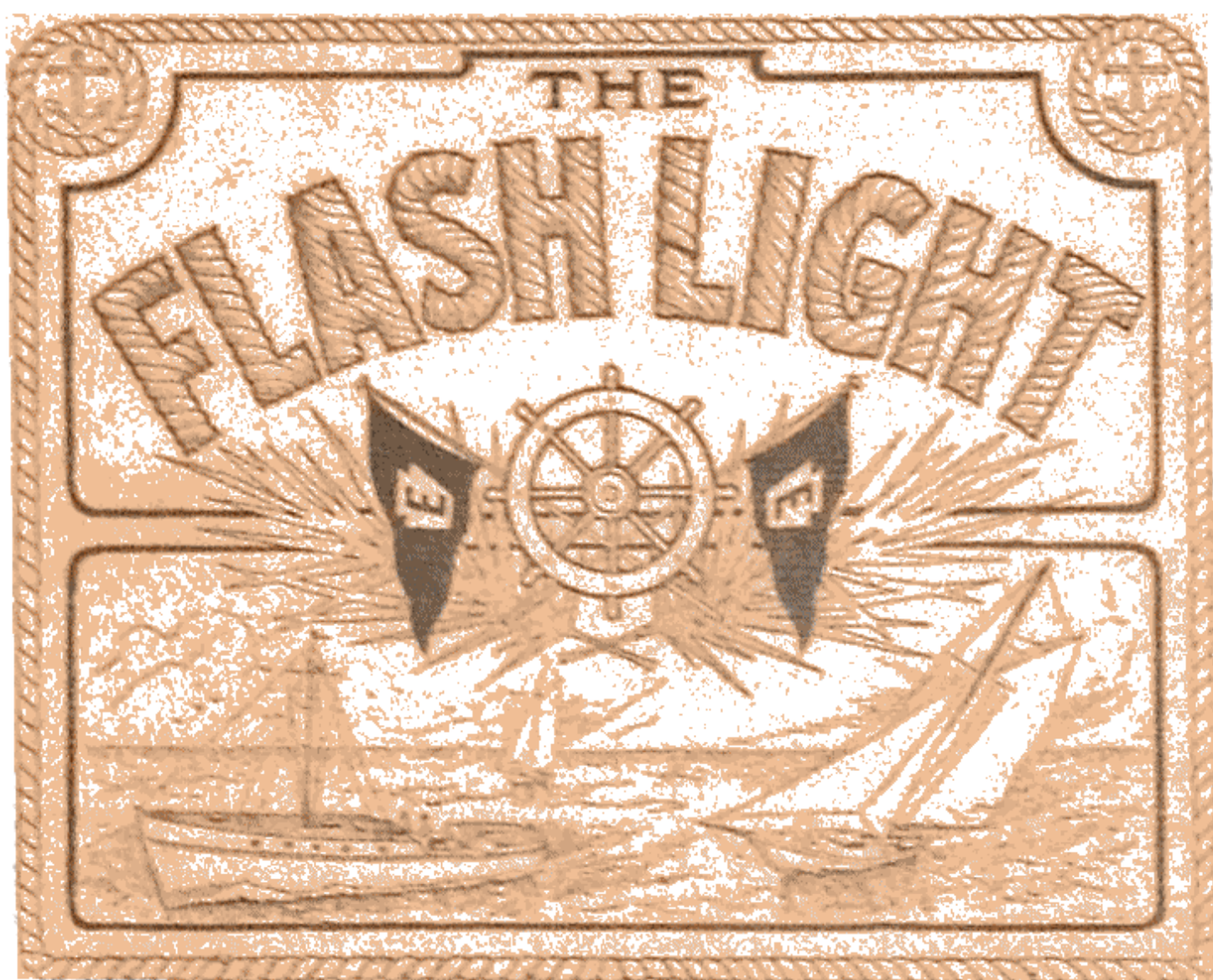


Vol. I

December, 1911

No. 6



This Space for Sale



..... Drink .....

Waynebrew

That Good Beer





# The Flash Light

## MEETING NOTICE.

The December meeting of the Club will be held at the Anchorage, Wednesday the 13th, at 8 P. M. At this meeting the new officers will be inaugurated with more or less elaborate ceremony and some really important business of interest to all members will be brought up. This is the beginning of the Club year, and it's up to you to start it right by coming down to help set some more sail, for we have some to go.

We will be particularly fortunate in having with us at this meeting Lieut. W. L. Varnum, retired, formerly of the Hydrographic Office, Cleveland, O., who will give us an informal talk on the mariner's compass. It is hoped that the members will show their appreciation of Lieut. Varnum's kindness by turning out in force.

G. R. OBERHOLZER,  
Secretary.

## GREAT LAKES POWER BOAT LEAGUE.

The second annual meeting of the Great Lakes Power Boat League was held at the club house of the Detroit Motor Boat Club on Saturday evening, No. 11, 1911, retiring Commodore W. E. Scripps presiding.

Delegates present: H. D. Elliott, B. L. C.; Geo. T. Bliss, Eric Y. C.; P. C. Jones, M. R. Y. C.; Geo. Dietz, C. P. C.; R. E. Power, L. Y. C.; E. H. Croft, L. E. C.; H. S. Greening, R. H. Y. C.; Geo. W. Graves, D. M. B. C.

The meeting was preceded by a duck dinner given to the delegates.

Officers elected: C. H. O. Pook, R. H. Y. C., Commodore; P. C. Jones, M. R. Y. C., Vice Commodore; A. Y. Gowen, L. Y. C., Rear Commodore; W. F. McGiverin, R. H. Y. C., Secretary-Treasurer; Guy Judd, R. H. Y. C., Measurer; Jos. G. Murphy, R. H. Y. C., Fleet Captain.

It was decided to hold the 1912 regatta at Hamilton, probably on August 3, 4 and 5, and this, by-the-way will be the first international power boat regatta ever held on fresh water.

The Scripps Reliability Contest will doubtless be scheduled to start on the upper lakes and be so timed as to finish at Hamilton the day before the regatta opens.

The "Flash Light" nominates our newly chosen Rear Commodore J. D. Cummins, as the member peculiarly fitted and equipped to go after the Scripps' trophy on behalf of the Erie Yacht Club. Are the nominations closed?

## THE OLD MIRIAM IS NO MORE.

Any one looking over at Crystal Point on the morning of the 28th of October last, would have seen flames shooting high in the still air, and possibly thought: "There goes the Yellow Legs shack." But on inquiring of the Life Saving Crew on their return from investigating, would have learned that the "Miriam" was burned to make room on the rail road.

# THE FLASH LIGHT

Vol. 1 December, 1911 No. 6

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

FOOT OF MYRTLE STREET

W. S. FOSTER, - - - Commodore  
W. W. ESTER, - - - Vice Commodore  
OSCAR H. NICK, - - - Rear Commodore  
FRED. YATES, - - - Fleet Captain  
G. R. OBERHOLZER, - - - Secretary  
REA R. WHITLEY, - - - Treasurer

### DIRECTORS

A. G. Gibson I. D. McQuistion  
Carl Relchel  
W. L. Morrison J. J. Hogan G. R. Oberholzer

### REGATTA COMMITTEE

A. Gunnison Ray Eichenlaub Fred Yates

The "Miriam" was built in 1895 by Thomas Walton, and when the ax was applied to chop off plank to give the fire inside a draft, the spectators realized that Tom was a master builder—and also knew a sap streak when he saw it.

It seems a great pity that the old ship could not have been used for several years to come, but this is the age of gasoline and it is much easier to step into the launch at the dock than it is to pull ropes—but you will never have the fun.

With the passing of the "Miriam" one cannot help thinking of the members of her crew who have sailed their last race—Don Sturgeon, Frank Ingraham, Van Harrington, Eddie Knuth and John Clemens—all sailor men, and of whose friendship every one could be proud, and whose motto was: "A willing crew makes a smart ship."

## HAD I.

Had I a yacht,  
Which I have nacht,  
I'd quit this racht  
Right on the spacht,  
And take a lacht  
Of silver shacht,  
And hit it hacht  
For one long tracht;  
But as I've nacht  
A yacht not shacht,  
I'll stick to whacht  
I've gacht!

—Baltimore Sun.

## AN APPRECIATION.

At his urgent request Mr. Nick has been permitted to retire from the managing editorship of this publication, and we hereby express our appreciation for his tireless efforts in launching the organ and getting it well under way.

Few of our members realize the amount of time, energy, money, enthusiasm, thought and downright hard work which Mr. Nick has expended in the interest of the Erie Yacht Club from its earliest inception to the present day, and the successful launching of the "Flash Light" (*nee* "Pilot") and our recent splendidly conceived and happily executed banquet are only two of many successes for which he deserves a large measure of credit.

Mr. Nick is now embarking on the turbulent sea of politics, and while we almost wish he hadn't done so, we nevertheless, wish him bon voyage.

W. S. F.

San Francisco is hopeful of having an American cup yacht race as one of the features of the Panama-Pacific Exposition in 1915.—

Dispatch.

"Hopeful" is good!

**THE FLASH LIGHT.****Vol I. December, 1911. No. 6.**

Shows at intervals of one month a brilliant and illuminating light of first magnitude, visible from the Atlantic to the Pacific and from the icy wilds of Canada to the sunny hills of Mexico, wherever may be found a member of the

**ERIE YACHT CLUB.****Editorial Board.**

George T. Bliss, George R. Oberholzer  
William S. Foster.

**Advertising Bureau.**

W. H. F. Nick, Frank W. Perrin

**ERIE YACHT CLUB.****Foot Myrtle Street.**

W. S. Foster - - - - - Commodore  
G. A. Fuchs - - - - - Vice Commodore  
J. D. Cummins - - - - - Rear Commodore  
F. M. Yates - - - - - Fleet Captain  
G. R. Oberholzer - - - - - Secretary  
R. R. Whitley - - - - - Treasurer

**Directors.**

I. D. McQuiston, C. E. Reichel,  
J. J. Hogan, G. R. Oberholzer,  
H. W. Mehl, J. M. Frank.

**COMMITTEES.****Regatta.**

A. H. Braggins, Clarence Brooks,  
L. C. Cole.

**House.**

George R. Oberholzer, Chairman.  
Wallace H. Gaither, Oscar H. Nick.

**Entertainment.**

Ray Eichenlaub, M. F. McCormick,  
Lawrence Nagle.

**Membership.**

J. J. Hogan, J. M. Frank,  
H. W. Mehl,  
P. A. Goodnough, George Gibson.

Marine Railway - - - W. L. Morrison  
Mooring - - - - - C. E. Reichel  
Historian - - - - - W. S. Reitzell

**HANDICAPPED.**

*Knicker:* What were the wild waves saying?

*Bocker:* They didn't get a chance to say anything; my wife was in bathing.

**KODAKS****Make an Ideal Christmas Present**

FOR ANY MEMBER OF THE FAMILY

**ALL KINDS. PRICES, \$1.00 TO \$50.00**

DEVELOPING AND PRINTING

**WM. F. NICK****KODAK AND DRUG STORE****MASONIC TEMPLE****Is Your Boat Insured?****WALTER SCOTT & CO.****Fire and Marine Insurance.****MARINE BANK BUILDING.**

When you want a good, reliable  
Battery, use the

**"Ever Ready."****Edison Electrical Co.****22 EAST NINTH ST.****ON THE SECOND DAY OUT.**

Early in the morning a terribly seasick passenger, pale and hollow-eyed came out of his stateroom and ran into a lady, who was coming along the passageway, clad in the scantiest raiment. She screamed and started to run. "Don't be alarmed," groaned the man. "Don't be alarmed, Madam; I shall never live to tell it."

**PATRONIZE OUR ADVERTISERS**



## EXEUNT "PILOT"— ENTER "FLASH LIGHT."

As promised in our review of the annual banquet in the November "Pilot" we have had another christening, and this month's issue of the Erie Yacht Club's official organ is issued under the illuminating name of "The Flash Light."

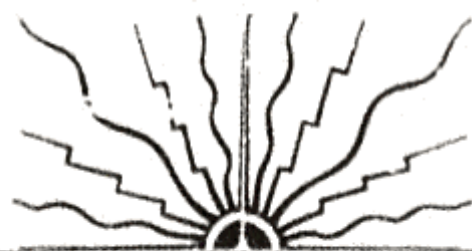
We owed this action first to the Detroit Motor Boat Club, which had previously adopted "Pilot" as the name for its official mouth-piece. But more than that we owed this action to the Erie Yacht Club, for our organization has always had the habit of being original in matters outside of the conventional requirements and customs of yachting and we cannot afford to be otherwise at this stage.

And do you know, we believe that we will like the new name better than the old one, once we become accustomed to it, for it has a more local flavor, being named after our own flash light on the outer peninsula shore, and we hope that our members will grow so attached to and interested in this publication that they will look forward to its monthly "flash" with the same interest that we have so often manifested in peering through the night for the first glimpse of its prototype on the outer shore when returning from many a cruise.

To Capt. C. D. Gilman, of Westfield, N. Y., belongs the honor and credit of suggesting this title, and we hope and believe that Capt. Gilman will further recognize his duty to the E. Y. C. and the "Flash Light" by contributing to its pages.

### WHERE THEY GET OFF

When our irate citizens call upon him for the purpose of critising the weather, our worthy secretary coolly



# Henry Beckman & Son

Wholesale and Retail

## GROCERS AND SHIP CHANDLERS

Yacht Supplies a  
Specialty

506 State Street, Erie, Penna.



PATRONIZE OUR ADVERTISERS



points at the following which occupies a prominent place upon the walls of his office:—

"Better stop dis kickin',  
Doesn't help a bit,  
Kin' o' weather what you has  
Is all you's gwinter git!"

### THE AMERICAN CUP RACE A Question of Fair Play.

Under the above heading the Yachting Editor of the "New York American" submits the following which we copy verbatim along with our reply, which latter we hope has not done violence to the opinions and beliefs of our members:—

Over sixty years ago, in the Summer of 1851, a Yankee yacht called the America won a race around the Isle of Wight for a cup offered by the Royal Yacht Squadron, and incidentally defeated the pick of the fastest yachts of Great Britain.

The syndicate which owned the America afterwards presented the cup won to the New York Yacht Club, with a view of developing a better type of boat in the matter of speed and stability. That trophy, which is now known as the America Cup, represents the Blue Ribbon of the seas, for which millions of dollars have been spent by Canada and England for its capture and almost as many millions more for its defense by our yachtsmen.

The first race for the trophy was sailed in 1870, and since that time twelve contests have been held, and in every instance the American boats were successful. It is now eight years since the last race was sailed, and owing to the objections which foreign yachtsmen make to the present rules which govern the trophy, it is doubtful if another race will be sailed until they are altered.

These rules could be altered under the so-called "mutual agreement clause," if the New York Yacht Club was willing, but it insists that foreign challengers must race under the old rules, or not at all.

Under the original rules, for instance, the challengers had to race against a fleet of boats, and, also, it was required that all of a yacht's dimensions should be given ten months in advance of a race. All this has been done away with, and other changes in the interest of sport

## The Wise Men of this Country are Heavily Insured.

BE WISE!

### Clarence Brooks INSURANCE

503 Downing Building

MUTUAL—1257

BELL—512-J

CHARTERED 1864

### The Marine National Bank of Erie

*Capital, Surplus and Profits,  
over \$600,000*

Accounts of Individuals, Firms and Corporations solicited and promised courteous treatment.

**3%**

interest paid on Demand Certificates  
of Deposit.

WILLIAM B. TRASK,	-	President
HENRY BECKMAN,	-	Vice President
W. E. BECKWITH,	-	Cashier
R. R. WHITLEY,	-	Assistant Cashier

and fair play could be made if the New York Yacht Club was willing.

For some years foreign yachtsman have objected to the present cup rules, which are, briefly: "Length, plus the square root of the sail area, divided by two." This enables Herreshoff or any other designer who has the genius or skill to build a boat like the Reliance, which measures ninety feet on the water-line at anchor, but which when heeled in a breeze increases her water-line length to 125 or 130 feet, and it is on this extra length, which she does not show under the rules, that enables her to carry 16,000 square feet of canvas.

Sir Thomas Lipton, who has raced for the cup three times, would like to challenge again for the trophy, but says under no circumstances will he race for the cup under the old rules. He is willing and eager to race under what is known as the "Universal Rule." The "Universal Rule" is "Eighteen per cent. of the product of length, multiplied by the square root of the sail area, divided by the cube root of the displacement." In plain language, this means that a premium is put on displacement and a penalty is put on overall length and draft.

This rule has been in use in this country for five years in all home waters, and has developed such good boats as the Elena, Queen, Enchantress, Avenger, Schima and several others, all fine, seaworthy boats and very fast.

Sir Thomas Lipton's contention is that the America Cup was offered for the purpose of developing marine architecture along seaworthy lines, and not for the

## For Fire or Full Marine Insurance

See

### Downing & Flickinger

(Incorporated)

Ninth and Peach

Mutual 195

Bell 1840

## Seiter Brothers

1020 State Street

Erie, Penna

## Wholesale Wines and Liquors

of the Finest Quality

## Electric Equipment Co.

703 State Street

SPARK COILS

SPARK PLUGS

STORAGE BATTERIES

DRY CELLS

VOLT-AMMETERS

Boat Wiring a Specialty.

PATRONIZE OUR ADVERTISERS



purpose of building a marine monstrosity like the Reliance, which could not go to sea in any sort of average weather that prevails on the western ocean. He also contends that he or any challenger is placed at an enormous disadvantage, as he is compelled to build a boat under the rules strong enough to cross the Atlantic under her own power, which precludes the possibility of building a boat like the Reliance, even if the challenger is willing to risk the lives of the skipper and crew in the attempt.

Former Commodore Lewis Cass Ledyard, who represents those who are opposed to modifying the rules, says that the cup stands for speed on a given water-line length only, which is curious, when one considers that such boats as the Livonia, Cambria and Genesta raced for it.

Since the New York Yacht Club has held the cup the rule of measurement has been changed no less than five times, and each time the new rule has been made to apply to the America Cup races thereafter. When Lord Dunraven asked the club to make the measurement rule the mean of the English and American rules then in force, the question was referred to George L. Schuyler, the last surviving donor of the America Cup, and he put the responsibility solely up to the New York Yacht Club by writing that the rules of the club holding the cup must govern the race.

The cup was presented to be raced for, not to be kept in a glass case, and is it not poor policy to take the dog and manger attitude of imposing rules which prevent it being raced for? Should not Americans feel confident enough to meet a challenger on any fair terms, and most certainly on terms the New York Yacht Club members select in racing each other?

The essence of all true sportsmanship and open competition is fair play, and is it good sportsmanship to cling to rules which give American yachtsmen any advantage whatsoever over their opponents, when all that is asked is that the New York Yacht Club consent to sail the International Cup Race under the same rule that governs all their own contests?

Erie, Pa., Nov. 10, 1911.  
Mr. Duncan Curry,  
Yachting Editor, New York  
American,

New York City.

Dear Sir:—Answering your in-

# Erie Trust Company

Opposite Post Office

THE HOME OF

4%

AND SAFETY

Largest Deposits  
of Any Erie Bank

Founded 1866

Three per cent. on Certificates of  
Deposit.

Four per cent. on Saving Accounts.

PATRONIZE OUR ADVERTISERS



quiry of the 31st ult. concerning the America Cup, I do not hesitate to voice my disappointment in there having been no recent contests for this venerable trophy. I, however, would not presume to pronounce snap judgment on the New York Yacht Club without first giving that organization a chance to explain and defend its action in the matter.

On general principles I believe that Americans can hold their own on even terms against all competitors, or if we cannot do so, I fail to see by what right we hold an international trophy.

Why cannot the New York Yacht Club submit this matter to some international tribunal to adopt permanent and unchangeable rules to govern all future contests for this cup—rules which will be equally fair for the foreigner racing in our waters and for the American contestant should we some day find ourselves in the position of challenger instead of defender?

Yours truly,  
W. S. FOSTER,  
Commodore, E. Y. C.

The "Flash Light" invites contributions from other members on this subject.

### OUR DUES.

In all probability there is as small a volume of outstanding dues and stall rent on the books of the Erie Yacht Club at this writing as they ever show. This is due to two reasons—first, the activity of our treasurer in collecting up closely so as to submit the best possible annual statement at our November meeting, and second, to the natural desire of our members to pay up all delinquencies so as

There is only one

## EXCLUSIVE BOAT STORE

in this part of the country  
and that is in Buffalo.

# HARRY L'HOMMEDIU

SOLE AGENT FOR

## NATIONAL BOAT & ENGINE CO.

CONSISTING OF

Racine Boat Mfg. Co.  
Truscott Boat Mfg. Co.  
Pioneer Boat & Pattern Co.  
Western Launch & Engine Wks.  
West Mystic Boat Co.  
Inland Lakes Boat Co.  
Outing Boat Co.  
Shell Lake Boat Co.  
Pierce Motor Co.  
Pope Boat Co.

ALSO SOLE LOCAL AGENT FOR

DAVIS BOAT WORKS,  
The Famous "DAVIS DINKS"

LOEW MANUFACTURING CO.,  
Loew-Victor Engines.

Fairbanks-Morse Engines.  
Cady Engines.  
"Automatic" Engines.  
Eagle Engines.  
Lombard Safety Gas Engine Starter.  
Pyke Automatic Bilge Bailer.  
Marvel Carburetor.  
Sintz Reversing Propellers.  
Hilton Rear Starting Device.  
Fulton Engines.  
Hanoline Marine Motor Oil.  
"Aplco" Electric Light Systems.

182-184 Franklin St.,  
BOTH PHONES.  
BUFFALO, N. Y.



to be entitled to vote at our annual election.

And now that we are all paid up, let's for goodness sake remain so! The Erie Yacht Club has been particularly fortunate in having had a succession of treasurers who have looked after our finances as closely as if they were their own and we fear that we have not always been appreciative of that fact. Remember that our treasurer is looking after *your* business; that he is serving *you* without compensation; that he spends more time in looking after *your* interests than you have imagined; that *you* owe *him* something in return for all this; and that *you* can best repay *him* by making a prompt remittance in response to his semi-annual reminders. And above all, don't harbor the theory and belief that the payment of the fine imposed upon delinquents after the first thirty days entitles you to drift along three four or five months behind—for it doesn't!

In connection with the above, attention is called to our treasurer's annual report submitted at our November meeting and reproduced on the inside back cover of this number.

#### NEW ACCESSIONS.

At a recent meeting of the Directors, the following named gentlemen were admitted to membership in the Erie Yacht Club:

Judge Paul A. Benson  
Hon. William J. Stern  
Mr. Harry H. Stern  
Mr. Isador Sobel  
Dr. J. K. Morris  
Mr. C. W. Webber  
Mr. Eugene N. Henricks  
Mr. Frank Neubauer  
"Come in, the water's fine!"

## The Largest and Finest Equipped Clothing Store between New York and Chicago

**O**URS is the most complete Haberdashery Department in the city. The most famous makes in the country await your selection.

"See Our Windows."

**ISAAC BAKER & SON**  
7th and State

*Largest Because Best*

## YOUR CLOTHES for FALL

**G**OOD TIME, now, to see our Fall and Winter Clothes, because the assortments are complete. New ideas in browns and grays, plain or in mixtures.

You'll like the styles too; many distinctive models, all perfect fitting. Prices start at \$15.00; excellent values.

**P. A. MEYER & SONS**

18-20-22-24 West 11th Street

*Just a Whisper 'Round the Corner*



**THANK YOU!**

"If one judged only from their unique little monthly magazine, 'The Pilot' copy of October issue of which has just come to hand, the Erie Y. C., Erie, Pa., is not only ambitious, but thriving. This tasty magazine gives all the club news and breezy, unreefed editorials evidently written by the hand of a master pilot. The magazine fills another need, that of publicity medium for the city of Erie. The editor's description of Erie makes one want to live there, now and on into eternity. 'Tis truly a picture of heaven thrown on to the screen. It may be written of as heaven, even though the editor's name is Nick. It's not old Nick. W. H. F. Nick is the editor's name. The advertising manager is Frank W. Perrin. —*Forest and Stream*, Oct. 21.

**ECONOMY OF SPACE.**

The marine architect was submitting his plans of the great ocean liner to the president of the steamship company.

"Here we have the race course," he said, indicating the place with his finger.

"But that crowds too much on the golf links," objected the president.

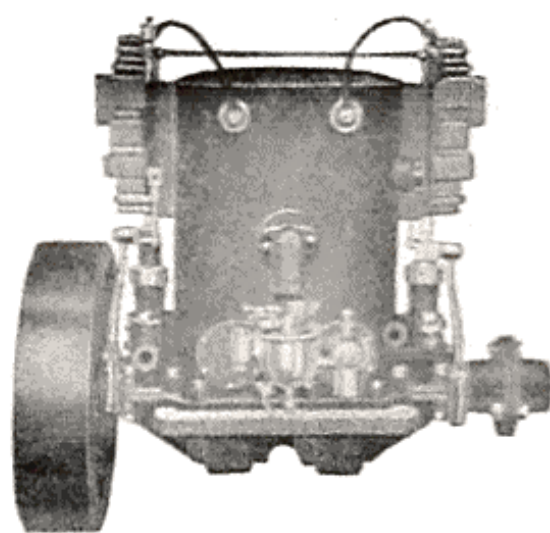
With considerable chagrin the architect was forced to admit that he had been obliged to curtail his plans to merely a nine-hole course.

*Jones:* "Pardon me, madam, but the way that man across the deck is staring at you must be very offensive. Do you wish me to interfere?"

*Lady to his right:* Oh no, thank you. That's my husband."

*Jones:* "Your husband?"

*Lady:* "Yes. He's very near-sighted and thinks I'm somebody else."

**FULTON****NO COIL****NO BATTERY**

Our self-sparking engine is the biggest advance in the marine field. The igniter is guaranteed not to lose its magnetism for five years; it has absolutely nothing to be adjusted.

Come and see our shop.

Mr. Lawrence Kinlan, 270 Van Winkle Ave., Jersey City, writes: "To my mind there is not a better two cycle Engine in the market than what the Fulton is in every respect. I have been using a Fulton Engine for three years; during that time I have covered some thousands of miles, and I can honestly say that I have never been towed or rowed home once. In regard to the igniter, there is not any doubt, but that it is a success over the coil and battery system. I have no trouble starting the Engine with the Igniter."

**Fulton Manufacturing Co.**

Erie, Pennsylvania



**MY FIRST POWER BOAT.***J. D. Cummins.***CHAPTER I.****GETTING THE CRAFT.**

Perhaps my experience may be of sufficient interest to your readers to be worth printing. To make the story complete I ought to go back to my boyhood days, for I was never so young that a boat of any sort was not of great interest to me. I was probably five or six years old when I began to develop artistic ability in the way of drawing boats. My drawing board was father's shop floor, he being a harness maker at the time. Father always seemed willing, as I grew older, that I should develop my mechanical ability by constructing almost anything in the way of a cart or sled or some mechanical contrivance, but drew the line at boats, and this was really what I was most interested in; that is, a real boat, in which I could paddle around the river.

The fever grew upon me so that I finally got some lumber together, determined to have a boat, whether or no. I commenced operations unknown to anyone, in an unoccupied shed upon our premises, realizing that it was only a question of time when I should be found out, but hoping that when father discovered what I was doing the boat would be too nearly completed for him to go farther than to scold a little, perhaps. This boat I eventually completed and it proved quite attractive, but as I grew older my time was too much taken up with work and there was always something in the way of my having a boat, so a good many years went by before I made my second venture.

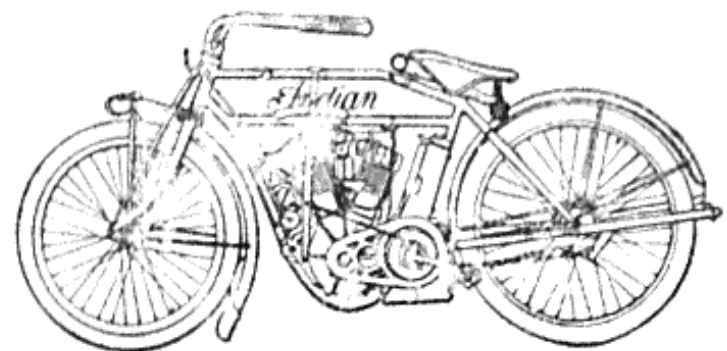
This time I bought a Mullins steel boat with a folding center-

**Oscar H. Nick**

AGENT FOR

**BUFFALO**  
**MARINE**  
**ENGINE**
**Plumbing and Heating****1513 Peach Street**

Get an

**Indian Motorcycle****THE BEST ON LAND**

HERCULES MAGNETOS  
 SPARK COILS  
 BATTERIES, ETC.

**LEJEAL CYCLE WORKS****EIGHTEENTH AND SASSAFRAS**

board, obtaining the sail and other paraphernalia from other sources. With this boat I was not afraid to navigate Lake Erie in almost any kind of weather, and thus I developed my taste for boating until the "fever" became "insanity." I found that sailing requires a great deal of nerve and skill, but the worst feature was to get miles from home with a nice stiff breeze, and then, about the time I would have to be getting back, to have the wind die down, leaving me becalmed.

This meant a heart-breaking row, and each time it occurred would almost determine me to buy a motor boat, which would go without depending upon the wind.

I opened correspondence with several builders of motor boats, and later I took quite an extensive trip, combining other business with motor boat investigation, and personally inspected the output of several boat and motor shops. The wide variation in prices was somewhat astonishing, while there did not seem to be nearly so much variation, in outward appearance at least, of the product. I determined not to buy from the lowest priced factory because of their lack of financial responsibility, as I knew it would be very difficult to get matters adjusted if any disagreement arose between us. At the same time I was like the Irishman who went into the bootshop to get some footwear. When the salesman asked him what size he wore, he said: "Niver ye moind the soize; give me the biggest ye can fer me money."

My choice finally narrowed down to the product of two shops, one being in Connecticut, on Long Island Sound, and the other in Michigan; the latter asking \$30 more for his boat than the former.

As I desired to go personally to the factory and navigate the boat to my home port, and, of course, could do this better by way of the Lakes than by Long Island Sound, this determined me to give the order to the Michigan factory. Moreover this firm had built motors and boats for a number of years and claimed to turn out a boat equal to the best, and I thought from the price I was paying I would get something as good as could be put up.

I finally placed an order early in April, 1905, for a trunk cabin launch, about 32 feet long, 8 feet beam, with a two-cylinder, four-cycle, jump spark motor, rated by the makers as 10 h. p., the cylinders being 5 inches diameter by 6 inches stroke. The boat was to contain a couple of folding berths, toilet room, ice box, stove and pantry shelves, wardrobe, various lockers and an open cockpit with the engine housed in.

The builders promised that the boat should be ready for delivery the latter part of June and surely by July 1st. As July approached I opened up correspondence with them again, to learn just when they could deliver the boat. They informed me that July 3 would be the date. As it would not be convenient for me to reach there on that date, I requested that they delay putting it into the water until July 5th, when I would surely be on the ground.

*(To be continued.)*

*Stranger:* "Boy, will you direct me to the new Marine Bank?"

*Street Gamin:* "I will for a shilling."

*Stranger:* "A shilling! Isn't that too much?"

*Street Gamin:* "Bank directors always get big pay, mister."



**TREASURER'S REPORT, ERIE YACHT CLUB,**  
**From Nov. 10, 1910, to November 8, 1911.**

RECEIPTS.		EXPENDITURES.	
Balance on hand.....	\$ 130.02	Crystal Point expense.....	\$ 139.10
Membership Fees.....	288.00	General expenses.....	291.30
Lockers.....	67.50	Printing, stationery, postage...	89.56
Gasoline profit.....	133.36	Pilot deficit.....	52 51
Miscellaneous.....	19.64	Light and fuel.....	118.81
Dues.....	1,166.09	Paid into Sinking Fund.....	200.00
Row Boat Annex.....	15.00	Caretaker.....	693.00
Fines.....	9.50	Insurance.....	142.94
Club Boat Rental.....	29.10	Books, periodicals, etc.....	20.60
	<u>\$1,858.21</u>	Taxes.....	19.25
		Entertainment.....	41.75
		Balance.....	49.39
			<u>\$1,858.21</u>

**SINKING FUND ACCOUNT.**

Balance in fund.....	\$ 8.17	Paid on debt.....	\$ 800.00
Launch stalls.....	600.42	Interest on same.....	100.40
Marine Railway.....	55.00	Balance.....	3.19
General Fund.....	200.00		<u>\$ 903.59</u>
Dock frontage.....	30.00		
Ice Boat storage.....	10.00		
	<u>\$ 903.59</u>		

**OUTSTANDING.**

Dues.....	\$ 36.67
Stall Rental.....	92.50
Marine Railway.....	22.00
Lockers.....	1.85
Membership Fees.....	5.00
Pilot Ads.....	6.00
	<u>\$ 164.02</u>

**GASOLINE ACCOUNT.**

Bought gallons.....	7,325
Sold gallons.....	7,269
On hand gallons.....	131
Overrun.....	75
	<u>7,400 7,400</u>