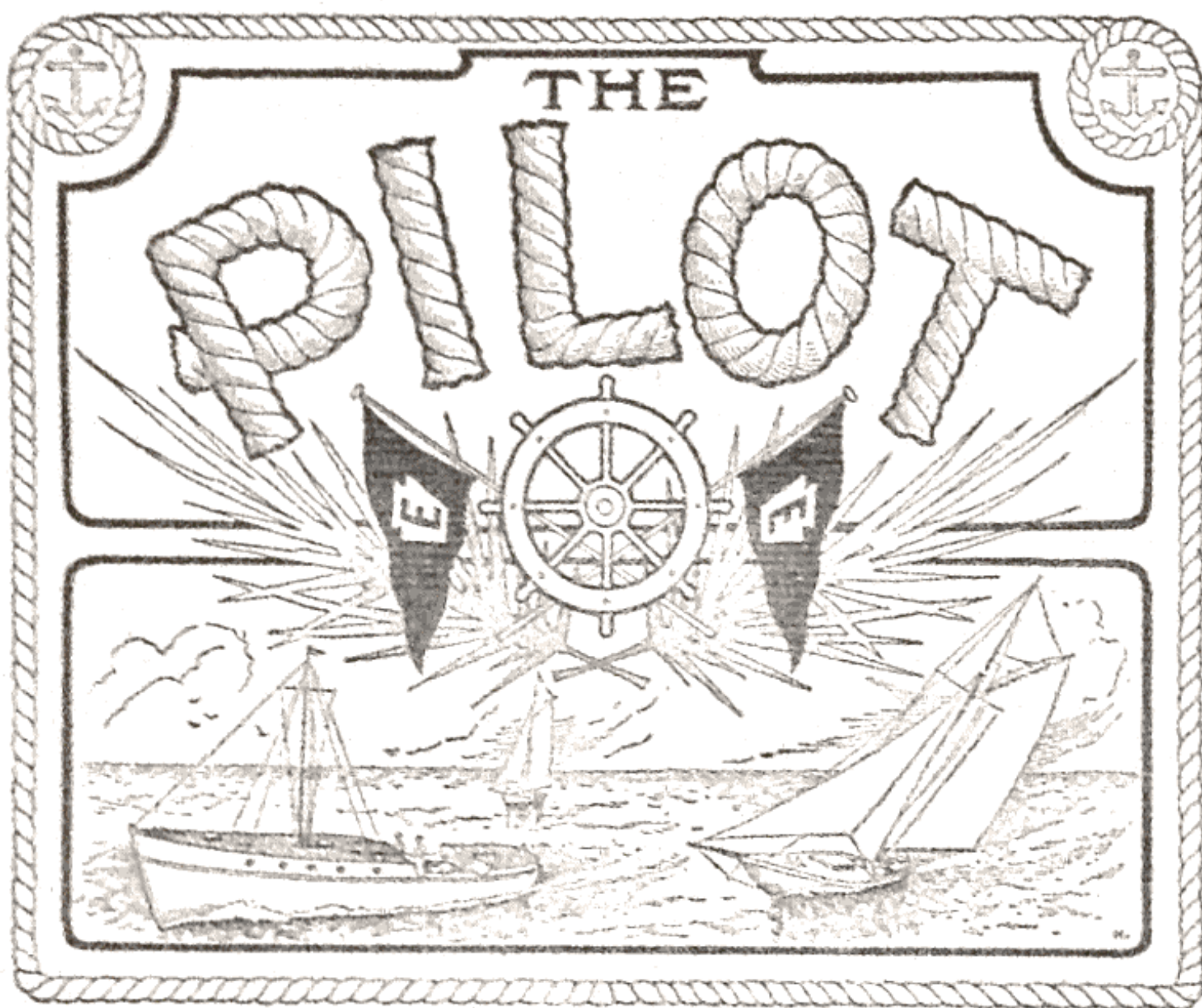


Vol. I

October, 1911

No. 4



Seventeenth Annual Banquet

At the

Country Club

Thursday, Oct. 12th, 1911

7:30 P. M.

Don't Miss It

This Space for Sale



..... Drink

Waynebrew

That Good Beer



The Pilot

MEETING NOTICE.

The October meeting of the Club will be held at the anchorage at 8 P. M. on the 11th. This is the night before the big banquet. If you want to do the feed and yourself justice, get the necessary appetite and a clear conscience so you can digest it by attending to the club business and help boost this, our organization. We are going to be no small factor in the development of the great new Erie. Are you with us?

G. R. OBERHOLZER,
Secretary.

SUPPORT THE YACHT CLUB.

This is not a sermon to the rank and file of the Erie Yacht Club so much as it is an appeal to the citizens of greater Erie. It is right and proper to show the world the great commercial possibilities of our City. But we do not live by bread alone. After all is said, Erie is a charming city; first of all because it nestles on this matchless bay of beautiful Lake Erie. These waters are the home of our yachtsmen, and they love thine ever varying moods with a passion that is almost a religion. Strangers in the city want to see the Lake first of all. The writer walked two miles through rain and mud from Westfield one day years ago to get his first view of Lake Erie and felt richly repaid for the trouble.

The Erie Yacht Club is a devoted band of worshippers whose shrines are the sparkling pure air

and brilliant blue water of this inland sea. They got their reward in a goodly measure of the rich brown skin and the dancing eyes of flawless health; wholesome recreation and the fascination of the cleanest of sports; the development of a resourceful mind and the training of a dauntless spirit of freedom and courage that looks peril in the face with unblinking eyes and never quails.

The Club is proud to show the beauties of our waters to strangers and gladly helps the civic bodies to entertain visiting organizations. Should there be any demonstration on the bay, the Yacht Club cheerfully consents to do all it can to make it a success. It is not too much to say that the Erie Yacht Club, more than any other agency, calls attention to Erie's principal charm and ever tries to make it still more attractive.

And so, you loyal citizens of this good town, you owe the Erie Yacht Club your support and co-operation. The Club is now struggling along with barely 150 members—they should certainly number not less than 500. It is doing much for the city with limited facilities and serious handicaps. With a modern club house and up-to-date facilities, what Club in the city, however expensive, could give you so rich a return and help the community more than the Erie Yacht Club.

If you still have red blood and some youth and are a good citizen join us. You will find excellent shipmates and rich returns.

THE PILOT

Vol. I October, 1911 No. 4

Published Monthly in the interest of the
ERIE YACHT CLUB

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Advertising Rates upon Application

W. H. F. NICK, - - - Managing Editor

FRANK W. PERRIN, - Advertising Manager

ERIE YACHT CLUB

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"AN OPINION."

The article bearing the above title in our September issue seems to have stirred up a small sized hornet's nest for the moment, but further consideration and discussion has, we believe, convinced every one that it was fully justified.

It is no secret that the Erie Yacht Club never has (and probably never will) reach that state of perfection which we would all like to see. When, therefore, a contributor points out some weak spot in our races, our picnics, our dances, our banquets, etc., and shows how and where they may be improved, let us welcome such suggestions and not even remotely accept them as personal criticisms. Only by that method can we ever

hope to make our club all that we would like it to be.

There's a world of difference between a kindly suggestion which offers some new idea, or substitutes an improved method for an old one, and the carping criticism which offers nothing with which to replace the structure it would destroy. As for the latter kind we would commend Elbert Hubbard's: "They say—. What say they? Let them say!"

E. Y. C. BANQUET.

The seventeenth annual banquet of Erie Yacht Club will be held at the Country Club on Thursday, Oct. 12th, 1911, at 7:30 P. M. We hope that all of our members will join with us to make this the most successful of all of the successful banquets the Club has ever given. We expect several out of town guests will grace this occasion, and we expect to spring several novelties in the shape of eat, singing, arrangements, etc. Get your ticket—we expect you. The dinner will be served at 7:30 P. M.; this gives you a chance to catch the 7 o'clock car which leaves 8th and State *promptly* upon the hour. Don't fail to be with us.

*Accidents
will happen
you know*

**AND A LITTLE ACCIDENT
POLICY WOULD HELP
SOME**

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PATRONIZE OUR ADVERTISERS

THE ERIE YACHT CLUB.

A number of copies of this issue of the "Pilot" are sent with the compliments of the Erie Yacht Club to various persons known to be interested in boating, but who are not now affiliated with us.

We will not attempt to deny that this is done for the express purpose of asking these recipients to take under prayerful consideration the question of identifying themselves with us.

The Erie Yacht Club is a very live institution (as witness this little magazine), and we believe that *you*, as an active yachtsman ought to display our colors and help us in our efforts to provide entertainment for our citizens at large, by co-operating with us in advocating such measures as will make our bay more beautiful to the eye, and by joining in our protest against the continued pollution of the waters of our harbor which has, even now, all but ruined the excellent hook and line fishing which made our bay famous in years ago.

At one of our annual banquets two or three years ago, Judge Walling put it squarely up to the Erie Yacht Club as the institution above all others to stand watch over our bay, and lend our every influence against making it unsightly, unsanitary or unsafe.

To prove that we realize this duty and accept this responsibility we need only to point out the resolution adopted at our June meeting, not only endorsing the present federal laws relating to pleasure yachts, but offering our assistance to the authorities in seeing them duly enforced. A vigorous editorial along this line, published in our first (July) issue, was republished editorially in "Power Boating" the leading fresh-water boating publication of this country.

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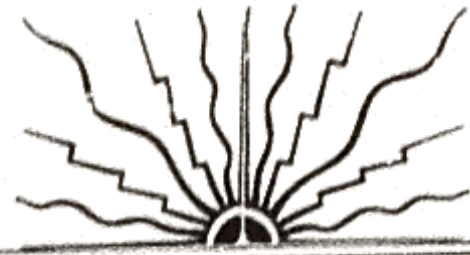
Our August article concerning the use of the new public steamboat landing for unloading and piling of lumber inspired an excellent editorial in the "Times" while our September protest against making our harbor a bone-yard for the old hulks which now adorn (?) it has met with applause on all sides.

Now then, we want YOU to join us and lend us your aid in accomplishing these and other reforms; we want a new club house—a place which we can call our own—where we can cruise with our friends, our sweethearts, our wives and our children; and we want YOU to help us get it! Don't lay back until we accomplish all these things, but get in line, show your colors, and LEND A HAND!

We have, for the present, gone as far as seems advisable in the building of launch stalls, but bless your heart, that should have no bearing on your membership in our organization. Such stalls as we now have are paid for in annual rentals by the owners using them, quite aside from their annual club dues and if you own or rent stall space elsewhere perhaps you get out at less expense than if you rented one of the club stalls.

Many of our present owners keep their craft at other places than the club anchorage. Four or more of our fleet are located at the Public Dock; one is located at Ferncliff; a number ride at anchor in the club basin—while one member keeps his yacht at Conneaut! So don't let the matter of stall discourage you and perhaps after you and a number of others have joined us you will be able to assist us in planning stall room for all.

If you are a manufacturer, or an attorney, or a merchant, etc., we venture that you are identified with the Manufacturers' Bar or Retail Merchants' Association, as



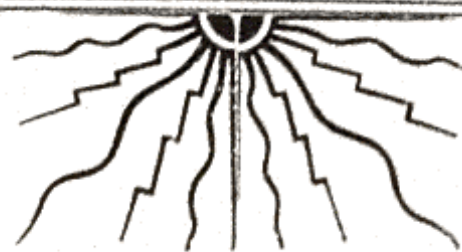
Henry Beckman & Son

Wholesale and Retail

GROCERS AND
SHIP CHANDLERS

Yacht Supplies a
Specialty

506 State Street, Erie, Penna.



the case may be, and therefore, being a yachtsman, why not become a member of the only organization in Erie which has for its aim the advancement of the clean and fascinating pastime of yachting?

And do you know? The members of the E. Y. C. are not a bad lot of fellows! You will enjoy a more intimate acquaintance with them—you will be proud to display our burgee—you will appreciate the jolly good times we have at our monthly meetings during the winter—you will like our informal discussion of models and motors and spinners and carburetors and compasses and barometers and gasoline and lubricants and spark-plugs, and pelicans, and—. Why pelicans, you ask? Well, after you join we'll tell you!

The cost? Ten dollars initiation and ten dollars semi-annually, per year.

"THE MOST BEAUTIFUL HARBOR ON THE LAKES."

Erie is proud of her streets and parks, especially her parks as they are getting more numerous and beautiful as time goes on. Take our Central Parks, for instance, and they are always admired by the strangers in our midst. You will notice certain paths that are in them from necessity, and even the benches are set back so as not to interfere with pedestrians.

The grass plots are the beauty spots, which, with the trees, bring out the charm of both parks. These grass plots are out of the line of travel or commerce, but are respected.

If a street car is used up it is not thrown in the park where it will not be an obstacle to pedestrians. The writer never left a worn out wheel-barrow or lawn

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

mower there and no old wagons can be seen slowly rotting as time goes on. The reason for this is that the parks belong to the public and there are officials who see to their being properly used.

In all advertisements sent out by Erie enthusiasts, our Bay is described in most glowing terms. It is our water-park, where hundreds of our citizens enjoy boating and fishing. With the varied types of boats every foot is navigable. It is shown strangers and they are impressed with its beauty, and with the miserable old wrecks that are eye sores and sources of danger.

Corporations, private individuals and others who feel like it tow discarded wrecks somewhere in the people's water-park and leave them as they would throw a dead cat in an alley. Along our bay front, opposite about Myrtle Street are several old useless steamers going to rot, and in the east and west slip are numerous hulks, half submerged, all giving our bay front a most dilapidated and forlorn appearance.

Why must these things be tolerated? Do they have to be?

Leaving our bay front, go over to Big Bend. There are a couple of old steamers on the bottom. They are a menace to all in small boats, and as they are on, or in, public property they should be removed.

Misery Bay is cluttered up by three wrecks. Private individuals used this as a dumping ground for their useless property and they stand as monuments to some officials neglect.

While it can be done, all of these wrecks should be removed and towed on the east end of the Peninsula or away to the eastward close in shore.

We have three organizations in town which are supposed to keep

track of such matters, but with all their talk of the beauties of the bay they have never made a move to keep it up to their descriptions that have been sent out broad cast to lure in trusting strangers.

Our recreation pier is another public institution.

The average citizen understands the arrangement concerning the Cleveland and Buffalo boats landing at the new pier, but they fail to understand other cargoes that are discharged there. When the Knights of Pythias were here the far famed recreation pier was a disgrace to our civic authorities and organizations.

Another thing that is interesting to tax payers is this: The front of the public docks, east and west from State Street is owned by private individuals; they are taxed for said property. Money is raised for a new pier and the pier built. Then cargoes are brought in and unloaded at the new pier that belongs to the people of Erie, because they don't want to pay dockage to those who own and have a right to charge for the use of their frontage.

For Fire or Full Marine Insurance

See

Downing & Flickinger

(Incorporated)

Ninth and Peach

Mutual 195

Bell 1840

There is something wrong some place, and here is another fine chance for our organizations to get busy and see that justice is done.

As to the pleasure boats, etc., that tie up to the pier, some rules should be enforced. For instance, no boat should tie up and block one of the flight of steps except to take on or discharge passengers. When either is done, the steps should be cleared for the next boat.

The small boats need the steps, but larger ones do not.

As a brief review, would say, there is not a disbanded wreck, hulk or boat that has any right within the confines of our Bay, no more than the writer, the street car companies or livery stables would have a right to throw their worthless wheelbarrows, cars and wagons on the lawns of our parks, and the commercial uses of our new pier is about in the same class.

GEO. T. BLISS.

A DELIGHTFUL WEEK END CRUISE.

In the July "Pilot", Commodore Bliss drew a comparison between cruising in our old-fashioned "wind jammers" of loving memory and in our modern power-cruisers which have so completely replaced the old type, and by way of illustration mentioned a run which he had taken to Dunkirk and return, a day or two before, a trip that no one, in the old days, would have thought of taking without having three or four days time at his command.

The article in question reminded the writer of a brief cruise which he enjoyed in August, 1910, in which a combination of boat and railway enabled us to cover considerable distance, and furnished a most delightful experience.

Erie Trust Company

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Largest Deposits
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Founded 1866

Three per cent. on Certificates of
Deposit.

Four per cent. on Saving Accounts.

Leaving the Erie Yacht Club, Friday at 8 A. M., we laid our course directly for Port Colborne, which was reached in the late afternoon. We stopped in the front of the canal office only long enough to secure a canal pass in payment for which our host offered a quarter, which was politely handed back by the officer with the suggestion that he spend it for a needed shave!

Proceeding down the canal to Welland, we found a safe mooring place and tied up for the night.

The following morning we took an early train for Toronto and it must be said in passing that this ride affords a most charming bit of scenery, shortly before reaching Hamilton, as the train skirts the edge of the Niagara plateau and discloses hundreds of prosperous looking farms stretching from the base of the cliff upon which we road across the valley to Lake Ontario in the distance, and all laid out with the regularity of an immense checkerboard.

Our purpose of going to Toronto was solely to see a game of La Crosse. Say! Did you ever see that game as it is played by professional Canadian teams? I venture that the members of the E. Y. C. who have enjoyed that experience can be counted on one's fingers and still have some to spare. The game is not to be compared with our own base ball, as far as science is concerned, but it has base ball beaten to a frazzle in that there is something doing all the time. One grasps the situation quickly, and gets on his tip toes with excitement which lasts until time is called after one and a half or two hours play. And then when it is all over and one is trying to dispose of the perspiration which has accumulated during the mix-up, some sympathizing Canadian will ex-

press his hope that you may sometime be permitted to see a real game between two faster teams!

Returning to Welland by evening train we turned our faces homeward Sunday morning, arriving in the early evening.

I do not hesitate to commend this week-end trip to any of our members and if it is preferred to cut the water trip somewhat shorter for the purpose of saving time one might take a train from Port Colborne, Dunnville or even from Port Dover. Why would not such a trip furnish a splendid squadron run for 1912?

W. S. F.

THE "WIGWAM" TROPHY.

On September 16th, occurred the postponed cruiser race for the "Wigwam" cup, donated by Fleet Captain Yates.

A splendid improvement was noted in the management of this race over the former performance of August 12th, the Regatta Committee having taken care this time to reduce to writing all necessary details concerning starting time, course, bouys, etc., so that the event was conducted without a hitch, and the following tabulation tells the story:

Yacht	Start	Finish
Una.....	2.36.30	5.43.30
Triton.....	2.41	Disqualified
Vamac.....	2.47	6.07.45
Roamer.....	2.55.15	5.51.50
Anona.....	3.18.30	6.01.25
Green Dragon	3.30	5.54.45

In addition to the above the new "Eleanor," Capt. Lawrence Nagle, covered the course for the purpose of having a try-out and gave a very good account of herself.

It seemed in accord with the eternal fitness of things that the "Una" should have won this contest after having had such a pe-

culiar claim on the August affair, and when the boats were all over the line at the finish, most of the crews repaired to the "Wigwam" where they showered their heartiest felicitations upon Captain Reichel.

After disposing of the appetizing lunch which the crews found awaiting them, Ex-commodore McDonald who was present was called upon and in a speech fairly bubbling over with good nature, he plainly showed the pleasure it gave him to be on deck with the boys once more, and in most fitting language presented, on behalf of Capt. Yates, the handsome "Wigwam" cup as first prize to Capt. Reichel, and the beautiful silk yacht ensign as second prize to Capt. Fuchs, both of whom responded in neat speeches of appreciation.

THE DERELICT.

(A Reminiscence of "Treasure Island")

For Commodore W. S. Foster, as Trustee

For all True Pirates of the

ERIE YACHT CLUB,

from

YOUNG E. ALLISON,

Louisville, Ky.

Fifteen men on the Dead Man's chest—

Yo-ho-ho and a bottle of rum!

Drink and the devil had done for the rest—

Yo-ho-ho and a bottle of rum!

Cap'n Billy Bones, his song.

Fifteen men on the Dead Man's chest—

Yo-ho-ho and a bottle of rum!

Drink and the devil had done for the rest—

Yo-ho-ho and a bottle of rum!

The mate was fixed by the bos'n's pike,

The bos'n brained with a marlinpike,

And Cookey's throat was marked belike

It had been gripped

By fingers ten;

And there they lay,

All good dead men,

Like break-o'-day in a boozin' ken—

Yo-ho-ho and a bottle of rum!

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

OURS 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

GOOD 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

Fifteen men of the whole ship's list—
Yo-ho-ho and a bottle of rum!
Dead and bedamned, and the rest gone
whist!—

Yo-ho-ho and a bottle of rum!
The skipper lay with his nob in gore,
Where the scullion's axe his cheek had
shored,
And the scullion he was stabbed times four.

And there they lay,
And the soggy skies
Dript all day long
In up-staring eyes
At murky sunset and at foul sunrise—

Yo-ho-ho and a bottle of rum!
Fifteen men of 'em stiff and stark—
Yo-ho-ho and a bottle of rum!
Ten of the crew had the Murder mark—
Yo-ho-ho and a bottle of rum!
'Twas a cutlass swipe, or an ounce of lead,
Or a yawing hole in a battered head—
And the scuppers glut with a rotting red.

And there they lay—
Aye, damn my eyes!—
All lookouts clapped
On Paradise,
All souls bound just contrariwise—
Yo-ho-ho and a bottle of rum!

Fifteen men of 'em good and true—
Yo-ho-ho and a bottle of rum!
Every man Jack could ha' sailed with
Old Pew—

Yo-ho-ho and a bottle of rum!
There was chest on chest full of Spanish
gold,

With a ton of plate in the middle hold,
And the cabin riot of loot untold.

And they lay there
That had took the plum,
With sightless glare
And their lips struck dumb,
While we shared all by the rule of thumb—
Yo-ho-ho and a bottle of rum!

More was seen through the sternlight
screen—

Yo-ho-ho and a bottle of rum!
Chartings ondoubt where a woman had
been—

Yo-ho-ho and a bottle of rum!
A flimsy shift on a bunker cot,

Oscar H. Nick

AGENT FOR

BUFFALO MARINE ENGINE

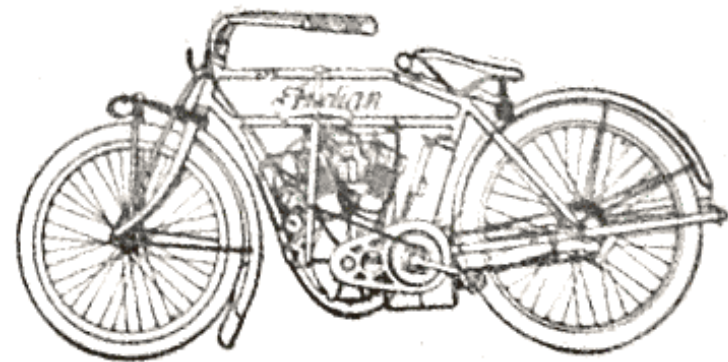


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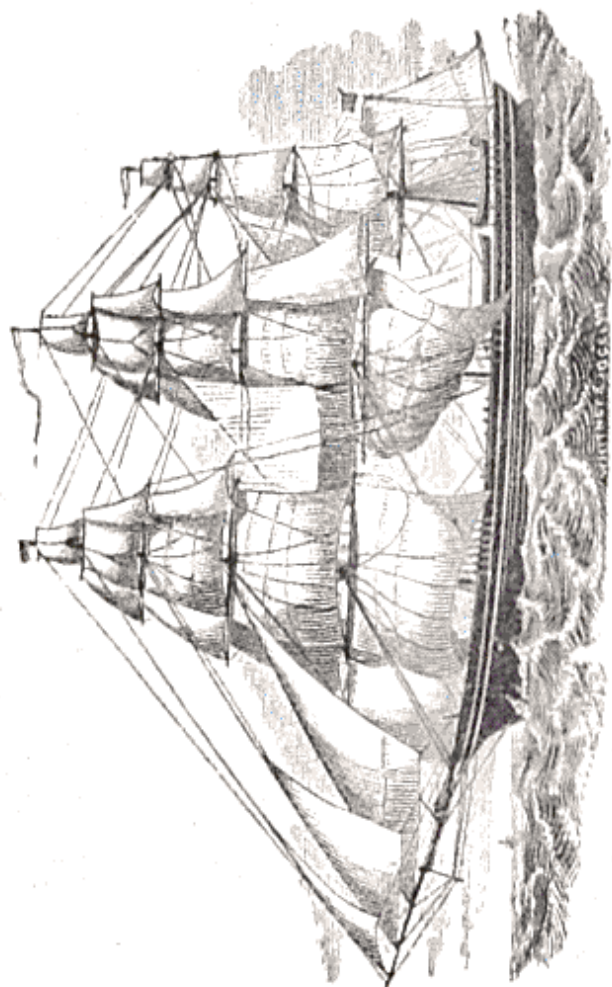
HERCULES MAGNETOS
SPARK COILS
BATTERIES, ETC.

LEJEAL CYCLE WORKS

EIGHTEENTH AND SASSAFRAS

With a thin dirk slot through the bosom
spot,
And the lace stiff-dry in a purplish blot.
Or was she wench...
Or some shuddering maid...?
That dared the knife
And that took the blade...
By God! she was stuff for a plucky jade!—
Yo-ho-ho and a bottle of rum!

Fifteen men on the Dead Man's chest—
Yo-ho-ho and a bottle of rum!
Drink and the devil had done for the rest—
Yo-ho-ho and a bottle of rum!
We wrapped'em all in a mains'l tight,
With twice ten turns of a hawser' bight,
And we heaved'em over and out of sight—
With a yo-heave-ho!
And a fare-you-well!
And a sullen plunge
In the sullen swell,
Ten fathoms deep on the road to hell—
Yo-ho-ho and a bottle of rum!



An Old Timer.

There is only one
EXCLUSIVE BOAT STORE

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

HARRY L'HOMMEDIEU

SOLE AGENT FOR

NATIONAL BOAT & ENGINE CO.

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ALSO SOLE LOCAL AGENT FOR
DAVIS BOAT WORKS,
The Famous "DAVIS DINKS"

LOEW MANUFACTURING CO.,
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Fairbanks-Morse Engines.
Cady Engines.
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BOTH PHONES.
BUFFALO, N. Y.

Seiter Brothers

1020 State Street
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Wholesale Wines and
Liquors

of the Finest Quality

Electric Equipment Co.

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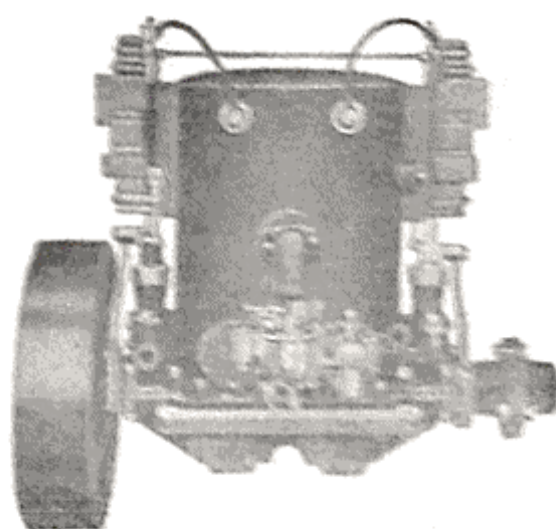
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SPARK PLUGS
STORAGE BATTERIES
DRY CELLS
VOLT-AMMETERS

Boat Wiring a Specialty.

FULTON

"RECOGNIZED QUALITY"

NO BATTERY



NO COIL

Mr. M. S. Lee, Moorhead City, N. C., who has a 15 H. P. Self-sparking Fulton Engine, writes as follows:

"We had another race with the finest boat in this section, a distance of thirty miles, and I won the race by about 100 yards. My engine is working like a charm. She is making a trip of 60 miles daily, in company with about six other boats; is in my fish-house and my fish is off in the evening before the other boats get in."

Fulton Manufacturing Co.

Erie, Pennsylvania

COMING EVENTS

October 12	-	-	E. Y. C. Banquet
October 15	-	:	- Club Walk
November 8	-	-	Annual Election