

PUBLISHED BY THE ERIE YACHT CLUB

The Membership of the
Erie Yacht Club is classified as follows:

Oarsmen,	Canoeists,
Anglers,	Nimrods,
Photographers,	Sketch Artists,
Swimmers,	Divers,
Skaters,	Ice Boatmen,
and Rocking Chair Navigators.	

Also a few YACHTSMEN, both power and
Sail.

We invite you to join whichever class you prefer, and there is
no penalty if you qualify for all.

This Space for Sale



..... Drink

Waynebrew

That Good Beer



The Flash Light

MEETING NOTICE.

The date of the April meeting of the Club falls on Wednesday the 10th. It will be held at the Anchorage, at 7.30 P. M. The Directors will have a short meeting afterward.

Captain Ludwig Eisenbaum who was so much interested in Mr. Day's lecture has kindly consented to talk on his experience in crossing the Atlantic Ocean alone in a dory at this meeting. We may be sure of a very interesting time.

G. R. Oberholzer,
Secretary.

Particular attention is drawn to the fact that this meeting is called for 7:30 o'clock, one-half hour before the usual time. The reason is that the "Pirate Crew" arranged two months ago for a dancing party for this date without realizing that it is the regular club meeting night and when the conflict in dates was discovered it was too late for them to "back water." So in order to relieve an embarrassing situation the gavel will fall promptly at 7:30 o'clock and we will endeavor to so arrange matters as to surrender the floor to Captain Eisenbraun not later than 8 P. M., thus permitting those members who desire to do so to attend both the club meeting and the Pirate function.

GENTLE SPRING.

(No. 768,984).

When the days grow warm and balmy

And the gentle Spring has "came,"
And the ice is disappearing

(And we're glad to note that same)
Then the boys get out their scrapers,
Their sand-paper and their paint
And they one and all go to it

With not a grumble or complaint.
Then we know the yachting season's
Close at hand to give us joy
And each yachtsman in the fullness
Of his heart's again a boy.

This one fits a cypress plank in
Where the first had rotted out,
Capt. Tinker's launch is lengthened
This to make more room no doubt
Skipper Speedcraze buys a motor
And he joins the chug-chug class,
(Had he taken our advice sir,
He would never be that ass),
This yacht gets a coat of white—
You know 'twas painted black
before—

After it gets that first coat on
It will need but fourteen more!
Capt. Doe re-decks his vessel—
He's paced it 'till its worn clear
thru;

While Dicky Roe is spilling varnish
Making his ship look like new;
This craft gets a thorough calking
So it may not leak you know.

That one gets a new iron keel
To make it stiffer in a blow—
And so the yachtsmen all are busy
And nary one is prone to shirk,
For when the gentle Spring's upon us
There's naught to do but

WORK,
WORK,
WORK!

PATRONIZE OUR ADVERTISERS

THE FLASH LIGHT

Vol. I April, 1912 No. 10

Shows at intervals of one month a brilliant and illuminating light of first magnitude, alternating red and white, 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.

Lawrence Nagle, Ray Eichenlaub
Clarence Brooks

*Subscription, Fifty Cents per year
Advertising Rates on Application*

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
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J. J. Hogan, G. R. Oberholzer,
H. W. Mehl, J. M. Frank.

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L. C. Cole.

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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*

A ONE DESIGN SAILING CLASS.

This is not a tirade against the gas engine, for it must be conceded that it is the greatest advance in prime movers since the days of Watt. This engine has given us power to fly, and it is not a wild prophecy to say that gas will replace steam in many of our largest industries in a very few years and that it will drive our greatest battleships. But driving a gas engine is no more *heroic* than turning a corn sheller. Nor is there a desire to throw things at the motor boat, for it is to the water what the automobile is to the land. All the same there is no more *sport* in a motor-boat race than there is in running a tin toy horse race.

Our old time sailing men who now have power boats thought they could continue racing on the water as of old, and when the events proved to be meaningless grinds, they were bewildered and the old sporting spirit became demoralized. The red-blooded, sporting yacht club of yesterday is degenerating into a motor-boat garage with a very much mixed social club appendage in which the greatest excitement is a dance or a Dutch supper. Progressive tiddle-de-winks and croquet are next in order.

Men are beginning to realize all this. They realize that the witchery of the sailing game made comrades of the millionaire and the day laborer and that when you change to a social club you let loose seven devils of snobbery and jealousy to tear it to pieces. With a realization of the difficulty comes an effort to apply the remedy. The veteran sailors are again telling the stories of past victories with flashing eye. In the eastern clubs the sailing enthusiasm, dampened for awhile, is

growing with the building of one design classes.

The Chicago Yacht Club has just ordered eleven small craft at a cost of \$305 each and the Columbia Yacht Club of the same city is going to try to beat them with a number of the same class of boats in a series of inter-club races next summer.

It is up to the Erie Yacht Club to wake up! Let us build a class of Sea Wrens, so highly commended by Mr. Day as an all-around and withal, fast cat boat, costing complete about \$140. The Toledo and Sandusky Clubs are interested and need only a challenge to make things hum.

If you want to build a boat the patterns can be bought, or the boat can be had at any stage of construction from a prominent boat builder.

The future success of the Club as a yachting organization is in the balance—here is a sure way to boost it wonderfully. Let the boys club together and build or buy. If rheumatism bothers you get one for the boy, or, best of all, get one for yourself and slice off a dozen years.

Anyway, the Club just *must* have a one design class for a series of inter-club races on Lake Erie, and, who knows, fate may be as kind to us as she was to a certain Commodore who sailed from Erie many years ago.

The Forbidden.

A sailor had just shown a lady over the ship. In thanking him she said:

"I am sorry to see by the rules that tips are forbidden on your ship."

"Bless you, ma'am," replied the sailor, "so were apples in the Garden of Eden."—*London Telegraph*.

PAINT

You must soon think about painting and fitting out.

The only Paint to use is

Devoe's Yacht White
Devoe's Copper Paint

Paint and Brushes of Every Description

AT

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Is Your Boat Insured?

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Peas

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Delivered to the Hall if ordered from

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TWO PROPOSITIONS AND A THIRD ONE.

The writer of this article has never hesitated to vent his opinion of motor-boat-racing. That is to say, motor-boat racing between motor-boats that are not racers, such for instance as the indiscriminate fleet which carries the colors of the E. Y. C.

Such events are what George Fitch, the famous humorist describes as "parades" in his article which is to be found on page 7 of our March "flash."

There is, however, one way in which even such a race may be made interesting, and that is by an honest handicap based on past performance.

Another proposition entirely foreign to the above, is this—that when the Erie Yacht Club, as an organization promotes a picnic or a squadron sail or similar event, our captains ought to avail themselves of such occasions for the entertainment of our own members exclusively, and thus help to cement the love and good-will of our non-boat owners for the Erie Yacht Club.

Now, then, to bring these two propositions together, the Flash Light is authorized to offer a trophy as a prize for a Dominion Day race to Port Dover, based absolutely on last years official time, the chief condition of which is that contesting boats will be allowed to carry only members of the E. Y. C., subject to the following exceptions:

1. The paid crews of yachts regularly employing such are not barred from participation in the race.

2. Yachts which do not carry regularly paid crews may carry one bona fide engineer not a member of



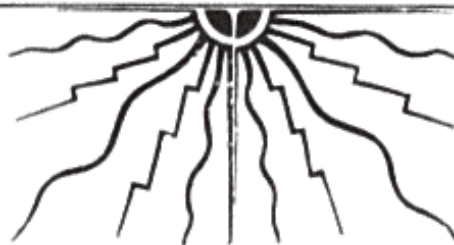
Henry Beckman & Son

Wholesale and Retail

GROCERS AND SHIP CHANDLERS

Yacht Supplies a
Specialty

506 State Street, Erie, Penna.



PATRONIZE OUR ADVERTISERS

the Club, but such engineer must have sole and absolute charge of the power plant including its lubrication, from the dock at Erie to the dock at Port Dover.

3. Captains desiring to do so, may carry as guests members of their immediate families to include only parents, wives or children.

According to the official record the elapsed time from starting gun to finish of last year's race was as follows:

	Hr.	M.	S.
Green Dragon.....	4	42
Anona.....	5	30
Roamer.....	5	45
Miriam.....	5	45	30
Jay Dee.....	5	54
Vamac.....	5	55
Triton.....	6	04
Una.....	6	13
King Fisher.....	6	26

All that remains for the participants in the event to decide upon the approximate time it is desired to reach Port Dover and start the fleet in reverse order to that shown above, allowing the King Fisher 6 hours and 26 minutes, and so on until the Green Dragon starts just 4 hours and 42 minutes before the expected finishing time.

Dominion Day happening on Monday this year suggests the advisability of leaving here Saturday whenever all can get away, and the event may be run wholly by daylight, wholly by night or partly by day and partly by night as may be preferred.

And now to provide for cruisers which did not participate in last year's event: Such craft may enter upon filing statement of their actual proved running time from the starting line in front of the E. Y. C. to the light-house at Port Dover, but any such yacht which exceeds its announced time by more than 1 per cent. will be disqualified.

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ANY CONSERVATIVE
OLD GENTLEMAN WHAT HE
THINKS OF LIFE INSURANCE.



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Bell 512-J

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

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Now then, gentlemen, send early notice of your intention to participate in the race for the "Flash Light" trophy to the Regatta Committee and they will arrange necessary details.

THE ADVERTISING BUREAU.

Messrs. Lawrence Nagle, Clarence Brooks and Ray Eichenlaub have succeeded to the advertising management of the FLASH LIGHT, and those interested in advertising space will have their wants looked after by either of these gentlemen. Please kindly note this change and please also do not fail to help this bureau to aid the FLASH LIGHT to assist the Erie Yacht Club and "**Patronize our Advertisers!**"

This is the fitting out" season," for men as well as for yachts and you must not forget the duty you owe to yourself and your club by dealing with firms who use our columns and when you do so don't forget to mention having seen their ads in the FLASH LIGHT.

SMALL CRAFT WARNING.

The United States Weather Bureau will, beginning in April, display a new kind of warning from the tower of the Public Dock. It is designed to warn small craft when moderately strong winds or squalls are expected, of insufficient force to affect high-powered vessels, but which may prove to be dangerous to pleasure boats. The warning consists of a red pennant. The flag will be lowered at sunset and there will be no night signal.

Jonah.

They flung poor Jonah in the sea;
The captain, who was cross,
Said, "'Tis a case, it seems to me,
Of prophet and of loss."
—*Woman's Home Companion.*

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Electric Equipment Co.

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SPARK COILS

SPARK PLUGS

STORAGE BATTERIES

DRY CELLS

VOLT-AMMETERS

Boat Wiring a Specialty.

IN REMINISCENT VEIN.

The reminiscences conjured up at the ice-yacht-men's pig dinner a couple of months ago inspired ye editor to address Capt. F. H. Ball and his son Bert in quest of articles on yachts and yachting of other days on Presque Isle Bay.

Our communication found Capt. Ball in Bermuda, but on his return home he expressed his willingness and intention to write something for the Flash Light one of these days, descriptive of his famous old wheel-steering ice yacht of thirty years ago.

Bert responds (from Portland, Ore.) that :

"I often think of the good times we used to have on Erie Bay, both in summer and winter, and hope that in the not distant future, I may be able to stop at Erie long enough on one of my Eastern trips to renew old acquaintances and to take a few spins on the Bay, either in an ice boat or in a yacht, depending on the season. Our climate in Portland is too mild to give us any chance for ice boating, and even if we had cold enough weather we have no body of water very near Portland, where we would have enough stretch of ice to make it interesting. The same limitation, in a measure, applies to yachting. We have a lot of Skimming Dish Racing Machines on the river, but conditions for satisfactory yachting are so unfavorable that I have not been tempted to indulge in this line of sport. There are a lot of other out-door sports, however, which are indulged in very satisfactorily, such as shooting of all kinds and fishing.

I was very glad to get your letter, as it is a pleasant reminder of old days in Erie, and I sincerely hope that during the next year I will find the opportunity of indulging

Erie Trust Company

Opposite Post Office

THE HOME OF

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AND SAFETY

Founded 1866

Largest Deposits of Any Erie
Bank.

in the luxury of a visit to Erie.

With kindest regards to my old friends, whom you may see. I am,

Yours very truly,

B. C. Ball."

Do you realize, by-the-way that Erie never developed a better Corinthian Yachtsman than Bert Ball?

The story of how he sailed the "Ethelwynn" to victory in the Seawanhaka-Corinthian races of 1895 is one that will never grow old and the Erie Yacht Club has no more greatly prized possession on its walls than the photos of the subject of these remarks and his "crew" consisting of his younger brother Fred—"Chub" as we then called him. Perhaps that story would bear repeating in these columns in view of the personel of the participants and we have in mind a member who we know would be glad to reduce it to writing for the benefit of our readers.

RIPLETS.

"Bill" Bailey, one of our General Electric boys, came into ownership of the "Scud" recently. The "Scud" is "oil right," Bill.

Most anybody can imagine Merv Frank as a florist. Merv. has joined partnership with Vern Schluraff under the name of "Schluraff Floral Co." They have opened a store in the Masonic Temple and naturally advertise in the "Flash Light."

Next winter will, without doubt, see a class of 350 foot ice yachts on the ice. Two boats of this class are well under way and the respective builders, "Red" Frank and "Pete" Meehan expect to complete their work before the summer months are past.

THE ONLY

EXCLUSIVE BOAT STORE

in this part of the country has become

"AMPHIBIOUS"

Harry
L'Hommedieu

who handles everything in the

BOAT LINE

is distributor for the

MARION CARS

He can now supply you with conveyances
for both

ON LAND AND WATER

But don't think for a minute that he is going to neglect the boat business. His line for 1912 will be much larger and better than ever.

He is looking for a good agent for Marion Cars at Erie. Will you help him find one?

182-184 Franklin Street

BUFFALO, N. Y.

A PLEASING INCIDENT OF OUR MARCH MEETING.

The Commodore, as you may know, has been promulgating some rather broad hints in effect that the E. Y. C. ought to have a gavel and block the better to maintain order and decorum at our monthly meetings. Perhaps he scented trouble from the new pirate crew and wanted to have something at hand to throw if necessity arises.

Anyway he has been hinting about this thing for several months and claims that it all came about through sympathy for his predecessors who used to pound their knuckles sore on the oak table at which they sat while the Club was in solemn conclave. Whatever his reasons were they bore fruit when Mr. H. J. Leslie brought from Look out Mountain, a gavel which he presented to the Club as noted in the January "flash." "Now then," said the Commodore, "all we need now is a block on which the gavel may rest," and he suggested that someone undertake to whittle it out.

In the course of the March meeting upon the call for "new business" Mr. Eugene Henrichs arose and presented the Club with a package which he directed the Secretary to open, whereupon was disclosed to the expectant eyes of the members present, the desired "block."

It is in the form of a keystone—the emblem of the E. Y. C.—and stands about ten inches high, the body being of rich mahogany finish with the letter "E" inlaid in white on each of the four faces. Across the top and bottom and on both sides of each face is an inlaid border of vari-colored woods while on top is a polished brass plate designed to receive the gavel's stroke. It is a most beautiful piece of work, and will be an ornament to the

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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.

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club rooms. Mr Henrichs received the deserved thanks of the club which were expressed by a unanimous standing vote.

THE VOYAGE OF THE "SEA BIRD."

Thomas Fleming Day, the veteran patron of yachting of the highest and cleanest type, and champion of sane yachting designing, lectured for the Club and its friends March 20th, on the voyage of the "Sea Bird," across the Western Ocean. It is sufficient to say that, though the audience listened to the "Old Man's" talk, and looked at his excellent pictures for almost two hours, they were disappointed because it was no longer. The lecture was at once entertaining, instructive and inspiring. It stirred up new enthusiasm in small boat sailing in a gratifying way.

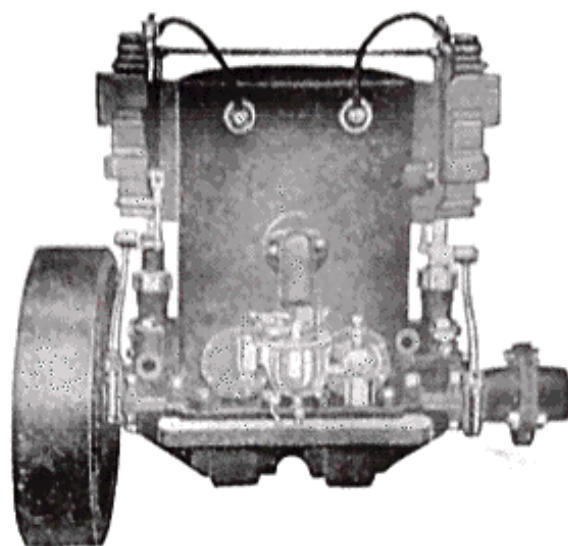
Mr Day pressed home with telling effect, the truth that the hardihood and sturdy manhood that comes to nations from a first hand knowledge of the sea cannot be developed in equal measure in any other way.

In his highly successful voyage of the "Bird" the famous editor of the Rudder desired, first of all, to demonstrate the friendliness and safety of the water. He protested against the ages old prejudice against yachting as a perilous sport and recreation in his statement that with very few exceptions, the sea has destroyed none of the craft and cargoes that have been lost in the past, but that disaster came because men were ignorant, careless or foolhardy, and used boats that were not seaworthy or were of impractical design and construction.

The lessons taught by this lecture and the influence of the kindly modest personality of the lecturer have proved to be an inspiration that will long be felt by the Club.

FULTON

Last year we were the first to introduce the Wico ignition into the marine field. This year others have adopted it.



3½-15 H. P.

Last year we listed our make-and-break spark Engine with our self-sparking Motor, but there was no demand for it, or for the regular old style jump spark engine, and therefore this year we are bending all efforts to our self-sparking Motor, requiring no battery, coil, switch, wiring or magneto.

We wish all old customers would write for our new catalogue, showing the extension base, mechanical oiler and other improvements. We want to keep in close touch with our friends.

AGENTS:

Harry L'Hommedieu, Niagara St., Buffalo
Power Boat Supply and Equipment Co.,
8823 St. Clair Avenue, Cleveland.
Oswald Zistel, Sandusky.
Charles Masten, Port Clinton.
W. B. Showalter, Vermillion.

AND

Fulton Manufacturing Co.

Erie, Pennsylvania

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NOTE:—The following article,—culled from a recent issue of the "Dispatch", is such a splendid tribute to one who numbers so many disciples among our members that we feel that we owe it to those members as well as to the subject of the sketch to give it space in these columns:

IZAACK WALTON.

By Rev. Thomas B. Gregory.

February 10, 1653.

The "Complete Angler", by Izaak Walton, published 259 years ago, is one of the most remarkable books in the world. Those who have not read it have missed the feast of their lives. It has been the delight of the elect of the earth for more than two centuries and a half and its popularity is greater to-day than it ever was. The quaint old London linen draper made for himself through the writing of his little book a reputation that will live forever. There is no name in literature whose immortality is more secure than that of Izaak Walton.

Nor is the reason far to seek. Walton fished, ever "taking care to handle the fish as though he loved them, and as he fished he thought and dreamed about himself, and the fishes and the great Nature about him, and of human life in general; and out of those thoughts and dreams the "Complete Angler" grew as naturally and beautifully as the rose grows out of the rose bush.

Thus are we able to account for the fact that there runs throughout the little book the "one touch of Nature that makes the whole world kin." Men of all races and nationalities of all creeds and parties, read the "Complete Angler" and find in it the joy that cannot be bought for gold, and which, having tasted, they would not sell for all the gold in the world.

Oscar H. Nick

AGENT FOR

BUFFALO MARINE ENGINE

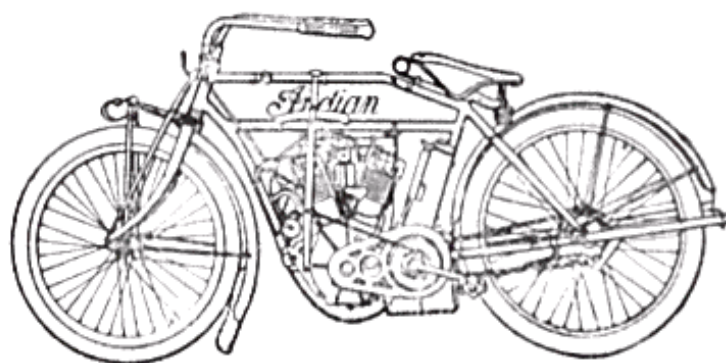


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LEJEAL CYCLE WORKS

EIGHTEENTH AND SASSAFRAS

It has been said that in the bland and soothing air of Madeira "babies never cry and grown people never despair;" certain it is that in the montal atmosphere of Walton's little book no one can feel blue, or hateful, or selfish. Its spirit makes us all brothers, all friends and helpers one of another, and at the same time inspires us with the feeling that there is nothing in the whole universe that is going to harm us, or that wants to harm us.

The folly of human greed; the utter vanity and emptiness of the human distinctions that have distracted and cursed the world; the sheer foolishness of the prides and ambitions which have been at the bottom of most of the wars and oppressions that have degraded and desolated humanity; the wealth of a clear conscience and a humble, contented mind; the glory belonging to the soul that quietly communes with Nature and through Nature with Nature's God—these things are brought home to us in the "Complete Angler" as they are by no other book in all the libraries of the earth.

"Honest old Izaak Walton." "Dear old Izaak Walton." By such terms is the old linen draper and fisherman referred to by the multitude who have been made happier and better by his book.

Izaak Walton founded no empire, established no dynasty, fought no battle, originated no school of philosophy or science, or art; but he gave us the "Complete Angler," and because he did that his name will forever live in the world's grateful remembrance.

The "Annette" now belongs to Joe Mayer. The engine has been scuttled and Joe hopes to win back her reputation as a wind jammer.

When you want a good, reliable
Battery, use the

"Ever Ready."

Edison Electrical Co.

22 EAST NINTH ST.

For Fire or Full Marine Insurance

See

Downing & Flickinger

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Ninth and Peach

Mutual 195

Bell 1840

A Motor Boat Bargain

On account of the limited time I have for use of my boat, I am offering it for sale at a very low figure.

Length, 22½ feet, beam, 5 feet, 4 inches.

10 horse power Motor, speed 9 to 10 miles per hour. Complete equipment including McClellan Spray Hood, Magneto, Cushions, Life Preservers, Running Lights, etc.

A strictly modern seaworthy boat, built to my specifications.

JAY J. HOGAN,

912 Cherry Street.

Erie, Pa.