

PUBLISHED BY THE ERIE YACHT CLUB

**HELLO SHIPMATE!**

*You have watched and admired the one-designers and have more than once wished that YOU were in the game.*

*Then why not determine now to order one for next season?*

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# The Flash Light

## MEETING NOTICE.

The August meeting of the Club will be held at the Anchorage on Wednesday the 14th, at 8 P. M. I, too, would prefer to be sailing but the Club business must be attended to and the officers cannot do all of it. Come up for an hour. The Directors will meet afterward.

G. R. OBERHOLZER,  
Secretary.

## NOTICE—EVERYBODY.

For years old sails, spars, cushions, and all manner of tuck have accumulated about the Club premises. There is going to be a general housecleaning. Members having property outside their lockers are requested to tag it with their names. The caretaker will furnish tags. All property remaining untagged on the first of September will be considered abandoned and will be advertised and sold for storage Saturday, September 14, 1912.

BY ORDER OF THE CLUB.  
G. R. Oberholzer, Sec'y.

## A JOLLY CRUISE.

What a jolly fine crew  
For a jolly big yacht,  
From our membership list  
One might choose!  
What jolly brave men—  
What a jolly fine time,  
We might have  
If we went on a cruise!

\* \* \* \*

For Captain no one  
But MAYOR STERN would  
suffice,  
For Mate 'twould be well  
To choose SHREVE,  
For Second Mate, SOBEL—  
He would soon learn to splice;  
And JUDGE BENSON  
The lead line to heave.

For Purser, take MILNE  
To handle the cash,  
For Chaplain take LORD—  
He's made good,  
And then take FRANK NEU-  
BAUER  
To see to the hash,  
And WALTER GINGRICH  
To help cook the food.

We'll need a Sea-Lawyer—

JOHN RILLING we'll take,  
For Bo's'n—

HARRIE LESLIE'S the man,  
And FRANK SCHULTZ for Look-  
out

Would be no mistake;  
And JIM RUSSELL  
For our Midshipman.

Then two watches of deck hands  
To help man the ship,  
(The Port and the Starboard,  
you know,)  
The one is on deck,  
Both in storm or in calm,  
While the other is sleeping  
below.

Take MORRISON, BLISS,  
And ED. DAVIS—that's three—  
PAYNE, REICHEL and SALTS-  
MAN make six;  
Then REITZELL and GIBSON  
And ESTER we need,  
And ALFRED GUNNISON  
With both of the NICKS.

\* \* \* \*

## THE FLASH LIGHT

Vol. II      August, 1912      No. 2

*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

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G. A. Fuchs	- - -	Vice Commodore
J. D. Cummins	- -	Rear Commodore
F. M. Yates	- - - -	Fleet Captain
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#### 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

## THE ONE DESIGNERS.

Well it is here at last! By which we mean the one design class of sail boat about which we have been writing and talking for many, many months.

The little fellows made their debut, as it were, on Saturday, July 13th, and scored an immediate success. The initial race scheduled for that afternoon was sailed in a reefing breeze from the south and was won by Frank Payne's craft, Ray Eichenlaub, skipper.

Then when it was all over the boats sailed in to the Club to pump out the water which had been shipped from the sea which was running and to talk it over in the course of which gabfest the irrepressible Oberholzer challenged Captain Saltsman to race around again. The challenge was promptly accepted when the other four captains expressed their eagerness to have another go, and around they all went again—Captain Eichenlaub again winning!

The spectacle of those five boats all of the same size and design, and with their spotless new sails was the prettiest sight seen on Presque Isle Bay for many a day, and it excited the liveliest admiration all along the bay front.

Every pleasant day these "bugs" are out hard after each other, reaching, luffing and gybing, now going to windward, then running free, furnishing endless entertainment to those along the bay shore, but being more fun many times over for the boys at the helm and best of all making adepts of our members in the neglected art of sailing.

All credit is due to our Secretary, Capt. Oberholzer and Capt. Hays Clemens for the time, patience, persistence and tireless energy displayed by them in bringing this thing to pass, and if the class grows in number until it equals the



famous Toronto fleet, as it now promises to do, we know that these gentlemen will feel well rewarded for their trouble.—W. S. F.

### A SUGGESTION FOR THE REGATTA COMMITTEE.

Why not have an "old boys' " race?!

The one-designers furnish just the class for such a stunt, and we know that their owners are sports enough to turn their boats over to the Committee for such an event. Just imagine such a contest—each boat carrying a crew of two chosen out of some such bunch as Ex-Commodores Bliss and Morrison, and Messrs. Ed. Davis, Frank Payne, Charles E. Shenk, Ed. Slocum, Oscar and Will Nick, Walter Reitzell, Al. Gibson, Carl Reichel, Geo. W. Evans, Alfred Gunnison, all of whom are graduates of the sailing game and are now doubtless out of practice.

### INEFFICIENTS.

One feature of motor-boating which distresses many yachtsmen of the old school is to see the number of persons who are attracted to the pastime who not only "do not know the difference between the starboard side and a ham sandwich"—as a writer recently expressed it—but do not seem disposed to learn. They are attracted to the game because it affords an easy way of traversing the water and, ordinarily, does not demand any special knowledge of seamanship, navigation or yacht etiquette, and we regret the necessity of admitting that our bay has its full quota of these individuals.

Last month one of these supposed yachtsmen ran plumb on to the "Jay Dee" of Rear Commodore Cummins as she lay quietly at anchor in Misery Bay in plain sight from all quarters. The intruder—the "Tramp"—struck the "Jay

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Dee" squarely amidship, smashing her fender streak and starting the planking in both hull and deck and otherwise damaging the beautiful craft.

The collision happened in broad daylight at about 8 o'clock A. M., and we believe that under the circumstances, Com. Cummins is justified in prosecuting the offender to the full extent of the law.

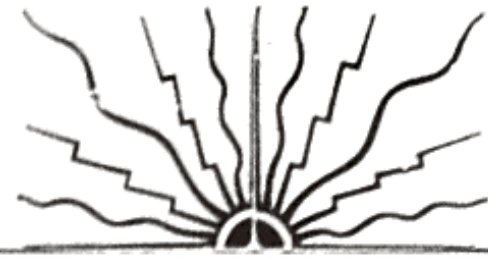
Doubtless this boat was equipped with all the devices required by law, and yet the captain of the "Tramp" seems to have been lacking in the greatest essential of all—prudence in the handling of his craft.

One can go out any day and signal approaching crafts to pass to port or to starboard without receiving the courtesy of a response—indeed they frequently take just the opposite course from that signalled, either from dense ignorance or pure cussedness—it matters not which—and we think it is time to call a halt!

With every visit of the Revenue Cutter Morrell, motor boats are properly held up and examined as to lights, bell, whistle, fog-horn, fire extinguisher, and printed rules for navigation, and we now arise to suggest that they go further and examine all captains in these rules of navigation and license only those who can pass, for whole libraries of navigation laws are of no use to one who has not, or can not, or will not read them. When one gets in a pinch, or when danger threatens, it is too late to look up the rules.

**E. Y. C.  
1911-12 REGATTA.**

The announcement of the different races being held this year has been neglected in the previous issues of the "Flash Light." The Regatta Committee has been working over time in arranging dates,



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handicaps and securing suitable prizes for the several classes of sail and motor boats of the Club. The program is about completed and several races have been run already.

The special race of the sailing dingheys, July 13th, proved to the Club members and those interested that the new one design is a distinct success. The boats started good and make a very close finish.

The races as a whole are being run off successfully. More entries were hoped for by the Regatta Committee, but so far enough have entered to make it interesting, with the exception, perhaps, of the open launch race which was something of a fizzle.

A reliability contest is being talked of and if the power cruiser owners will signify their willingness to participate, the contest will take place. It is the intention of the Regatta Committee to use the Scripps' rules and regulations and make the affair a real reliability contest and eliminate the speed idea for the power cruisers. It seems to be the only satisfactory way of having a contest for the power boats.

A starting and finishing line has been determined by the Regatta Committee and staked out. It lays north and south in line with the Club and a suitable mark has been set, thus avoiding any chance of future misunderstandings as to the starting and finishing line.

The races run and to be run are as follows:

#### OPEN LAUNCH.

##### First Race—June 22.

Florence—Time 32'' 35'.

Squaw—Time—28'' 30'.

Tar Baby—Time—37'' 15'.

(Florence won first place.)

#### PORT DOVER RACES.

##### June 29.

(Kingfisher wins Flash Light Trophy.)

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



## POWER CRUISERS.

	Starting Time.	Running Time.	Actual Time.
1. Kingfisher:	2:00 P. M.	6:26"	6:26" 30'
2. Anona:	3:11 P. M.	5:15"	5:16" 30'
3. Una:	2:20 P. M.	6	(did not finish.)
4. Vamac:	2:31 P. M.	5:55"	6: 6" 30'
5. Eleanor:	2:41 P. M.	5:45"	(did not finish).

## SAIL BOATS.

*Marvel wins Perpetual Cup.**Eagle, Secnd Prize, Barometer.*

	Starting Time.	Handicap*	Finishing Time
1. Marvel:	5:00 A. M.	35" 54'	1:39 P. M.
2. Eagle:	5:00 A. M.	44" 38'	1:28 P. M.
3. Iroquois:	.....**	6" 38'	1:29 P. M.
4. Eldred:	5:00 A. M.	Scratch	1:23 P. M.

\*Handicap based on 43 nautical miles.

\*\*Started fifty minutes late.

## OPEN LAUNCH.

## Second Race—July 6.

One entry—Florence.

*(Florence having won two first places gets the cup).*

## POWER DINGHEY.

## First Race—July 13.

*First Prize—Cup.**Second Prize—Pipe.*

Starting Time 3:50 P. M.

	Time Allowed.	Time Elapsed.	Finishing Time.
1. Geo. Final:	43" 38'	44"	4:34 P. M.
2. C. Reichel:	42" 52'	49"	4:39 P. M.
3. Geo. Papesch:	40"	36" 30'	4:26½ P. M.
4. H. Schauble:	40"	36" 50'	4:26½ P. M.*
5. R. Kinney:	52"	43" 30'	4:33½ P. M.*
6. Knowbloch:	43" 38'	39" 30'	4:29½ P. M.*

3% overtime allowed.

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**SAILING DINGHEY.****Special Race—July 13.***Prize—Burgess.*

Starting Time—3:40 P. M.

Dinghey No.	Sailed by.	Finishing Time.	Owner
1. 3	Ray Eichenlaub	4:23 P. M.	F. H. Payne
2. 3	G. R. Oberholzer	4:24 P. M.	G. R. Oberholzer
3. 5	R. Saltsman did not finish		R. Saltsman
4. 2	Hays Clemens did not finish		Hays Clemens
5. 4*	G. Eichenlaub disqualified		G. Eichenlaub

\*False start.

**POWER DINGHEY.****Second Race—July 17.**

Starting Time 7:55 P. M.

Name	Time Allowed.	Time Elapsed.	Finishing Time.
1. Geo. Final:	43'' 38'	42'' 50'	8:37'' 50' P. M.
2. C. Hall:	34'' 17'	33'' 35'	8:28'' 35' P. M.
3. C. Reichel:	42'' 52'	42'' 15'	8:37'' 15' P. M.
4. J. Kinney*	43'' 30'	42'' 10'	8:37'' 10' P. M.
5. Geo. Papesch*:	36'' 30'	34'' 15'	8:29'' 15' P. M.

\* 3% overtime allowed.

**Sail Boat Races—July 20th.**

First race of a series of three for the Sailing Yachts and Sailing Dingheys. Yachts 1st Prize—Cup—2nd—Running Lights.

Dingheys—1st Prize—cup—2nd—White Light.

**Power Dinghey Race—July 24**

Third race of series.

**Row Boat Match, July 31st,**

First Prize—Fishing Rod. Each entry gets a scarf pin with Club emblem.

**Sail Boat Race, Aug. 3rd.**

Second of Series.

**Sail Boat Race, Aug. 10th.**

Third of Series.

**Championship Race for Flag—Sailing Dingheys—Aug. 17th.**

The Regatta Committee respect-

4%

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fully requests all boats not participating in races to keep clear of those boats engaged in a race.

Starting time, handicaps and other information as to the races will be posted on the Club Bulletin.

Prizes have been on exhibition in P. A. Goodnough's window and will be on exhibition at the Club House. All prizes will be awarded at the annual banquet.

### THE CONNEAUT CRUISE.

Rear Commodore Cummins, whose home is in that driest suburb of Erie, Conneaut, invited the Club to dinner, July 27th, and exactly 57 varieties of yachtsmen attended, not counting Milt Shreve, who improved the opportunity to look after Congressional fences in the Ohio town, and took with him Hugh Lord and John Smart.

The 57 sailed in ten boats, or to be exact, the Marvel and the Naomi sailed and the Dragon, Anona, Vamac, Elenor, Una, King fisher and Roamer used gasoline and other fluids. The Squaw was pulled up with a garden hose attached to the Una—a wonderfully successful innovation.

Conneaut is a very respectable town. Their strongest drink is ginger ale and every one there goes to church once a week and twice on Sunday. It is no wonder then that the 57 promptly landed in the stockade when they stepped ashore. Right here is where the Rear Commodore showed his influence in his home town, for he not only got the bunch out but when we sat down to that dinner the Mayor of the City sat down with us, and thereafter the town was ours.

The dinner was most excellent, of course, but the Commodore gave it the artistic touch when he induced so many charming ladies to be there too. The influence could be seen when the bunch about the

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piano, with the grace and melody of beagle hounds, howled to have some one love them so that the world might be theirs. It is needless to say that the Steel Trust still has possession of the earth, including Conneaut Harbor, but the girls graciously gave the boys dances and their heads are swimming yet.

When the bunch got back to their boats well on toward midnight, they tried to drown the noise made by two hundred crashing clamshells with their screaming engines and a yard full of busy locomotives, and for four hours they did it.

They came back to Erie in pieces at various times during Sunday, but, mark you, the Rear Commodore's bountiful hospitality did not end at Conneaut, for he followed the fleet to Erie to make sure that they landed safely.

J. D., you gave us a good time. Here's long life to you!

G. R. O.

### THE SCRIPPS CONTEST.

No little disappointment accompanied the arrival of the contestants in the Scripps reliability cruise on the 1st instant. Instead of the large fleet that was expected the only yachts participating proved to be Com. Scripps' "Narmada" and Captain Sinks' 32-foot "Inamic," and, if we understand the matter correctly, the first named was not a contestant, as Com. Scripps rules his own yacht out, inasmuch as the trophy was his personal donation. Just why there were so few entries is difficult to explain; doubtless the attendance of many yachtsmen at the I. L. Y. A. meet at Put-in-Bay two weeks before and the festivities during Cadillaqua week at Detroit the week following had much to do with it. Then too, we believe, that the fact that Com. Scripps is

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a builder of marine motors has a deterrent influence on the users and manufacturers of other engines, who look upon the contest as a Scripps advertisement. Just how this can be it is difficult to see, for yachts equipped with Scripps motors have no advantage over those of any other make, and the "Inamic" named above, which walks off with the trophy this year, is powered with a Buffalo motor. The writer, therefore, gives Com. Scripps credit for entire good faith in the matter, as well as also having faith that his own motors will give as good an account of themselves in a reliability contest as any other make, which is all to his credit.

Possibly certain changes in the conditions governing the contest are necessary, and if so they will doubtless have attention. When it was found how few visitors were coming, a quick change in the plans for entertainment became necessary, and arrangements for dinner, etc., at Four Mile Creek were cancelled, and the visitors were taken to the "Wig-Wam" instead, where they were looked after in a very creditable manner by our "Pirates," who constituted the Committee on Entertainment.

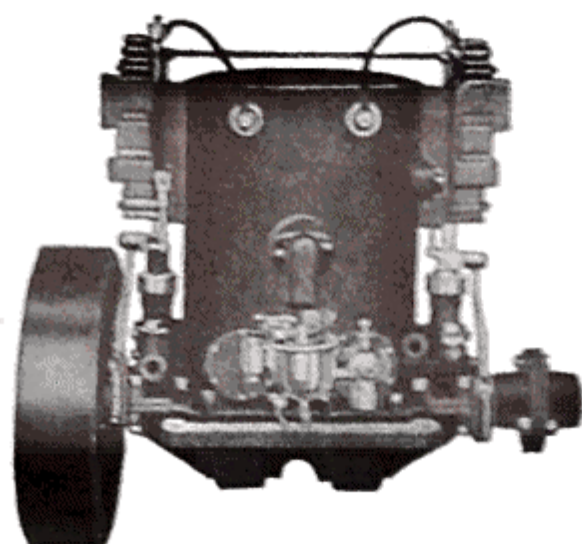
### DISTRESS SIGNALS.

It is one of the hardest things for a man running anything included under the general head of a small yacht or motor-boat to decide when another such boat is in serious danger. All sailors know that flying an American flag upside down or four blasts of a whistle means distress, but on small boats the flag may not be distinguishable nor the whistles heard. If either would be distinguished, the aiding boat would be troubled as to the grade of distress of the other boat and circumstances surrounding the

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Frank Williams,	7 " " "
C. E. Wentz,	7 " " "
J. M. Culberson,	15 " " "
W. H. Whitford,	3½ " " "
Jos. Lowes,	7 " " "
M. Weindorf,	10 " Jump
Dr. Condren,	10 " "
Wm. Steen,	7½ " "
Wm. Schad,	7½ " "
And others.	

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incident. In other words would the other be sinking, the engine crippled, some one badly injured or the supply of beer run out? It might also be that the boats in question were racing.

When should a boat racing give up her chance of winning to help out a rival in trouble? Deciding that, we should have a signal to denote "dire distress" which would admit of no doubt on the part of the aiding boat.

On Saturday, July 8th, we had our race to Port Dover. About mid-lake there were three power boats running for Long Point. The Anona to the west about a mile east of her the Kite and about a mile east of her the Eleanor. The Anona was overtaking the other two.

The Anona and Eleanor were racing; the Kite was not, however if anything had gone seriously wrong with either the Anona or Eleanor the Kite would naturally have been the first to notice it. As it happened, neither the Anona or Eleanor were in serious trouble and we will eliminate the Kite.

The weather was hazy. The wind fresh from the S. W. and a nasty sea was running. The rest of the racing-boats were far ahead in the haze and the Eleanor and Anona had to catch them. It was a case of boat against boat, engine against engine, and no favors asked.

The Eleanor was about two miles to the eastward when the Anona passed her. The Eleanor was apparently on her course, but either stopped or running very slow. There was no doubt but that there was something wrong with the Eleanor, but the glasses showed no signals whatever as long as she was in sight, and the Anona kept steadily on her course. Perhaps if a distress signal had been flown it would not have been distinguishable and certainly her whistle would not have been heard.

## Oscar H. Nick

AGENT FOR

### BUFFALO MARINE ENGINE

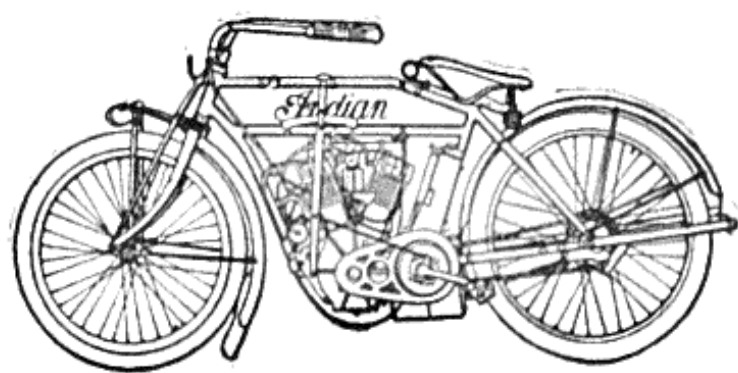


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EIGHTEENTH AND SASSAFRAS

The Eleanor was left behind in the haze, a little bit crippled, and she ran back to Erie.

Suppose the Eleanor had been absolutely disabled and she was at the mercy of a heavy sea and those aboard in "dire distress"! The Anona would not have known and kept on her course, as it was a race, otherwise, she would have gone over to the Eleanor out of curiosity if for nothing else.

There was no way for the Eleanor to let the Anona know she might be sinking, and there was no way for the Anona to let the Eleanor know that she might be taking her last plunge. No yachtsman will desert another in a grave situation, but how could the existence of such a situation be made known to or by either of the above boats?

Let us suppose something went seriously wrong during this race, on the Anona, and the Eleanor was joyfully winning. Then just about this time the Eleanor would see a cloud of smoke rise from the Anona! We can just see the Eleanor forgetting Long Point, the race and everything else and getting over to the Anona as soon as possible. There would have been no flying of flags or blowing of whistles—the cloud of smoke would have been all sufficient.

Following out this idea wouldn't it be well for us to adopt the smoke signal to denote "dire distress?"

This could be used in the day time and also at night when the smoke could be illuminated by some light. Some arrangement like a coston signal could be gotten up to throw out a cloud of peculiar colored smoke, that is different from steam or coal smoke, and the burning of this at night would also color the smoke. It seems we might, from now on have this smoke signal an understood thing with the E. Y. C., and elaborate on it as time goes on. G. T. B.

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