

PUBLISHED BY THE ERIE YACHT CLUB

---

---

## HELLO SHIPMATE!

---

---



**B**E ON DECK *next* Wednesday evening, *sure pop*, and assist with the installation of our *new* officers.

---

---

SCHULTZ'S Chocolates ❁ ❁ ❁ ❁

SCHULTZ'S Peanut Croquettes ❁

SCHULTZ'S Cocoanut Croquettes

*Made in Erie*

Unequalled in Quality

Guaranteed as to Purity

MANUFACTURED BY

F. D. SCHULTZ CO.,

102-108 East Eleventh Street

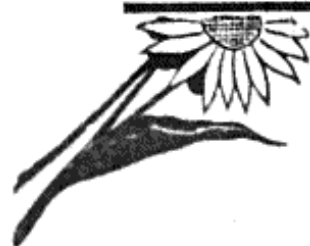
ERIE, PA.



..... Drink .....

Waynebrew

That Good Beer





# The Flash Light

## MEETING NOTICE.

The next Club meeting will be held Wednesday, Dec. 11th, and it is of the utmost importance that every member be present, inasmuch as the new officers for the ensuing year will be in charge and will need the cooperation of all members to start the year aright. Many items of business should be taken up at this meeting.

Things are "Looking up!" for the Erie Yacht Club.

CLARENCE ROOKS,  
Sec'y.

## THE PIRATES' PRAYER

(By one of 'em)

Here's to the Yacht Club Pirates.

A bunch of live wires, you bet;  
Who have set their minds on a new Club,  
And a new Club we surely will get.

Where we can take our wives and sweet-  
hearts.

Eat, drink and be merry all day;  
There'll be nothing left undone by the  
Pirates.

Three cheers for the Pirates we say.

Some think Crystal Point would be a  
good spot,

While others claim the head of the bay;  
Most of us want something, we don't  
know what.

So we leave it to our Commodore to  
say.

And back him up with membership  
strong,

That we may realize it soon;  
For we are all anxious to see it start,  
And completed by the first of June.

When Wilson returned from the trip on  
a sailing yacht, where he wrote his letter  
of acceptance of the Democratic nomination,  
he produced the following limerick,  
prompted by a week on the ocean:

I wish that my room had a floor,  
I don't care so much for a door,  
But this walking around  
Without touching the ground  
Is getting to be such a bore.

Higher navinautics from the "Press":  
"He noticed a schooner dead ahead and  
about a mile to the starboard."

## ONE TRUE FISH STORY.

The story of "The Mysterious Ship's Bells" in our last two issues reminds the writer of another good story being spoiled on account of the nervous trait truth has of eventually coming to the front.

Some thirty-five years ago when the hero was about twelve years old, he spent, with his mother and unmarried sister, part of one summer with his married sister and her husband in a small Connecticut town on the river of the same name.

His brother-in-law, being an Episcopalian minister, and rector of the largest church in town was considerable of a citizen, and very fond of hunting and fishing.

It so happened that there was and still is, a theological institution there where young men are educated for the Episcopalian ministry. They were called "theologs."

The hero's sister and her husband were always doing something to entertain these students, and rowing parties were the most popular form of amusement. There was an estate down the river about four miles, called Wellwen or some such name, and its story was peculiar and wiered. Many years ago an Englishman and his wife, who made no friends, appeared with plenty of money in the then small town. They chose some property on a high bluff overlooking the river for a home. He built a large and beautiful frame house, with stables, summer houses, etc., etc. The grounds were beautifully laid out; a winding path led down the steep hill-side to the river where he built a fine stone landing for small boats. This place he called Wellwen, and here he lived until everything was in beautiful order and the place was noted all through that locality.

Matters drifted along until the scattered and distant neighbors began to miss signs of life about Wellwen, but as the owners had never cared to meet people, little was thought of it. At last the curiosity of small boys solved the mystery. They discovered the place absolutely deserted. The house was found stripped of everything. A few old garden implements were left and an old wagon. Even the boats were missing from the landing.

Who the small family were, where they came from, where and when they went.

(Continued on page three)

# THE FLASH LIGHT

Vol. II      December, 1912      No. 6

*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.

(To be announced)

### Advertising Bureau.

(To be announced)

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

## ERIE YACHT CLUB.

Foot Myrtle Street.

Geo. T. Bliss	- - - -	Commodore
John S. Curtis	- - - -	Vice Commodore
J. D. Cummins	- - - -	Rear Commodore
Archibald Chisholm	- - - -	Fleet Captain
Clarence Brooks	- - - -	Secretary
J. C. Spencer	- - - -	Treasurer
Geo. R. Oberholzer	- - - -	Measurer

### Directors.

I. D. McQuiston,	C. E. Reichel
I. J. Hogan,	Dr. Frank Gamon
H. W. Mehl,	J. M. Frank.

### COMMITTEES.

#### Regatta.

Hays H. Clemens	Harvey C. Gaugh
Geo. Eichenlaub	

#### House.

C. E. Reichel, Chairman	
Wallace H. Gaither	G. R. Oberholzer

#### Entertainment.

H. H. Stern	R. J. Saltsman
Lawrence Nagle,	

#### Membership.

E. N. Henrichs	F. M. Yates
L. C. Cole	
P. A. Goodnough	H. G. Bailey

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

1913

Attention is called to the newly elected officers for 1913, published on page two of this number.

It is generally conceded that the coming year will be an important one for the E. Y. C. with the Peace Celebration or Perry Centennial, or whatever it may please you to call it, not to mention the possibility of our acquiring a new club home before the year is over. All this demands much work on the part of the officers in charge.

No officer or set of officers, however, can produce successful results without the enthusiastic cooperation of all hands, and if they attend to their duties and you withhold your assistance you cannot in fairness place the responsibility for any failure or short-coming on the shoulders of the men in charge.

### OUT OF DEBT.

Of particular interest to every member is the Treasurer's annual report which will be found printed on the inside back cover.

The fact that the \$2,500 loan of five years ago has been wholly paid—principal, interest and all—speaks volumes for the management and credit of the E. Y. C. True, in order to attain this result, the cash balance on hand was depleted and it will be necessary perhaps to make a very small loan to tide us over until January, when our 1913 dues become payable. It may be interesting too, to recall that about seven years ago, the club borrowed from Com. Morrison \$1,000 to build the marine railway and complete the first launch house then under construction. This loan had been reduced to \$400 in January, 1908, when the above \$2,500 was borrowed from Com. Bliss. Both loans with interest at 6% have been paid in full, besides meeting an abnormal expense of \$300, paid the Gillespie Company for dredging two years ago.

We think that this is worthy of a jollification, but we declare, we don't know whether to suggest burning this cancelled bond and note at some early meeting of the club or pasting it in our club history for the future information and inspiration of our members.

PATRONIZE OUR ADVERTISERS

(Continued from Page One.)

no one ever knew. All went to ruin and at the time of this story the house was windowless. All the beautiful hardwood interior had been carried off years before, and it was a most dismal and mysterious spooky place. The stone landing, with its two heavy snubbing posts had stood time quite well, and it was the goal of rowing parties as the shore was too rocky to permit of many landings. Here the young people, three or four boat loads, would land and carry their eatables up the hill to have their picnics in some room or on a dilapidated porch of the mysterious old house.

A beautiful warm day one of these parties was arranged for the "theologs," their best girls and the hero's maiden sister. As a great compliment, our hero, the Angel Child, was invited—also because he could steer a row-boat, carry water for the coffee and there would be nobody to leave him at home with anyway.

He had heard the river was full of shad at this time, and he had watched the nets being pulled, so on this picnic he determined to catch a shad.

He attended the picnic with a concealed fish-line, sinker, hooks and an envelope with some angle worms in it. Of course he had a knife. He was going to catch a shad and surprise these rising young ministers and their best girls who did not have sense enough to go fishing when the river was full of fish. He kept his plans to himself as he was afraid some one might want to borrow his tackle.

Wellwen was reached about four-thirty in the afternoon, and the picnic progressed as it was supposed to do.

The small boy's thoughts were first on the supper, but as his inner-boy began to feel at peace with boy-kind, his mind returned to shad. At last he said he would go down to the river, and after getting all kinds of advice as to his physical welfare from his sister, and spiritual welfare from the "theologs" the angel child disappeared over the brow of the hill.

On reaching the landing he cut a small branch, trimmed it and rigged his pole. Then he selected a worm from the envelope, and by this time they did not smell very good. Soon he was industriously fishing for shad.

Time passed. Not a bite. He noticed some fishermen some distance below him, row out and place their seine. Still no bite. After awhile the fisherman began to slowly draw the seine in shore. Still no bite. Things were getting serious. At last the net was close to the shore and the boy knew his party would soon be coming down the hill and starting for home. A nefarious scheme developed. He went

# 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

WM. F. NICK'S  
Drug and Kodak Store  
Masonic Temple

## Is Your Boat Insured?

WALTER SCOTT & CO.

Fire and Marine Insurance.

MARINE BANK BUILDING.

## Remember

*We make a specialty of Floral pieces for Funerals.*

*Careful attention given to all orders for Porch and Lawn Decorations.*

Schluraff  
Floral  
Company

30 West Eighth Street



down the shore to the fishermen; he gave one a quarter and he picked out the biggest shad he saw, swimming in the net, hooked it on the boy's line and put it back in the river.

Angel Child towed it to the landing and heard the voices of the party in the thick woods above him. They arrived just as the A. C. made a desperate grab at a snubbing-post to keep from being pulled into the river. He caught his balance and threw an appealing look for help over his shoulder to the now excited party.

After every one had become properly excited he landed the fish. Then the cry resounded, "It's a shad!" and Angel Child found himself, very much to his astonishment, a hero.

Why they should make such a fuss about a shad was beyond his youthful comprehension. It looked like hundreds of other shad he had seen, except that was a whopper. During the excitement one of the students asked him if he hadn't gotten it from the net. There Angel Child fell. He was not going to let all this unexpected glory and absolutely unexplainable enthusiasm die with the now setting sun. He denied the allegation and the girls of the party told the student it was unchristianlike to doubt a mere child. They saw him catch the fish. They noted how the pole suddenly bent almost double and recalled the silent appeal for help as he almost toppled into the river.

The student was squelched, and soon all were enjoying a beautiful moonlight row towards home. However, that shad seemed on every one's mind, and Angel Child steered his boat and tried to sense what the fuss was all about.

Angel Child, his sister and most of the party soon arrived at brother-in-law's house. He being a fisherman almost had a fit when he saw the shad. Angel Child sat quietly by while excited students and chattering girls unknowingly lied him to fame. His mother kissed him; so did his married sister, and brother-in-law wrote a notice about it and hustled to the newspaper office so it would be in the morning edition.

Angel Child went to sleep still wondering, and while he had some respect left for the whale that swallowed Jonah, he was convinced that for some incomprehensible reason to him, his shad had the the whale beaten to a finish.

The next morning dawned. After breakfast came family prayers. After prayers brother-in-law read what he had written about the shad. He also read what others had to say and Angel Child soon discovered that there was not another case on record of a shad taking a hook.



# Henry Beckman & Son

Wholesale and Retail

## GROCERS AND SHIP CHANDLERS

We have just received

A Full Line of Yacht Supplies

for the Spring fit-out

CALL AND INSPECT

506 State Street, Erie, Penna.



His was the only one, and it was so well authenticated that it was put on records of the town, and in note books of sportsmen all through that section.

Then Angel Child got it through his head what caused his sudden appearance in the lime-light. Matters had gone far beyond his control, so he just resigned himself and at the shad dinner, given in his honor by brother-in-law, Angel Child's silence was attributed to his modesty and explanation, that if the shad bit his hook he couldn't help it, and that was all there was to it.

Years rolled on, and when ever brother-in-law was hunting big game in the Rockies, moose in Maine or fishing in Canada his stock story was Angel Child's shad.

A. C's father was a great traveller and the way son had caught a shad was told up as far as the Third Cataract, among the West Indies, in Australia, the Hawaiian Islands and Japan.

Eight or ten years ago, there was a dinner party given at a well known house in town, and among those present were Angel Child, then a man, of course, father and brother-in-law.

When the twelve or fourteen guests had arrived at that stage of a dinner for champagne, coffee, cigars and conversation, brother-in-law brought up the story of the shad. Angel Child was urged to tell it to the astonished guests, which he did, just as the dear public and his deluded relatives believed it. After the finish he paused a moment and then electrified all by saying: "And now I'll tell you the true story," which he did.

Father and brother-in-law were mad clear through. Not because Angel Child had economized the truth. Oh no! That was not it. Both of them used to meet people and after listening to their wonderful tales and fish-stories, would down every one by telling how Angel Child caught a shad on a hook. If they would not believe it they would clinch matters by telling them to write authorities in Middletown, Conn., and ask who it was that caught a shad near there about 1878 with hook and line.

While their stock story became suddenly nil, Angel Child's conscience after many years approached normal.

Editor's Note.—*What a wonderful thing one's conscience is, anyway! Come now, boys, what deception have YOU been practicing? These columns are open to you. Own up!*

Gasoline and whiskey is a dangerous combination, even when all of one is in the tank and all the other is in the skipper!

# LIFE AND ACCIDENT INSURANCE

Should be Carried  
by Everybody.

## CLARENCE BROOKS INSURANCE

505-507 MARINE BANK BUILDING

Mutual 1257

Bell 512-J

CHARTERED 1864

No. 870

## The Marine National Bank of Erie

Capital, Surplus and Profits,  
\$625,000

Your Account Solicited

3%  
paid on savings

Safety-Deposit Boxes \$4.00 per year  
and upwards

COME IN AND TALK THE MATTER  
OVER WITH US



### THE "FULTON."

An enterprise which is a matter of special pride to the power boating fraternity of Erie is the Fulton Manufacturing Co., builders of two cycle marine motors.

"In 1908 Erie interests took over from a Brooklyn concern the Fulton Marine Gasoline Engine. At that time the Fulton had no shop of its own, but the engines were built in several other shops. The Fulton Engine was made in the two standard types of Jump Spark and Make & Break; they were building then the four sizes of 5 HP, 7½HP and 10HP and 15 HP engines.

In 1910 they secured a new shop building near 12th and Raspberry Streets; they bought new and up-to-date machinery and started in on the manufacture of their own product.

Meanwhile the selling organization has been greatly expanding and now the Fulton has principal agencies in Boston, New York, Philadelphia, Baltimore, Norfolk, Manteo, New Berne, Elizabeth City, Charleston, Tampa, Tarpon Springs, and clustering around these principal points there are many smaller agencies in the watering towns and villages. In addition to catering to the pleasure trade, the Fulton appeals more and more to the fishermen and the man using his boat to earn a livelihood. The oysterman and fishermen in the Chesapeake Bay region and in North Carolina, where to a great extent water is the only practical way for travel, are using the Fulton, not only for the actual fishing work but also for the hard and constant service which the transportation boats require, carrying oysters, fish, freight and mail, to the market.

In Florida, especially in Tampa Bay, the Greek sponge fishermen use the Fulton to a very large extent, principally the single cylinder, 7½ HP size, which is especially adaptable to hard, heavy work. Also the Fulton is well known along the shore of Lake Erie, where at Grand River, Vermillion, Huron, Sandusky, Port Clinton and Barcelona you can find Fulton engines.

Two years ago the Fulton adopted the Wico Self-Sparking Igniter, which completely does away with coil, battery, timer, switch and all but a few inches of wire. It is really a high tension magneto of the plunger type rather than rotary. It is waterproof and has absolutely nothing to be adjusted. The only care required is to give the small grease cup one turn in about every three days. This, from the manufacturer's standpoint, means everything, because most gasoline engine trouble is due to "tinkeritis," the monkey-

## 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.



ing of inexperienced operators. Since adopting this system of ignition the Fulton has had no call for the old style Jump Spark or Make & Break engines, and has discontinued manufacturing them.

The success of the Fulton is amply demonstrated by the voluntary testimonials without number on file with the company.

The Fulton is known for its power, for the engines are greatly under rated, some of them developing more than 5 HP more than other similarly rated engines. A glance at the large propellers will show this. There are no other similarly rated engines turning such large propellers. In addition to the four sizes which the Fulton originally produced they have added the 3½ HP single cylinder and 7 HP double cylinder. These two engines were formerly called 2½ HP and 6 HP sizes respectively, after which the bore was increased 1-4" and they have been rated since then at 3½ HP and 7HP.

The Fulton Manufacturing Company plant is situated on Twelfth Street, just east of Raspberry St., and anyone who wishes to inspect their factory will be welcome at their offices.

### CANAL HOGS.

Did you ever read an account of a cruise which included a canal in its itinerary that the author did not dwell long, loud and forcibly on that species of mankind known to navigators as "canal hogs?"

We never did, nor did we ever experience such a cruise, we believe, without being reminded that the species has not become extinct nor does there seem to be any immediate prospect of it becoming so.

We recall being one of several hundred passengers on a trip through the St. Lawrence rapids many years ago, and passing en-route a tramp freighter. Our captain—a perfect gentleman, whose jolly good nature was in itself a source of pleasure and inspiration to his guests—stood upon the bridge attending strictly to his own affairs, when the captain of the passing tramp (absolutely without cause and for no other apparent purpose than to humiliate and embarrass our captain) opened up

# 4%

## INTEREST ON SAVINGS

More than 12,000 Depositors

— and —

More than \$3,500,000 Deposits.

WE HAVE THE OTHER ERIE  
BANKS SAGGING TO LEEWARD

# Erie Trust Company

Opposite Post Office

Capital, Surplus and Profits  
\$650,000,000.

Founded 1866

on him with such a tirade of abuse and profanity as we have seldom if ever heard before or since. What satisfaction or pleasure he found in making such an assinine exhibition of himself is hard to conceive.

During a recent trip down the Welland Canal, one of our yachts overtook a steamer and desiring to make its destination before dark announced its intention of passing her to starboard, by giving proper blast of its whistle. The steamer whistled no answering protest and the yacht proceeded to carry out its intention, when the steamer, instead of giving way, as it had plenty of room to do, put on a little more steam and crowded the yacht into the canal bank. Just what satisfaction the steamer's captain derived from his hogging it in this manner we do not know, but we do know that when we read of the recent total loss of his vessel and learned that he was deprived of his captain's papers for gross carelessness or incompetency or something of the kind, we could not muster up very much sympathy for him.

It is unquestionably true that gentlemanly and considerate conduct always pays, whether ashore or afloat, and the fellow who is lacking in these essentials usually "gets his" sooner or later.

### AN ADVENTURE.

A recent newspaper item concerning the steamer "Nipigon" calls to mind a peculiar adventure in which one of our yachts—the old "Scorpion"—got in a mixup with the craft first named, which might have resulted seriously—but didn't.

It was ten or more years ago and the "Scorp", with a ladies' party aboard, was cruising down the lake. Coming out of Port Colborne under a very light, shifting southerly

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.



breeze, it stood straight out into the lake until it could lay its course up the lake and pass Mohawk Island shoals in safety.

As the yacht steered out close-hauled and with its kites set, it approached the "Nipigon" and tow of three lumber hookers bound in, a short distance east and to leeward.

The steamer was passed all right as was its first barge, when suddenly we found ourselves caught "in stays", either from the carelessness of the man at the wheel, or a sudden shift of wind.

At the same time we discovered that the tow-barges were getting alarmingly close and a collision was imminent. We tried to swing the "Scorpion's" head up the lake, but no use, she persisted in falling off. There remained but one thing to do and the whole crew with one accord and as one man proceeded to do it! They put the helm up, trimmed sheets so as to fall off on the starboard tack, raised the centerboard, and steered straight for and *over the tow-line between the two following barges!*

The whole occurrence took less time than it takes to tell it and is, as far as the writer knows, the only instance on record where a cruising yacht has deliberately and successfully crossed over a tow-line between two moving barges at sea.

If the gentle reader can duplicate this experience or relate one which possessed more thrills in as short a time, we want to hear from him.

### THE PERRY CELEBRATION.

While all deplore the "second battle of Lake Erie," as our recent local scrimmage has been aptly named, yet it may, and we hope it will prove a blessing in disguise and stir our good people up to a realizing sense of the importance and necessity of being up and doing.

## 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

When you think of

## Paints and Varnishes

Think of us.

We are headquarters for everything in the line of PAINTS, VARNISHES, BRUSHES and SUPPLIES.

### VALSPAR

the Best Made for Boats

Yacht White, Copper Paint, Copper Bronze Paint, Paint and Varnish Remover

PRICES ALWAYS THE LOWEST

**ERIE WINDOW GLASS CO.**

The Paint Store, 11th and State Sts.



We have been distressed at seeing the months roll by with apparently little or no effort made to get down to the important details of our local celebration, referring especially to the raising and restoring of the "Niagara." The raising of the old hulk might have been made an event of importance in itself—particularly for advertising purposes—and, in the writer's judgment, should have been accomplished on one of the holidays of the past summer, for such ceremony would have been peculiarly appropriate for either Memorial Day or July 4th. Or what better than to have raised it on September 10th, in the presence of the National Commission!

But what's the good of crying over spilt milk. Let us at least be thankful that the nonsense of building a coffer dam around the hulk (after the manner of raising the "Maine") has been abandoned and the job turned over to Paasch Bros. who will perform the task in the quickest, simplest way. Whether the ship can be "restored" in time is a serious question even now.

Incidentally it is very pleasing to learn, as we now do, that the old ship has been found to be in a better state of preservation than anyone dared hope for.

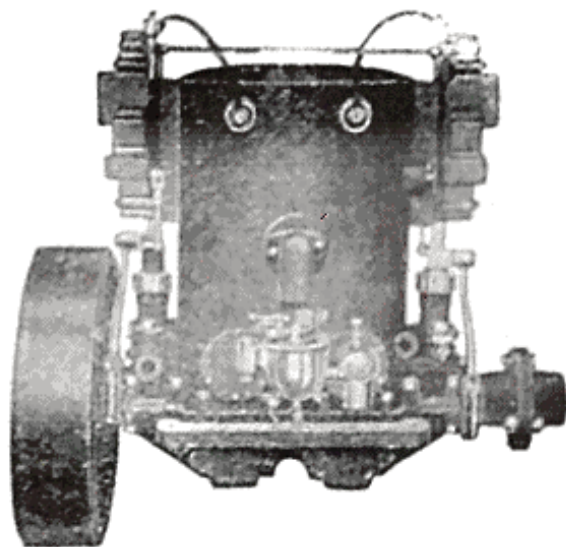
As to the question of dates, we have no doubt that that matter will be compromised or adjusted to the satisfaction of all, by the time this is published, and then we will all pitch in and labor for the success of the celebration.

From a yachtsman's point of view—somewhat selfish, perhaps—the July date is preferable to September for our boys will not cruise to the head of the lake after September 1st in any great number, that's sure!

## FULTON

### Self-Sparking Engines

### NO COIL. NO BATTERY.



We had been corresponding with James M. Wait & Co., concerning our engine, and referred them to Olsen & Jarvis our agent in Philadelphia. We did not advise our agent that we had written to James M. Wait & Co., nor did we ask them if they had heard from or written to Wait & Co., but we received the following copy of a letter, entirely unsolicited by us.

"Oct. 21, 1912.

"James M. Wait & Co.,  
1205 Michigan Ave., Chicago, Ill.

Gentlemen:—"Replying to yours of the 19th inst., asking for our opinion of the Fulton Engine, we advise as follows:

"We handle nine lines of marine engines. We have been selling the Fulton Engine for two years, and our experience with it has proved conclusively to us that it is superior in workmanship and power to any two cycle engine on the market. To quote a specific illustration of an expert opinion of the Fulton Engine, will say that this Spring we sold a second hand make and break 15 H. P. Fulton to Mr. V. Henry Harris, Bridgeton, N. J. Mr. Harris burnt a bearing out, and had his engine taken down at the Hettenger Marine Engine factory at Bridgeton. The foreman there told Mr. Harris that the Fulton Engine was the best they had ever had in the place. As this came from a concern with a big local reputation, we consider it unbiased and a splendid testimonial.

"With reference to the igniters used on the Fulton Engine, will say that these are giving splendid results, and we believe that eventually all slow and medium speed machines will be compelled to use same. The magnets on same are good for three years, and can be remagnetized, or duplicate magnets can be carried with a keeper to retain their magnetism. The only part of the magnet that has any wear is the latch and latch lock, although as yet we have not been called on for a duplicate of these parts. They cost \$.50 apiece, and can be put on in ten minutes.

Very truly yours,

Olsen & Jarvis."

**FULTON MANUFACTURING CO., Erie, Pa.**



**CHRISTMAS SHOPPING.**

Once more attention is called to the line which you will find at the bottom of each page of this illuminating publication—"Patronize our Advertisers."

With the "Flash Light" as with all publications that are worth while—do you get that?—its very existence depends largely upon the income derived from its advertising columns, and if you want to contribute to the success of this enterprise, you can do so very largely by following the injunction referred to. And when you patronize them do not fail to mention having seen their Flash Light ads.

**HARBOR DEVELOPMENT**

**In Connection with the Work of The City Planning Committee.**

Particular attention is called to the series of meetings arranged by the City Planning Committee for the benefit of the general public and which will be held on Wednesday evening, Dec. 11th, at the Board of Trade, Thursday evening, Dec. 12th, at the Chamber of Commerce and Friday evening, Dec. 13th, at the Court House, which latter meeting is open to both ladies and gentlemen.

Mr. John Nolen will not only be present, but will be accompanied by Mr. Henry C. Long, a noted expert in his line, who will collaborate with Mr. Nolen in outlining the important work at hand.

In the addresses (which will be illustrated by lantern slides) particular emphasis will be placed upon the development of our harbor and peninsula, a subject which is close to the heart of every member of the Erie Yacht Club, especially at this time when a new club house is uppermost in our minds

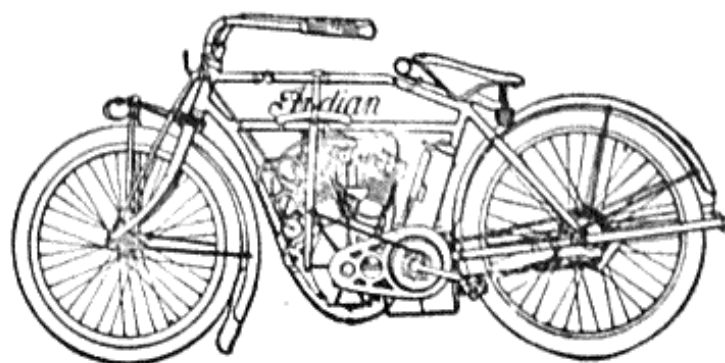
**Oscar H. Nick**

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

and we urge the members to attend one or more of these meetings without fail.

Mr. Nolen made a tour of the bay and peninsula last Spring accompanied by the City Planning Committee and piloted by Commodore Bliss and Foster, and Mr. Long will go over the route for himself upon his arrival next week.

Mr. Nolen could not see why Erie should not have a much larger yacht club with our splendid boating facilities and neither do we.

Let us not fail then to demonstrate our lively interest in the matter by turning out in force at these meetings.

#### Card from the Entertainment Committee.

The Entertainment Committee for the past year wish to thank those who gave them a helping hand whenever called upon. We certainly appreciate the fact that a few were always willing to help in all our undertakings, and we extend to the new committee our best wishes for a successful season during the coming year.

#### RIPLETS.

As anyone might have known, San Francisco yachtsmen are enterprising and good sports, as evidenced by their success in lining up Sir Thomas Lipton and one of his famous "Shamrocks" in a race against all comers, during the Exposition in 1915.

Last month's Flash mentioned Capt. Meehan's new ice-yacht in most favorable terms, but we are informed—confidentially—that the new yacht of Capt. E. O. R. Frank will prove the speedier of the two.

P. S.—This information was not given by "Pete."

## SAILORS

*have sweethearts in every port  
who are fond of*

## CHRYSANTHEMUMS

NOW IN SEASON

**Schluraff Floral Co.**

30 WEST EIGHTH

## For Fire or Full Marine Insurance

See

**Downing & Flickinger**

(Incorporated)

Ninth and Peach

Mutual 195

Bell 1840

## We Make Nifty Yacht Suits to Order

Get in Line this Summer

**ALEXANDER**

*Tailor  
Clothier  
Haberdasher*

**1004 STATE STREET**



# Treasurer's Annual Report

Nov. 9, 1911 to Nov. 13, 1912

<i>RECEIPTS</i>		<i>EXPENDITURES</i>	
Balance Nov. 9, 1911.....	\$ 49.39	General Expenses .....	\$ 228.84
Lockers .....	63.35	Printing, Stationery, Postage.....	105.85
Membership Fees .....	406.25	Flash Light (Net Cost).....	126.48
Gasolene Profit.....	249.15	Light and Fuel .....	112.04
Miscellaneous .....	4.19	Caretaker .....	865.00
Dues .....	1,423.60	Insurance .....	142.94
Club Catboat .....	17.07	Crystal Point Rent.....	100.00
Fines.....	6.50	Books, Periodicals, &c.....	31.50
Row Boat Annex.....	20.50	Taxes .....	21.10
	<u>\$2,240.00*</u>	Repaid Sinking Fund .....	275.00
		Entertainment .....	95.49
		Extraordinary Expense.....	94.50
		Loaned to Sinking Fund .....	39.29
		Balance .....	1.97
			<u>\$2,240.00*</u>

<i>Outstanding on Books of Club, Nov. 13, 1912.</i>		<i>Membership November 13, 1912</i>	
Dues .....	\$50.00	Regular.....	147
Launch Stalls.....	26.25	Life.....	2
Flash Light Ads.....	14.50	Non-resident .....	4
Marine Railway .....	12.00	Juniors.....	12
Lockers .....	2.00	On Leave.....	6
Row Boat Annex .....	2.00	Honorary .....	4
Total.....	<u>\$106.75</u>	Total.....	<u>175</u>

## Annual Sinking Fund Report for same period.

<i>RECEIPTS</i>		<i>EXPENDITURES</i>	
Balance November 9, 1911.....	\$ 3.19	Paid Balance of G. T. Bliss' Loan \$1,200.00	
Launch Stall Rental .....	695.42	Interest on same in full.....	54.90
Marine Railway .....	82.00		
Ice Boat Storage.....	11.00		
Received from General Fund .....	275.00		
Dock Frontage.....	30.00		
Pirate Crew Dance .....	119.00		
Borrowed of General Fund.....	39.29		
	<u>\$1,254.90</u>		<u>1,254.90</u>