

PUBLISHED BY THE ERIE YACHT CLUB

CLUB CRUISE TO CONNEAUT.

Every captain whose boat is capable of making the run should invite his cruising capacity of E. Y. C. members to be his guests, and accept Rear Commodore Cummins' invitation to visit his home on Saturday, July 27. More particulars at the monthly meeting next week.

SCHULTZ'S Chocolates ❁ ❁ ❁ ❁

SCHULTZ'S Peanut Croquettes ❁

SCHULTZ'S Cocoanut Croquettes

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That Good Beer



The Flash Light

MEETING NOTICE.

The July meeting of the Club will be held at the Anchorage on Wednesday, the 10th, at 8 p. m.

The Regatta Committee are proud of the Dover race, and will talk about it. George and Archie will show how proud one can be of hard won silverware, and Oscar will smile; for Oscar couldn't be

proud if he tried—not even of the *Flash Light* trophy. Hays Clemens will tell how proud he is of the one design class. The cruise to Conneaut and other matters of importance will be discussed. The Club is growing so rapidly that we should all be proud.

Come to the meeting.

G. R. OBERHOLZER,
Secretary.

PERILS OF THE DEEP.

By Wallace Irwin.

Our gallant ship went down last night,"

Said the tenuous tar to me.

"With a sudden shock right in sight o' the dock

She plunged in the wild, wet sea. And of all the throng that stood on the wharf—

This fact I am grieved to state— Not one o' the lot would move from the spot

To resky our crew from their fate."

(I made a note of this deep disgrace Another blot on the Human Race.)

"In the dark, dark depths of the deep we dipped

With a splash, and a sizz, and a swoop;
In a rush o' waves to our watery graves

We sunk like a phantom sloop. Yet never a Jack of our gallant crew

Showed the tiniest ghost o' fear, And Capting Betts smoked cigarettes

As cool as a cucumber."

(I made a note of this instance true

Of the sterling worth of Our Boys in Blue).

"As the pitiless ocean gulfed us round

Each one at his post stood strong Our helmsman leal stuck tight to the wheel,

Still humming a popular song. Oh, what cared we for the raging sea

What never gives up 'er dead, Though straight to the bones o' Davy Jones

We plunked like a ton o'lead?"

(I made a note of this startling nerve.

Carnegie medals they all deserve.)

He struck a match, then on his heel

Turned he, that tenuous tar, In the general way, I regret to say,

Of Ye Ancient Mariners' Bar. To a sailor nigh I remarked: "He's dry

For a shipwrecked tar, I ween." "Shucks!" said the vet. "He never gits wet—

He works on a submarine."

(I made this note: In wild romances

The thrills depend on the circumstances.)—*Smith's Magazine.*

THE FLASH LIGHT**Vol. II July, 1912 No. 1**

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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VOLUME 2, NO. 1.

With this issue, this publication begins its second year and as no one was ever known to deny or suppress a birthday at such a tender age, we see no reason why the *Flash Light* should not herald and celebrate the event. And there seems reason to celebrate for the venture has proven a success from the moment it crossed the starting line one year ago.

It has carried the news of the club to those members who are not active in its affairs; it has been read by members of other city clubs and civic organizations and proven to them that the Erie Yacht Club is a living reality; it has published matter which had been deemed worthy of reproduction in both local papers and aquatic magazines; it has, in short been of unquestioned value in presenting the claims of the Erie Yacht Club to the respect and support of the general public, which is amply reflected in the splendid increase in membership during the year. Within the month a member whose judgment we respect, volunteered his belief that the launching of the *Flash Light* was beyond question the very best enterprise which the Erie Yacht Club has undertaken in years, and when we replied that it was not yet a financial success he ventured his belief that it has been a financial success even though it may not have appeared so on the surface.

And with that encouraging inspiration we hopefully look to the future.

We again urge our members to do their duty by themselves and by the E. Y. C. in contributing to these pages. Your articles need not be long; indeed a variety of short readable items of from one hundred to five hundred words

gives the publication a better balance than one article of greater length. And if you do not feel equal to committing your news to paper just give the substance to one of the editors and see if you recognize it after it appears in print! And if you find yourself utterly devoid of original matter you can at least keep a sharp look-out for humorous squibs or items pertaining to the sea and clip them and give us all an opportunity to smile with you.

Now then, "a long pull, a strong pull, and a pull all together" and Volume 2 will so far eclipse Volume 1 that we will conclude that we have not heretofore been in the running.

WARNING.

Once more our bay has claimed victims. In spite of the fact that the victims and their friends knew that the night of Saturday, June 15th, was dark and a heavy sea was running, they took the fatal, and seemingly unnecessary, chance.

When the writer was a mere youngster, and put in most of his time on the bay and peninsula, his instructions were never to take a chance getting home. He was told to pull his boat on the beach, crawl under it and stay all night, or week if necessary. This was adhered to, he spent several very uncomfortable nights, but his parents were never alarmed and slept peacefully.

If parents would drill the above advice into their youngsters heads and observe it themselves, there would be fewer accidents.

There are Others.

"I enjoy a quiet smoke," said a man to a fellow passenger of a liner.

"Well," said the stranger, moving across the deck, "you will never be troubled with crowds while you smoke cigars of that brand."

PAINT

You must soon think about painting and fitting out.

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THE AIRSHIP AND THE PED.

While the King Fisher was at Long Point last month we had the pleasure of meeting the gentleman who was tending the light at that place last winter.

In conversation we learned that he was the one who saw Sandt land at Long Point in his famous flight over the frozen Lake; he delights to relate his surprise, which is amusing as well as interesting to hear, and is worthy of repetition here.

"I was outside of the house in the rear when I heard a very peculiar noise; I imagined I was afire and after a thorough examination to find I was not, I turned my attention to the house, imagining it was possibly on fire, but finding this was also imagination, I gazed up in the clouds and you can imagine my surprise when I saw Sandt making a large circle and soon make a good landing on the ice near the boat-house on the north side of the Point."

Being a person who probably never expected to see a performance of this kind, he would naturally be more dumfounded than any one living on the mainland and are used to all kinds of surprises. Coming to his senses, he rushed to Sandt's aid and gave him such assistance as was in his reach or power.

After taking a short rest and adjusting his machine Sandt started home between five and six o'clock. There is no doubt in the writer's mind if Sandt had had a compass he would have landed safely home, instead of landing near North East, many miles out of his course—he must have been at least fifteen miles off his course—putting this to his straight course which he should have held, would have landed him here safely.

Several days after the loss of



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for the Spring fit-out

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Sandt's machine, our narrator informed us that he is confident he saw the machine on the ice, but at this time he knew nothing of Sandt's loss; after learning that Sandt had lost the machine it came very forcibly to his mind that he was correct in his assumption. He said the wind was blowing from the South for several days: "One day something appeared on the ice some distance from shore resembling a large pile of boxes; it was not impressed upon my mind until after I had heard of Sandt's loss, then I was confident that what I saw on the ice was his machine. As the old saying goes—'It never rains but it pours'."

This same Light Keeper had the honor of welcoming and harboring the young man who walked across the ice last winter from North East. He really classes this as one of the greatest achievements of endurance and nerve ever performed by man, or ever will be. From reports on this side we learn he started early in the morning with the intention of crossing the Lake on the ice—we all know he succeeded.

We learned from our friend, the Light Keeper, that he arrived there late in the evening. The Light Keeper discovered him coming for some distance out on the ice; the ice being very thin in places compelled him to go some distance out of his course, but after some time he finally succeeded in stepping on land, exactly on the Point, and the old gentleman was there to welcome him. No doubt from the description he had a hard time, as he arrived nearly exhausted and wet through up to his hips. It is a question with our narrator as to whether he could have endured it much longer. Our good Samaritan gave him food and a bed, after a good rest he was ready the next morning at ten to start for Rowan,

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a distance of many miles; we all know he succeeded in reaching this place. Crossing the Lake without falling in relieved his fears of further danger, but when entering Rowan on the ice he chanced to get on some thin ice where it had been recently harvested and took an ice bath.

The Light Keeper is so impressed with the achievement of this young man that he has prepared a stone marker, giving name, and date he stepped on the peninsula, which is to be placed exactly where he landed. May we all hope and make it a point to visit it on our next trip to Long Point.

Thomebody Thtole the Etheth

The queerest newspaper ever printed in southern California was a recent issue of the "Sawtelle Sentinel," which makes its appearance without the letter "s." and the editor and publisher of the paper, makes an explanation as follows:

"At the time the Thentinel wath about half that an evil dithpothed thief entered thith office and carried away all our etheth, and for thith reathon out thubthcriberth will have to do the very beth they can in reading thome of the articeth, which are thpelled in themanner which they may have noticed in thith announcement."

See?

"What do you think of Miss Calihop's voice?" whispered the tall girl with the mountainous pompadour.

"She sings like a pirate," growled the rude man in the starry vest.

"Like a pirate? Gracious! And what is the resemblance?"

"She's rough on the high C's."

—*Chicago Daily News.*

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THE FISHING PARTY.

The annual fishing party was held on the 8th ult. as announced on the June "flash" and it was a success from every angle, save possibly that of attendance of members. Those who attended had lots of sport and those who did not attend missed it—and there you are.

The yachts which partook in the event left the club at 2 o'clock and proceeded to the outside fishing grounds north of the channel where they remained within easy hailing distance of one another until 5:30 o'clock when anchors were weighed and the fleet returned to the club, where the catch was counted, cleaned, fried and eaten with a relish that only comes from several hours spent in the open.

And would you like to know how many fish were caught? Just 225 by actual count! Some fishing, eh? Makes you wish that *you* had come along, doesn't it now? Well then, just make up your mind right now that you are going to be on deck next year, whether or no, for what's the use of having a boat or being a club member if you are going to miss such doings as this?

And during the course of the supper the prizes, as announced in the June flash were awarded as follows:—

1. First fish—Jay J. Hogan.
2. Greatest number—E. C. Slocum.
3. Greatest variety—E. C. Slocum.

Did we say "as announced in the June 'flash' "? Well not exactly, either, for the June "flash" announced that prizes would be awarded for the "Biggest the Largest Number and the Greatest Variety of fish" and it was through a flukey misunderstanding that the prize was given the member catch-

4%

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ing the *first* fish, otherwise Mr. Slocum would have copped all three. And ever since the blunder was discovered Jay Hogan has worn the same sardonic grin which he affected the evening he inveigled the Commodore into an ice-cream emporium and after the orders had been taken discovered (?) that he had no money on his person! Take this warning and look out for *that* boy!

Note—Mr. Slocum's variety consisted of blue pike, sand pike, lake perch and silver bass.

PUT-IN-BAY.

The time for the annual meet of the Inter-Lake Yachting Association is approaching, and it is urged that some of our fleet attend.

Of course 1913 will be *the year* at Put-in-Bay, but this is a fine time to visit and "get onto the curves."

As far as time is concerned, it is a long trip for most of us, but the following plan may help out:

Divide up a boat's crew and half of them take the boat to Put-in-Bay. After they have been there three days, the other half arrive by steamer and after three days they take the boat home, the first half having gone home in the meantime.

One can leave Erie about 5 A.M. by train; catch the 8 A. M. boat at Cleveland, arriving at Put-in-Bay about 2 P. M.

More of our members should attend these large meets for educational purposes if nothing else.

We are so isolated here that we are apt to get narrow minded and these big meets are fine to knock out such fool ideas as lack of experience breeds. There is one sure thing, if you do go to Put-in-Bay you will have a good time and discover it to be the busiest little place you can cruise to.

THE ONLY

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in this part of the country has become

"AMPHIBIOUS"

Harry
L'Hommedieu

who handles everything in the
BOAT LINE

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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.

OBITUARY—SECORD.

Those members who have made frequent trips to the fishing ground about Long Point will regret to learn of the death of Captain Secord which occurred in Port Rowan about June 15.

Captain Secord was game keeper, and has for many years lived with his wife and young daughter at "Bluff Bar" where he farmed in a small way, looked after the interests of the game club which controls the "point", issued fishing licenses to Americans and entertained such of his visitors as preferred living on shore to living "on board." Located six miles distant from Long Point light and twenty miles from Port Rowan, their's must have been a lonely life at times and one could hardly wonder that the yachtsmen and anglers were ever welcome at the Secord home and were always invited by Miss Secord to register in her album as a memento of each recurring visit.

Captain Secord was of staunch pioneer stock, his family having been identified with Port Rowan and vicinity for a great many years. It is related that in March 1911, when the ice had become soft and treacherous, he pushed his wife on a sled through slush ankle deep from the isolated home at Bluff Bar to Port Rowan, that she might have necessary medical attention; the trip taking from 7 o'clock A. M. to 11 o'clock P. M.

We shall miss the Secord family when we hereafter go back of Bluff Bar and we extend our sympathy to the bereaved wife and daughters.

An exchange tells of a shipwrecked unfortunate who, slowly starving on a desert island, found an insurance policy in his pocket which contained provisions enough to last him six months.

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Just a Whisper 'Round the Corner

AN INCIDENT OF BATTLE PRACTICE.

It is related of Ex-Commodore Morrison—now Commander of the "Wolverine"—that when he recently has his Naval Reserves out on Lake Erie for battle practice, he, with a view of instilling an adequate militant spirit into his men, ordered them first of all to "nail the colors fast so that they cannot be lowered."

When the battle practice was ended they returned to port and as the old ship was steaming through the piers, "the observed of all observers", she chanced to meet our flag-ship whose colors were courteously dipped in recognition of the venerable craft, but when the Wolverine undertook to return the salute, her colors were found to be still nailed fast, much to the chagrin of her Commander, who, nevertheless, appreciated the joke after it was all over quite as thoroughly as did the witnesses to the affair.

THE DITTY BAG.

"Do I correctly understand that in other words, when Old Mother Hubbard went to the cupboard, she found the lazarette."—R. R. W.

Ans.—Yes "ette" no doubt by some of the hungry crew.

"If the cook's grub makes the captain fat, will it make the gasoline?"—J. P. S.

Ans.—You're talking shop.

"If one experienced a streak of luck in his mining investments, would that be a sheer-streak?"—W. L. M.

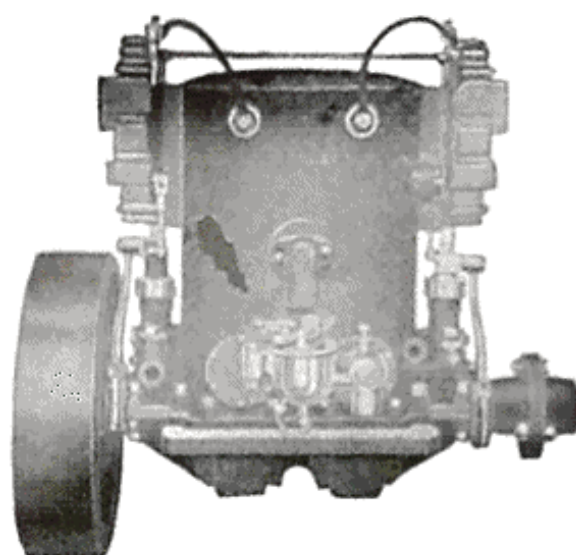
Ans.—We can't imagine such a sensation!

"When the safe and sane Fourth becomes universal shall we have to lash the main boom?"—G. T. B.

Bless your heart, no!

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.

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Charles Masten, Port Clinton.
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AND

Fulton Manufacturing Co.
Erie, Pennsylvania

THE DOMINION DAY RACES.

The annual race for the Annette Cup was won by the Marvel, the Eagle being a close second.

In the power boat race the King Fisher won, with Anona second.

The remarkable thing about both races is that the winners crossed the line at Port Dover only one minute ahead of their nearest rivals.

Both the Annette and the Flash Light trophies will be awarded at the annual banquet as usual.

Equality.

As one of the White Star steamships came up New York Harbor the other day, a grimy coal barge floated immediately in front of her. "Clear out of the way with that old mud scow," shouted an officer on the bridge.

A round, sun-browned face appeared over the cabin hatchway. "Are ye the captain of that vessel?"

"No," answered the officer.

"Then spake to yer equals. I'm the captain o' this!" came from the barge.—*Exchange.*

Getting Civilized.

In answer to the question, "What are the five greatest races of mankind," a Chinese student replied: "The 100 yards, the hurdles, the quarter-mile, the mile and the three miles."—*Exchange.*

But wait until he sees a race between contestants of our new one-design class!

Various Customs.

"In China a fine is imposed when a train is late. Queer custom, eh?"

"Oh, I don't know. Ever notice what happens when a boat comes in late in this country?"

"No; what happens?"

"She is promptly docked."

—*Exchange.*

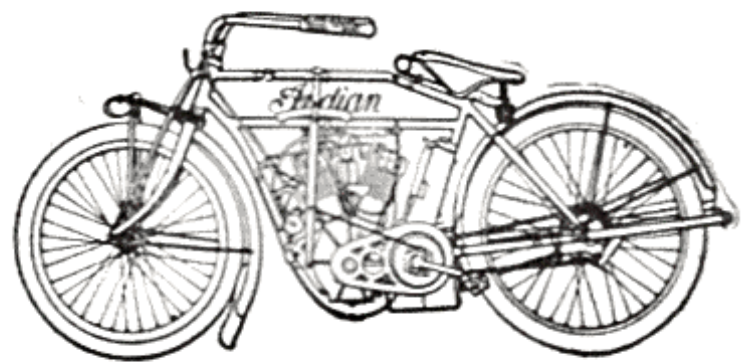
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LEJEAL CYCLE WORKS

EIGHTEENTH AND SASSAFRAS

RIPLETS.

During the progress of the fishing party on the 8th ult, the Revenue Cutter "Morrell" pounced upon the fleet and inspected the equipment of each yacht.

One of the neatest launches which it has been our good fortune to see is the "Ro-no-more" of 'Gene Cosper. She is a craft about 28 ft. length, from the shop of Dan Kidney & Son, equipped with Doman motor installed in an enclosed engine room where it is fully protected from the elements. A water proof adjustable canopy renders the boat comfortable for cruising in all weathers. She is a welcome addition to the E. Y. C. fleet.

The "Una"—Capt. Reichel—is sporting just the niftiest new power dinghey you ever saw. It is a product of the Davis Boat Works of Sandusky and was purchased from L'Hommedieu of Buffalo, who advertises in the Flash Light.

Not too Proud to Work.

"Here's a nickel," said a thrifty housewife to a tramp at the door. "Now, what are you going to do with it?"

"Well mum," replied the hungry man, "if I buy a touring car, I sha'n't have enough left to pay my chauffeur; if I purchase a steam yacht, there won't be enough left to defray the cost of manning her; so I guess, mum, I'll get a schooner and handle her myself."—

Everybody's Magazine.

Jonah stept ashore.

"I left my records in the whale," he observed. "Anybody who wants to see them can go after them."

It was noticed that none questioned his exploit.—*New York Sun.*

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Battery, use the

"Ever Ready."

Edison Electrical Co.

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Insurance**

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Downing & Flickinger

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Yacht Suits
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Beer—Ale—Porter

You are Drinking the Best

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We are headquarters for everything in the line of
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Yacht White, Copper Paint, Copper Bronze Paint, Paint and Varnish Remover

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