

PUBLISHED BY THE ERIE YACHT CLUB

ON DECK!

Every member is urged to report at the anchorage at 1.45 p. m. Saturday, June 8th, equipped with fishing tackle and prepared to participate in the annual fishing contest and club picnic.

There will be accommodations for all, as all our Captains expect to have their boats in line to provide for our non-owner members.

Prizes for members catching the biggest, the most, and the greatest variety of fish.

You simply can't afford to miss it at the two shillings tax that will be imposed.

SATURDAY, JUNE 8

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That Good Beer



The Flash Light

MEETING NOTICE.

The June meeting of the Club will be called to order at the Anchorage at 8 P. M. on Wednesday, the 12th. The annual race and general pilgrimage to Dover will be discussed, the Entertainment Committee will have something to say to interest all, Hays

Clemens will tell how members will soon cry for some more sailing dinghies and there will be talk about the big 4th celebration that the club is going to help pull off.

The Directors will have business to do afterward.

G. R. OBERHOLZER,
Secretary.

FROM "KEEL TO TRUCK" OR MOTHER GOOSE ON DECK.

A stands for Anchor,
It should have a long cable,
B stands for Ballast,
To make the boat stable,
C stands for Compass,
Which points out the way,
D stands for Dinghey,
Or "dink" as some say.
E stands for **ERIE**,
From which port we hail,
F stands for Freeboard,
Up to the traffrail—
G stands for Gaskets,
Of various kinds,
H stands for Haven,
Which we seek in high winds.
I stands for Island,
Old "Mohawk" will do,
J stands for Jolly—
The right sort of crew.
K stands for Keel,
The vessel's backbone,
L stands for Lead-line,
By which depth is shown—
M stands for Motor,
Two cycle or four,

N stands for Name,
By which we all know'er—
O stands for Oar,
(Back breaking device,)
P stands for Propeller,
By contrast how nice!
Q stands for Quadrant,
One-fourth of an arc,
R stands for Rudder,
Which guides one's staunch
barque—
S stands for Starboard—
Right side of the yacht,
T stands for Truck,
The ship's highest spot—
U stands for Uniform,
Yacht Club members should
wear,
V stands for Vapor,
Gasoline mixed with air—
W stands for Water,
In which the yachts float,
X stands for Xebec,
To us a strange boat—
Y stands for Yachting,
Grandest sport of the age!
Z stands for—Z stands for—
I don't know,—Turn the page!!

THE FLASH LIGHT

Vol. I June, 1912 No. 12

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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Advertising Rates on Application*

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F. M. Yates - - - Fleet Captain
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J. J. Hogan, G. R. Oberholzer,
H. W. Mehl, J. M. Frank.

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BRAVERY vs. SELF CONTROL

Some years ago an old style hotel burned at night in Buffalo. Several people lost their lives and there were many thrilling escapes and rescues.

It happened that a friend of mine, some years older than I occupied a room on the top floor. One window opened into a court about fifteen feet wide. A beam ran from under this window across the court, under a window opposite. That window was one of several that admitted light and air to the quarters of the maids employed in the hotel. There were several of these beams that braced the walls.

My friend (we will call him Jim) was not awakened until the fire had a tremendous start. He rushed to his window and saw four or five maids at the window opposite. That part of the building was in flames and the escape of the maids cut off. They were afraid to let themselves down to the beam under their window and risk getting across it.

Jim let himself down to the beam, turned around and got across to the maids. By threats and persuasion and last, on account of heat, they tried it, one by one, and he got them all over. All this time his part of the hotel was burning.

When he would land one maid she would run to safety. Jim and the last maid just managed to escape and I believe were dragged out by firemen.

This was one of the bravest acts any friend of mine ever accomplished. He hated to talk about it and really did not seem to have a very clear idea of just how it happened, but there were plenty of eye witnesses.

Jim was peculiarly situated in

the world. There was actually no one dependent on him, and his profession, that he was just taking up and a few clothes, were all he had, so his responsibilities were nothing; consequently there was no distressing combination of mental processes when he realized the horrible situation. He saw what was to be done and was willing to sacrifice himself for others. Had he been a professional aerial-acrobat his feat would not have been so wonderful, though his willingness to sacrifice himself would never be forgotten. Suppose Jim had been brought up as a fireman, faced new danger every day, and all the ethics, beliefs and fortitude his profession were his existence, then people would not have been so surprised. Why? Because it was a fireman's job, but it would still remain a brave bit of work.

Consider now ourselves. Suppose during a very stormy day a boat capsizes on the bay. Some of us jump in a sail boat and battle our way out to the wreck. We pick up the ship-wrecked people and bring them in, drop anchor, furl canvas and the incident is closed. That was our job. It would be the same with the life-saving crew, only it is their profession and it is what they are paid for.

Suppose however, that the imaginary boat capsized when a sailing man was not about and some one who had never sailed a boat jumped into one and at the risk of his life managed to reach the wreck, saved some lives and managed, by some means to bump against a pier, and eventually get his passengers ashore—that is another matter. It was not his job, but he succeeded and is rightfully adjudged a hero. Policemen and detectives are continually risking their lives and their deeds are recorded. If some ordinary citizen, however should per-

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form some deed of bravery that a policeman would take as a matter of course, he would be proclaimed a hero.

The records of our Army and Navy abound with incidents of personal and collective bravery that demand the greatest admiration, but it is what they are educated for and are expected to do and is a result of instilling theories, traditions and beliefs. Against this, unfortunately, bravery can be used by the most wicked people of all descriptions. Bravery seems to be the realization of an individual or a number of individuals, that a certain act must be accomplished. This crisis may come in ones family, business or religion, sports and in the general run of our every day life, with its attending dangers that are known; some expected, but those, hardest to meet, the unexpected.

Those who are to accomplish the result see their danger and study it. They realize their life is about to be snuffed out and then deliberately face certain or possible death and attempt to accomplish their purpose.

Suppose, in the case of the Titanic, all of those beings were starting for New York City for one great purpose. Captain, crew and passengers had to be, for the great good of some unfortunate beings, at a certain place at a certain time. Suppose they had been warned of such terrible danger that the chances of their ever being seen again were one in a hundred, but still they persisted in doing their duty, bade farewell to weeping friends and sailed away to almost certain death. That would have been bravery—collective bravery.

But such was not the case. The death-blow was struck, unexpectedly and at night. The passengers



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and crew were suddenly warned and the peril was known to all on board. Then came what the world is wondering at now. It was not bravery, it was the God given faculty of self-control. When one stops to think of the heterogenous mixture of human beings on the Titanic when she struck, and the lack of riots and blood shed, it is almost impossible to believe that unconscious collective self-control, would have been such a factor.

There were hundreds on the Titanic who were not afraid to die and controlled those who were terror stricken. Of course we will never know all that went on in different parts of the vessel, but we do know there were men, women and children, who, by their self-control in dire emergency, proved they were capable of any successful action where cool calculating and realization of grave danger, was all that could win.

Some have suggested that a monument should be erected by public subscription to one or several who were lost. That does not seem fair, for there were heroes on the ship, old and young. Men, women and children of many nationalities.

Naval officers, army officers, priests and civilians met their death with equally undaunted courage and self-control.

Yachting, with its attending sports gives greater opportunities than any other for exhibitions of bravery, self-control, grit and endurance. Unfortunately, however, these carry with them the various pranks of the dare-devils who through lack of judgment *unnecessarily* risk life and property.

Through the desire to gratify vanity by applause, they forget their obligations to their business associates, to those dependent on them, their wives, children, sweethearts, parents and friends and so

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wantonly utterly disregard the twin virtues—bravery and self-control.

Earl Sandt was criticised for attempting to re-cross Lake Erie with his aeroplane last winter, but when one stops to think what success would have meant to him in his chosen profession, the question is cleared up.

Unfortunately he failed and the incident is almost forgotten, for the general public looked on the matter as an unnecessary risk of life. Knowing Sandt as we do, let us use a little imagination.

Suppose when Sandt landed at Long Point he discovered Mr. Politt ill and near death. Alone and with no means of communicating with the main land. Sandt would have grasped the situation at once. In a few minutes he would have been buzzing towards Port Dover. Reaching there he would have slammed into the main street, carried away telephone and electric light wires, knocked out the front windows of the Dominion House and ended in an awful mess. Out he would have crawled, in half an hour he would have had a relief expedition started for Long Point.

In such a case he would have risked his life and machine for an object the general public could grasp and by this time he would have so many aeroplanes he would be giving them to his friends for bridge whist prizes.

Quite a Difference.

"Is your Mississippi River very much larger than our Thames?" asked an English lady of a Western visitor.

"Larger?" answered the Westerner; "why, Ma'am, there aint enough water in the whole of the Thames to make a gargle for the mouth of the Mississippi."

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COMMITTEE APPOINTMENTS.

The following committee appointments have been made since our May meeting.

To co-operate with the Board of Trade and the Chamber of Commerce in ridding the bay of the old hulks which now deface its shores:

Com. Geo. T. Bliss, R. R. Whitley, O. H. Nick.

To co-operate with the Woman's Club, The Board of Trade and the Chamber of Commerce in arranging for a Fourth of July celebration:

Geo. R. Oberholzer, H. G. Irwin, H. H. Stern, H. L. Winter and Lawrence M. Nagle.

"Let the eagle scream!"

"SWIMMIN'."

The man who never, exposed all to the air and the sun, has "dove" from bank or raft or boat into the friendly waiting tide; the man who never thus has taken a "header", even though he skinned his face upon the bottom, and got water up his nose and into his ears; the man who never has willingly abandoned his bared body to the embracing limpidity of stream, pond, lake or sea; the man who never has known, on this perfect equality with Nature, the buoyant companionship of the waves and the current, of mermen and of scamp-ering fauns; that man has missed much.

Swimming is a great sweetener of the temper: bathers are a merry folk: water, somehow, dissolves away the humors in the disposition.

"Swimmin'" and "bathing" are not synonymous. Swimmin' is essentially democratic. Bathing is a test, in a measure—but bathing is susceptible of gradations and modifications. Bathing has

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its naiads; swimmin' has its fauns and satyrs. Bathing may be strictly a society event; swimmin' is only social.

Before the gods, it takes fortitude in man or boy, bent upon swimmin', to discard all pretense and stand out shorn of artificialities, for what he actually is—even to the pallor of his long-smothered skin, and to the funny mole like a wart on the small of his back! The spindling bond-clerk who handles millions and wears pink socks wanes to insignificance beside the compact coalheaver, and Little Lord Fauntleroy, stripped of his velvets, is the inferior of Micky-the-Kid, stripped of his rags.

Under the uncompromising gaze of one's peers, one's much cultivated dignity shrivels and departs. Ah, what carefully concealed skin-niness is at least confessed! What physical shortcomings! Something of a judgment-day upon earth is this. For in swimmin', plain, unbedecked swimmin', there can be no partiality.

Edwin Sabin in May "Fra."

TITANIC AND CARPATHIA.

In the open discussion that followed Captain Eisenbraun's story of his single handed voage across the Atlantic at our April meeting, the question was asked, "how accurately can an ocean navigator chart his position from his solar observations?"

A phase of the Titanic catastrophe that has impressed the writer but which seems to have been accepted as a matter-of-course by the public at large, has a direct bearing on the above question. Here was the Titanic racing westward at a supposed speed of at least twenty-three miles an hour. There was the Carpathia hastening eastward at somewhat a lesser speed.

When the Carpathia caught the

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MARION CARS

He can now supply you with conveyances

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ON LAND AND WATER

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

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BUFFALO, N. Y.

Titanic's S. O. S. these ships were virtually as far apart as Erie and Buffalo, and yet the position of each ship was so accurately charted—although nearly twelve hours after taking their daily noon observations, that the Carpathia put about and rushed through the blackness of night and over boundless ice-strewn seas, straight as an arrow, toward the scene of the disaster, which was reached and where the work of rescue began before daylight appeared. To accurately steer from one charted point to another, Erie to Buffalo say—is one thing, but for two ships at sea to be unexpectedly called upon in the dead of night to make known their respective positions, and to do it with the accuracy related above, elicits our highest wonder and admiration.

THE OPENING.

Probably the fact that Jupiter Pluvius was the officer of the deck during the early morning hours of Memorial Day interfered in no small degree with the number of participants in the marine pageant of the 30 ult. Then, too, the weather of the whole month was not such as to encourage early fitting out so that a large percentage of pleasure boats were still "in ordinary" on that date. But J. P. was relieved by "Old Sol" at about 9 o'clock which inspired those captains whose boats were in commission to prepare for the event as arranged, and the program was carried through without a hitch.

This year's plan of the Army and Navy Union in anchoring a suitably decorated craft over the resting place of the Niagara impresses us more favorably than the idea of casting a float adrift in the open lake as was done one year ago.

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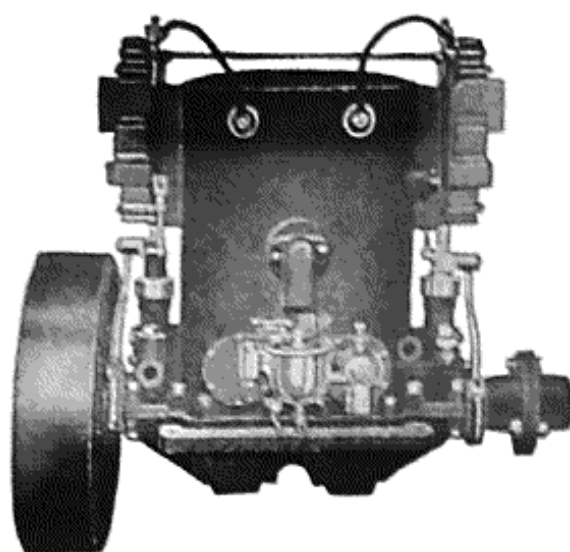
A WINNER OF 1911.

Various members of the E. Y. C. were recently favored with copies of "Winners of 1911" and no doubt all such instinctively turned to the Erie Yacht Club to satisfy themselves that our events were duly chronicled therein.

A further study of the publication is of interest in disclosing the success in the east of another Corinthian whose yachting proclivities were developed upon Presque Isle Bay. We refer to our old friend Clarence Converse. When Charles G. Davis, Editor of Motor Boat was in Erie last summer, he told us of the fun Capt. Converse was having racing in a one-design class of "bugs" so-called—doubtless the very type of small boat that our own one-design committee has just successfully promoted and the sport that he is deriving from racing in this class ought to be sufficient guarantee that the class will add much zest to the races held by the E. Y. C. But listen to his record: On June 3rd, he won over three starters in a race held by the Knickerbocker Y. C.; on June 10th, over three starters at the Manhasset Y. C.; on June 17th, against two starters at the Larchmont Y. C.; on June 24th, he won an event at the Seawanhaka-Corinthian Y. C.; on July 3rd, over two starters at the American Y. C.; on July 4, July 15, July 17, July 19, July 20, July 21 and July 22 he won successive events over three to five starters at the Larchmont Y. C.; on August 12, over two starters at the Huguenot Y. C.; on August 26, against two starters at the New Rochelle Y. C.; on Sept. 4, over three starters at the Larchmont Y. C. and upon some date not given over seven starters in a race promoted by the Yacht Racing Assn. of Long Island Sound. Whether he lost out in any event we are

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



3 1/2-15 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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Oswald Zistel, Sandusky.
Charles Masten, Port Clinton.
W. B. Showalter, Vermillion.

AND

Fulton Manufacturing Co.
Erie, Pennsylvania

not informed, but whether or no, it will be noted that he had a very busy summer!

Here's to you Clarence! And altho' you quit these parts before the Erie Yacht Club became a reality our club is, nevertheless, proud of you and of your "bug" the smart little "Inev." We wonder, by the way, whether that name is not a typographical error?

OLD "IRONSIDES."

Bound Brook, N. J. May 7, 1912.
Editor "Flash Light".

Since your kind letter of January 18th came to hand I have been away from the office much of the time and have been in poor health and, therefore, have not been able to write you as fully as I had intended to do.

I do not lose interest in yachting matters in Erie where I spent so many pleasant years and count as my friends many of the members of your flourishing Yacht Club.

Now in regard to the ice yacht about which you inquire, this particular yacht was a very large, heavy one, the dimensions of which I have forgotten. It was originally sloop rigged but was afterward rigged with lateen sail and sheer spars. The boom of this sail was something like forty feet in length. Owing to the weight of this boat the steering was a little hard at times, and I fitted a regular steering wheel.

This old yacht had a varied experience on the ice and under the ice. It ran through the ice once on the flat at the east end of the Bay and remained there over night and was fished out the next day. At another time when a sudden gale in the spring broke up the ice it disappeared under the ice nearly opposite the foot of State Street and was fished out later when the ice moved away.

Oscar H. Nick

AGENT FOR

BUFFALO MARINE ENGINE

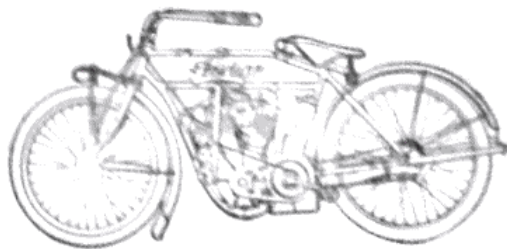


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EIGHTEENTH AND SASSAFRAS

The boys used to call this boat the "Ironsides."

I am always very glad to hear from Erie and am much interested in the "Flash Light," a copy of which has just been sent to me.

I wish you would give my kindest regards to any of your members who remember me, and I hope the Erie Yacht Club will continue to flourish as it has in the past.

Yours truly,
F. H. BALL.

RIPLETS.

And now for the annual fishing party and picnic next Saturday.

Jay Hogan has sold his launch "Edna" to Mr. F. F. Curtze, who has taken it over to his State street boat house until the club can accommodate him with a stall at the anchorage.

The Una 2d has had installed a new 20 H. P. Buffalo engine. Its old 14 H. P. Buffalo has been installed in the Triton. A splendid improvement for both these smart craft.

The uncut grass in the eastern half of Water Works Park suggests that work will soon begin on the new filtration plant.

The care taker at the club will, during the present season, keep a variety of soft drinks on hand for the accommodation of our members.

No sooner had the contract been let for the new one design class than Secretary Oberholzer challenged Mr. Mervin Frank to race, and the promptness with which the challenge was accepted recalls the genuine sporting instinct of the old sailing days.

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