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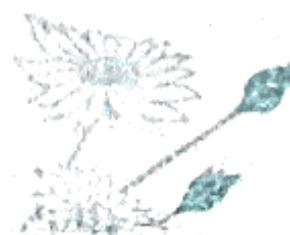
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# The Flash Light

## PUZZLE—FIND THE MORAL.

Sometimes, old pal, in the morn,  
When the dawn is cold and grey  
I lie in the warm feathers  
And think what I dare not say.  
I review the stunts of the night before  
And smile with a feeble smile,  
And ask myself for the hundreth time:  
Is it really worth the while.  
Then I pick up the morning's paper  
And read of some saintly man,  
Who never was soused in all his life,  
Who never said hell or damm,  
Who never staid out till the wee small  
hours,  
Or jollied a gay soubrette;  
But, preached on the evils  
Of dancing, cards and cigarettes:  
Cut off in the prime of his useful life,  
The headlines glibly say,  
Claimed by that grim old reaper,  
He's crossed his great highway.  
They bury him deep and a few friends  
weep,  
And the world moves on with a sigh,  
The godly man is forgotten soon  
Even as you and I.

Then I say to myself, hurry, old scout,  
When you're called to take the jump,  
When you reach the place where the best  
and worst  
Must bump the eternal bump,  
Then I smile to myself and chuckle,  
Though the path be exceedingly hot:  
While your were living, you were having  
some fun—  
Is that an unholy thought.  
Then I attach a cracked ice band  
Thro the rim of my battered hat,  
And venture forth for a golden fizz—  
It's a great old world at that;  
Then I laugh to myself and chuckle,  
What's the use to complain or sigh,  
While you're living, go the pace, old scout,  
For, to-morrow, who knows, you may die.

## MEETING NOTICE.

The first meeting of the new year will be held Jan. 8th, and as it promises to be a big year for the E. Y. C. the way we start things will be a good indication of its success. So let each and every member make an effort to be present at this our first meeting of 1913.

CLARENCE BROOKS,  
Sec'y.

## RACING ON LONG ISLAND SOUND.

*By Clarence Converse*

As the clubhouse of the Erie Yacht Club occupies the site where my boat-house once stood, and your trim fleet is anchored in what was the mooring of my former yawl Mallard; as your club membership comprises so many of my old boyhood friends, and the waters of Presque Isle Bay in which you sail, and on which I spent so many pleasant days some twenty years ago, will always be dear to my memory, and every bit of boating news that comes to me through your bright little magazine is of special interest to me. It gives me pleasure to note that you are not allowing the gasoline motor to make the grand sport of wind-jamming a lost art where the conditions for sailing are so ideal as at Erie. By adopting your recent small one-design sailing class you are right in line with a popular movement among the yacht clubs here in the East on Long Island Sound. Oyster Bay has a class of fifteen-foot boats which is raced every week on their club courses—the outside course on

# THE FLASH LIGHT

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*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*

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(To be announced)

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the Sound in nice weather; the inside course, off Seawanhaka Club, in threatening weather. Stanford Yacht Club, across the Sound, has a similar class; Bridgeport another; Hempstead Harbor, the Jewel class (beautiful little knockabouts of polished mahogany) each handled by a young millionaire of the Red Spring colony of Hemstead; Manhasset Y. C., of Port Washington, L. I., has contributed four popular one-design classes to the Sound racing fleet in its short life of about ten years; Bay Side Y. C. brought out a splendid class of Gardiner-design last summer, called the Bird class, each boat bearing the name of some water fowl; and in recent years here the clubs have found the one-design idea so popular that they have been building what have become known as "inter-club" one design classes, where the boats are owned by members of different clubs, but are all of the same class.

The friendly rivalry between the skippers in these classes is very keen, as you have doubtless found by your experience in your class. We, on the Sound, have some twenty two Association regattas each season, not counting the many extra races on Sundays, and it is very interesting to see how differently some of the boats of a one-design-class perform under the changed weather conditions of so many races, some of the skippers proving to be better heavy weather sailors and others getting more out of their boats on light fluky winds. The tide here, too, is a great factor to be taken into consideration. Often, on the short five mile triangle of the Larchmont Y. C. the current will be setting north along the shore with many eddies which can be worked to good advantage, while one mile out in the Sound, at the southeast stake boat, the current will be strong to the southward. And if the regatta is started at



either turn of the tide, these conditions will often be changed diametrically before the boats have covered the triangle. Then again we will sometimes start with a west wind blowing out from the New York shore, only to find it dying out half a mile or so off shore under the influence of a south wind which is coming over from Long Island. When there is very little wind here of a summer afternoon, and a change of tide due during the regatta, the experienced skipper looks for a change of wind to a brisk southerly—tho it does not always come—and it is amusing to see the different skippers weigh their chances of sailing to the southward of the triangle perhaps against a head tide to get advantage of the first of the new breeze, while some of their adversaries calculate it is better to trust to the dying north-west zephyr and perhaps more favorable tide. Then again the two leading boats of the class often have a luffing match which takes their skippers so far out of the course for the next stake boat or finish line before they realize it that the slower boats, by holding on toward the mark, will get in ahead. In this way now and then a boat which has not been kept in racing trim and which has consequently not won a race all the season will come in leading her little fleet, to the mortification of the leaders of the class. As we sail for Championship counts in every Association regatta, we some times get so absorbed in attempting to beat some particular rival whose points tally up to that thime closely with ours, that we both lose the first and second prizes we should win in that regatta, and our other adversaries add to their point score correspondingly.

As I have been requested to tell of some of my racing here and as my old boating companion, Cap-

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silver that year. The following season we were able to put a fin on her that belonged to a bug that went to pieces on the rocks at Larchmont; and she only lost one race, won the Larchmont Series prize and about twice her cost in sterling. Meanwhile the class grew smaller, until this season, her third for us, it narrowed down to four bugs. We only raced her part of the season of 1912, her opponents becoming less and less enthusiastic until they narrowed down to one, and he would not come out toward the middle of the Summer. She was only beaten once, necessarily winning Larchmont Series and Championship, which she would have had three times in succession if she had not lost it by the narrow margin of one point the first year. We sold her at more than she cost us, and spent the remainder of the season cruising on our auxilliary ketch, "Dromedary," a L.D. Huntington boat.

We have retired from the racing game for good: I say "we," because Mrs. C. has been my crew on all of my races, blow high, blow low, and a better crew no racing boat can boast of. She has a number of crew trophies which she richly deserves, as, but for her vigilance in watching the "Iney's" many adversaries and shifts of wind and keeping the skipper informed, and her sound judgment, the little bug would not have half so many notches in her tiller as she has. Besides, we have more than won what we have been striving for, namely an *all-yacht-trophy sterling silver dinner service*. Some of the clubs giving two regattas a season, and Larchmont with its nine, allowing a winner to bunch the prize appropriation, gives you an order on their silver smith; so, tho you are racing a small boat, you are able to buy large silver pieces; and the

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silver smith orders from the clubs holding but one regatta enables you to fill out the flat silver, such as knives, forks, etc. This seems to me to be much more satisfactory than accumulating almost useless cups, as in the old days.

Your little one design class should give you a great deal of splendid sport. I do not know of anything that would come up to sailing one of them over a triangle in Erie Bay on a good breezy day. Wishing you all kinds of success with the little racers.

Highwood, Bergen Co., N. J.

Dec. 28, 1912.

### THE I. L. Y. A. MEET.

Dec. 7th, 1912.

The writer having the opportunity of attending the recent annual meeting of the Inter Lake Yachting Association as a guest, which was held at the Athletic Club, Cleveland, noticed particularly the intense interest shown by the members in the coming Peace Celebration and judging from the enthusiasm displayed the I. L. Y. A. will play no small part in making the Celebration a success.

The Inter Lake has at its helm for the ensuing year the most popular and widely known yachtsman sailing on the Great Lakes, Hon. G. H. Worthington, of the Cleveland Yacht Club. Mr. Worthington reluctantly accepted the position as Commodore for the fact that the state of his health necessitates his physicians advising a withdrawal from many of his active business interests, but the genial Commodore stated that although it might not be to his welfare to accept the position he could not resist the opportunity of again leading the I. L. Y. A. for another year of yachting enterprises, especially the ensuing year when

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much will be expected and done by the Association in the Perry Centennial, and as his heart was in the work he would accept the office and do all in his power to help make the year 1913 a memorial year for the I. L. Y. A. as well as furthering the success of the Celebration.

In the Commodore's remarks he stated that any one having questions to ask concerning the Perry event he would gladly try to answer. Later on as the other toasts were given one of the Commodores present took advantage of Commodore Worthington's statement and put a very delicate question, and one which many members of the I. L. Y. A. and elsewhere had been thinking about since the active work in the preparation for the Celebration had begun. The member who asked the question wished to know how we expected the Canadians to come over here and help us celebrate their defeat. Com. Worthington promptly answered the question in a most satisfactory manner by stating that the purpose of the celebration was not to celebrate any one's defeat, but on the contrary to celebrate the hundred years of peace which this country and Great Britain have enjoyed, and if this peace and harmony had not been brought about both countries would have been great losers, and never would have succeeded in the enormous strides made since that time in the industrial and commercial world.

The banquet terminated only after many witty and excellent toasts were given by both United States and Canadian gentlemen. Our Friends from Canada substantiated Commodore Worthington's statement in that the British people looked upon the Perry Celebration as a Celebration of Peace.

A vote of thanks was extended to the retiring Commodore, W. R.

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Huntington, of the Cleveland Yacht Club for his efficient services and for the excellent banquet.

### PIRATES PAGE.

The Pirates in order to show their disregard to all ill omens and superstitious sentiment planned, prepared and gave, which proved to be a very fine banquet to the outgoing and in-coming officers of the Club. The affair was informal and everyone enjoyed the sumptuous repast set before them by mein host, G. W. Wentzell, of the Savoy. Toasts were given, yarns swapped and a general good time was spent notwithstanding that it all took place Friday, Dec. 13th.

The Pirates are at it again. You can't keep them down. Now they have gone and sold a lot of tickets for a dance Jan. 10th at Becker's Hall. There are a few tickets left but they are at a premium. Of course the Pirates are doing the inviting, but they extend a general invitation to all Club members to participate.

The Pirates are up and doing for fair. If this dance seems a good thing more of them will be held.

### RIPLETS.

Maybe the motor boats will pass away for awhile and sail craft take a new hold on life. At any rate it will be cheaper to row than buy gasoline.

Some very fine looking ice-boats are ready to sail providing it freezes. The new ones are of a larger class than is usual on Presque Isle Bay and will undoubtedly create a new interest in ice boating. Here's hoping she freezes and some good races are pulled off.

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The names of some good live men appear on the different committees. If it is not time to do things they can talk about it. Get together.

In anticipation of a new club house it might be well for all members to make themselves acquainted with the Constitution and By-laws. Changes will have to be made. Get a copy from the Secretary and figure it out.

The main cruise next year should be Putting Bay. Let's go in a bunch and have some fun.

The last meeting of the Club was held in the Chamber of Commerce Rooms.

The annual report of the business meeting of the American Power Boat Association will be seen on our Club bulletin. The Association has adopted many reform rules in the motor racing game.

The Erie Yacht Club is now a member of the Local Section of the A. P. B. A.

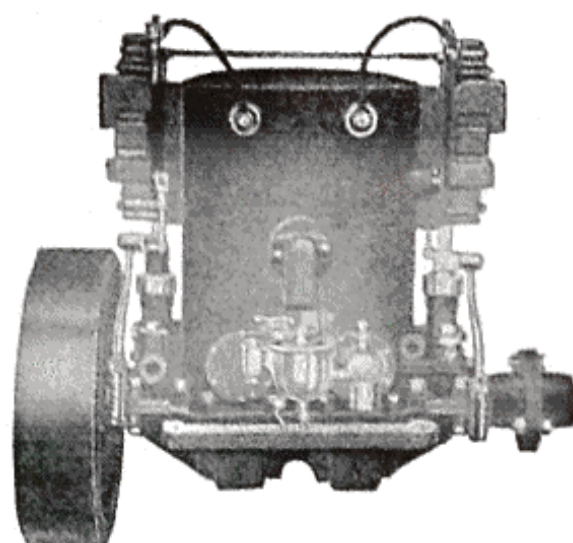
What's the matter with going after the cup next year. It's our turn to do the trick and the A. P. B. A. expect it.

The Local Section of the A. P. B. A. is made up of Yacht Clubs on the Great Lakes.

The Club Treasurer begs to state that dues should be forthcoming as soon as possible after the New Year Please to bear in mind.

It looks as if we were to see some new boats in the Bay this summer.

## 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.**



Some of the boats will change hands this year at the club.

The Treasurer respectfully draws attention to the fact that Club dues are now payable and promptness on the part of members will be appreciated.

At last something is doing with the raising of Perry's Niagara. We trust the work will progress rapidly and the boat be in shape for the coming celebration.

We are now a member in good standing with the A. P. B. A.

Every member should get himself in readiness for the Club "boost" when the right time comes. Get a copy of the Constitution and By-Laws.

### THE LOVER TO THE SAILOR.

Now tell me this, my sailor boy,  
As sure as you love your wine—  
Oh, did you ever see a ship  
As trim as that girl of mine?

And you who've been in many a  
gale,  
And stood on many a deck,  
Oh, did you ever see a sail  
As white as my true love's neck?

And you who have been where the  
red rose blows  
In many a Southern place,  
Oh, did you ever see a rose  
Like those in my sweetheart's  
face.?

A cheer for the women with jet-  
black curls,  
Of Spain or of Portugal!  
But seven for the Yankee and  
English girls,  
The prettiest of them all!  
Leland.

## Oscar H. Nick

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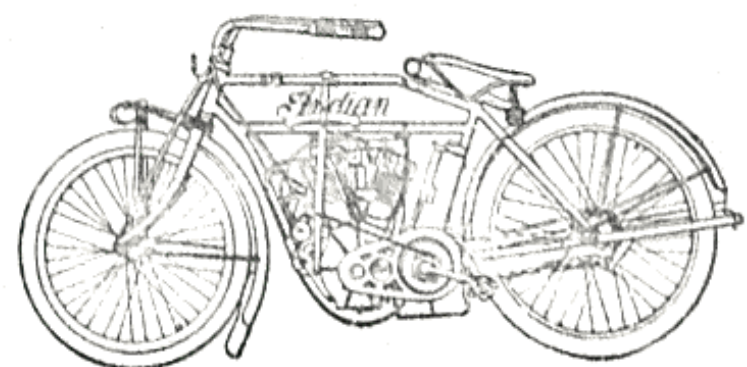


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**ANOTHER THRILLER.**

Captain Ludwig Eisenbraun, the very mention of whose name brings recollections of one of the jolliest evenings ever spent at the yacht club, blew in the other day, fat and ruddy and jolly as ever, with his season's earnings safely stowed in his jeans, and announced his intention of tackling another thriller.

There is, somewhere in Europe, it seems, a huge airship which was designed to make the passage across the Atlantic. The promoter, however, ran out of funds, got "cold feet," had heart failure or something and quit. Now our friend Eisenbraun proposes to locate this airship and volunteer his services in piloting her across the big pond.

After telling his plans and sending several messages of regards to various members, he departed on his way full of enthusiasm and firm in his belief that he can successfully turn the trick.

Well, we are not very enthusiastic over the proposition ourselves, but we nevertheless believe that he can accomplish it if any one can.

Success to you Captain, and if success is yours, the Erie Yacht Club wants you for another lecture.

Come to think of it, we want you anyway for the benefit of the fellows who were deprived of the pleasure of hearing you last winter.

**A Fish Story.**

A fishy old fisher named Fischer  
Fished fish from the edge of a fissure;

A cod, with a grin,

Pulled the fisherman in—

Now they're fishing the fissure for Fischer.

**The Worm Turns.**

*Ocean Voyager*—Don't the passengers make you tired with the questions they ask?

*Captain*—Yes, very. What else is it you want to know?—*Boston Transcript*.

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