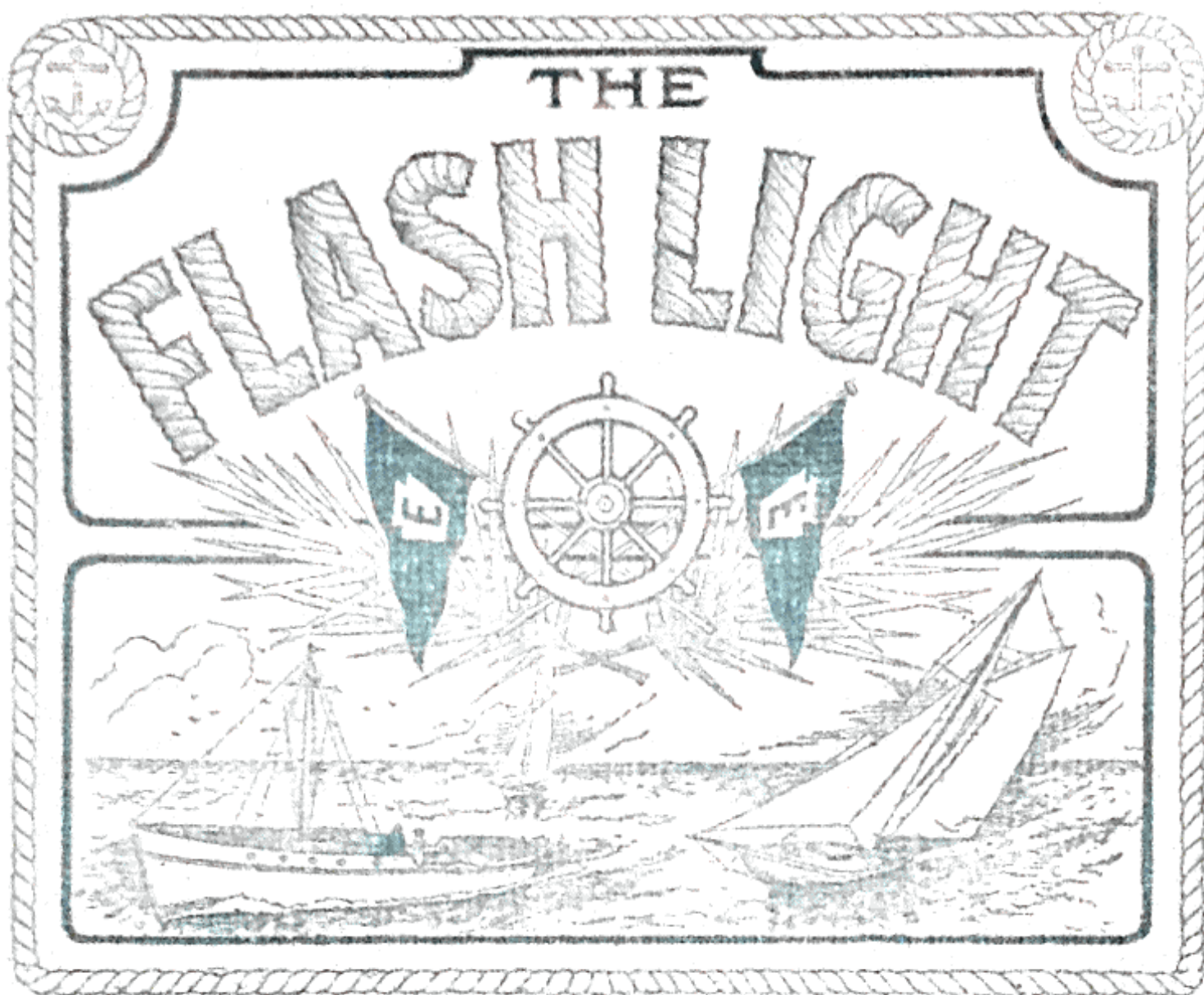


Vol. III

NOV.-DEC., 1913

Flash No. 5

PRICE 5 CENTS PER COPY.



Published the first Wednesday of each month by the Erie Yacht Club

Smoker
Club Anchorage
Dec. 10

The Flash Light

Written by a deck-hand in response to an urgent appeal from the Commodore to contribute something for the "Flash Light".

Here's to our new Commodore!
He's a sailor to the core—
He knows how to lay
A course;
He eats plum duff and loves
Salt horse.
He knows all about
The game;
He's more than an old salt
In name.
His yacht's the first launched in
The Spring;
It's last to be pulled out
Again.
He can reef and he
Can steer.
On his staunch craft he knows
No fear.
Please don't think that he's
The sort
That says "Left" when he
Means "Port".
Owns a private fleet
Of three;
Three nifty crafts you must
Agree.
He's a worker through
And through;
He'll work hard for me
And you.
But *he* can't do the
Work alone;
It needs *your* help besides
His own.
Let us then each pull
His oar;
Let us boost the Yacht
Club more—
Pull together! That's
The word.

Let it evermore
Be heard.
Plan throughout the time
Between
A new house in nineteen
Fifteen;
Do not say it can't
Be done;
Do YOUR part, the
Battle's won.
So here's to our new Commodore,
Sailor lad right to the core!

Not long ago the name of a man was called in court as a witness, and some one present said that the man was dead.

"And how do you know the man dead?" asked the judge.

"Well", the man replied, standing up, "I don't know. It's a very difficult thing to prove."

"That's what I thought, said the judge sarcastically: "you don't know whether the man's dead or not."

"You are quite right, sir," the other rejoined. "I don't know whether he is dead or not, but I am positive of this: they buried him about a month ago on suspicion."

—Ex.

Two men were hotly discussing the merits of a book. Finally one of them, himself an author, said to the other: "No, John, you can't appreciate it. You never wrote a book yourself."

"No," retorted John, "and I never laid an egg, but I'm a better judge of an omelet than any hen in the state."—*Publisher and Retailer.*

THE FLASH LIGHT

Vol. III Nov.-Dec., 1913 No. 5

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.

C. E. Reichel, }
Clarence Brooks, } - - Editors

Advertising Manager.

L. M. Nagle

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

ERIE YACHT CLUB.

Foot Myrtle Street.

C. E. Reichel, - - - Commodore
O. H. Nick, - - - Vice Commodore
J. D. Cummins - - Rear Commodore
L. M. Nagle, - - - Fleet Captain
Clarence Brooks - - - Secretary
H. H. Clemens, - - - Treasurer
G. G. Papesch, - - - Measurer

Directors.

The Commodore, and
H. H. Clemens, - Term expires 1914
I. M. Frank, - Term expires 1914
Clarence Brooks, - Term expires 1915
Dr. F. Gamon, - Term expires 1915
R. R. Whitley, - Term expires 1916
W. H. Gaither, - Term expires 1916

COMMITTEES.

Regatta.

H. C. Gaugh, *Chairman*
H. L. Doering C. A. Koenig

House.

O. H. Nick, *Chairman*
P. A. Goodnough A. Chisholm

Entertainment.

L. M. Nagle, *Chairman*
A. Chisholm L. C. Cole

Membership.

E. N. Henrichs, *Chairman*
F. M. Yates Wm. Ester
J. S. Curtis C. E. Piper

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

NOTICE

E. Y. C. MEMBERS.

The next monthly meeting of the Erie Yacht Club takes place Dec. 10th. As this meeting will be the first under the new administration it is fitting and proper to start the new fiscal year aright by being present. You not only lend encouragement to the new officers by being present but you help yourself and incidently the Club which is the all important factor.

This year will undoubtedly see a prosperous and flourishing Yacht Club and a new home as well. The time is now ripe for the E. Y. C. to become what it might in the interest of yachting in this city or else it will give way to some other organization who have the same purpose in view. The Club as it stands now forms an excellent nucleus for a real Yacht Club. The membership is sufficient to warrant an effort to obtain better housing facilities and comfortable quarters for social privileges. A site should be chosen; a Club House built and a campaign started to acquire new members; money should be raised by means of subscription or the selling of bonds to members.

With the increased activity in yachting and boating along our bay front many acceptable members to the Yacht Club could be obtained, and if a concerted effort of all yachtsmen were turned toward the building of a suitable Club House the pleasures and benefits of yachting would be greatly magnified.

In what place did the Cock crow so loud that all the World heard him?

In the Ark.

A FEW SUGGESTIONS from The Treasurer.

Pay your Club bills promptly. It will keep the Club's credit good, save postage and unnecessary work for the Treasurer.

If you get a bill you don't owe, write or phone the Treasurer at once for an adjustment. Don't throw the bill in the waste-paper basket and let the Treasurer spend postage and time sending duplicates.

Report promptly the date you take or give up a Locker or Launch Stall, etc., so as to avoid unpleasant argument about it later on.

Get posted on the Constitution and By-Laws as regards dues, fines, suspension of members, etc.

Send all payments to:
H. H. CLEMENS,
Treasurer E. Y. C
% Hays Mfg. Co.,
Erie, Pa.

A COMMUNICATION.

Mister Editor:

What are your rates for advertising when printed in the news columns and signed in some such manner as

Yours truly,
A. DAMGOOD,
Nov., 1913. Barber.

The Board of Directors decided at their last meeting to open the new fiscal year at the next Club meeting, Dec. 10th, by holding a smoker, following the regular Club meeting. Refreshments will also be offered the members in the way of sandwiches and coffee.

The Largest and Finest Equipped Clothing Store between New York and Chicago

OURS 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

FOR SALE

CABIN CRUISER "TRITON"

A 31-footer with a 15-Horse Power Buffalo Engine.
New Exide Storage Battery.
Apple Generator.
Wm. Bishop Marine Toilet.
Search Light.
J. M. Fyro Fire Extinguisher.
Liquid Compass, Etc.

A REAL BARGAIN, FOR
\$475.00 COMPLETE

Further information gladly given by request.

LAWRENCE P. SNYDER,
751 East 12th St., Erie, Pa.

TWO DREAMS.

A year ago or more there was published in Harper's Magazine an article of Mark Twain's found among his unpublished manuscript after his death, and titled: "My Platonic Sweetheart." It told of a young woman who had followed Mark in his dreams ever since his young manhood. He first met her while, we recall, crossing a bridge in Missouri; they were going in the same direction and they walked across and conversed together as old friends and acquaintances naturally would do. From that time on this figure appeared in Mark's dreams at intervals throughout his long and eventful lifetime. These dreams found them in different parts of the world which were familiar to Mark, in one of which for instance, they were exploring one of the ruins of ancient Greece. This dream-friend resembled no one that Mark knew in his waking hours, but she had a personality all her own, and this dream friendship which continued for almost forty years was a most delightful one.

Mark's story stands out in striking contrast to a dream that the writer has repeatedly experienced during recent years. This dream of the writer always begins at "Big Bend" over on our Peninsular. He is always alone and plunges off through the woods in the approximate direction of the Flash Light House, a direction which he has often seen Joe Root take or emerge from as that character has left or entered the picnic grounds at the Bend. After walking some distance he comes to a short street,

sparsely lined on either side with very old, dilapidated, frame buildings which have every appearance of being deserted, and yet invariably as he approaches them there appears in the distance a male form who slinks across from the west to the east side of the street and sneaks in between the buildings as though not wanting to be seen.

The buildings are all built out to the sidewalk line and were apparently occupied for stores and shops, with dwelling apartments overhead. A glance back between them discloses old, abandoned, broken-down wagons and implements in the rear of nearly every one. The front windows are all equipped with soiled and cracked shades of a leaden color, having an elaborately painted border down each side and across the bottom of the style of fifty or more years ago. These are closely drawn, and although every building appears to be deserted, yet there is always the consciousness of being peered at by hidden eyes located in every one; besides one cannot so soon forget the slinking, sneaking figure seen shambling across the street a moment or two before. The street shortly turns slightly to the west, and soon both street and buildings end as suddenly as they began.

How we get back to Big Bend, or whether we get back we neither know nor care as long as we are not asked to retrace our footsteps and run the gauntlet of those hidden eyes!

The above details are an invariable part of each repetition of this gruesome dream. We are not anxious to have it follow us as long as Twain's followed him, but we would gladly abandon it now, if it could be so arranged, and become heir to Mark's in exchange.

THE CARE OF A BOAT.

The first requisite of a yachtsman is to know the manner and method of properly caring for a boat.

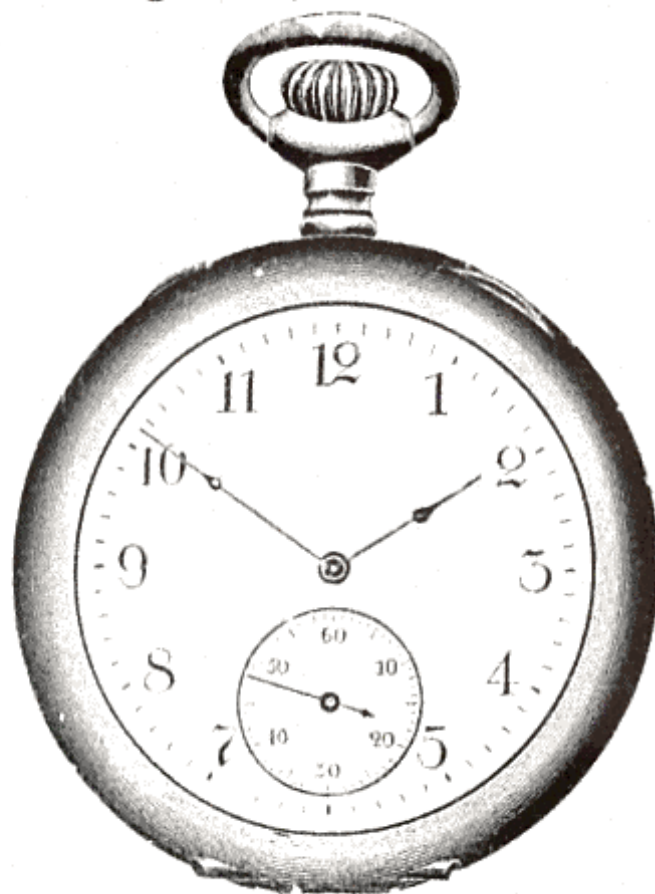
It is very important that a good knowledge of ship carpentry is learned as it often times occurs that it is necessary to make immediate repairs without the aid of a regular carpenter and the proper placing of a plank, frame or other parts of the boat beneath the water line is about as particular work as anything could be and must be done properly or else a serious inconvenience may be the result.

A general idea of the best kind of material to be used in building or repairing a boat is also necessary for the amateur yachtsman, as the action of the water must always be considered in the building and repairing of boats. The kind of wood, nails, screws, etc., means considerable to the worth and life of the boat.

Frequent accidents and leaking troubles occur after the repairing of a boat's hull, due usually to ignorance on the part of the repairer as to the proper way to do the work. The improper butting of the ends of planks together; wrong bevel on the edge of planks; too large seams; too tight seams; the improper clinching of nails through plank and rib; too tight and uneven caulking—these are all frequent discreptances in an otherwise good boat. The use of wire nails, putty, tin, should always be avoided in building or rapairing a boat's bottom.

There are many things in connection with ship carpentry, a knowledge of which can only be gained through experience and this the yachtsman should secure, although much can be learned by observance.

THE Goodnough's Special Made Watch



Keeps time with railroad accuracy for the Business Man or Mechanic. See them at

P. A. GOODNOUGH'S,

710 State Street, Erie, Pa.

Dr. J. E. Condren Dentist

1023 State Street

The matter of properly caring for a boat lies in the study and observance of the water's action on different materials used in the boat's construction. Rotting of planks either inside or outside can be avoided very often if caution is taken in caulking, painting and filling of seams. The admittance of air to all parts of the boat at all times is another factor in prolonging the life of a boat. The kind of paint used inside and outside also plays an important part in preventing a boat's too rapid deterioration. The care of engine, sails, spars, cabin and other parts of the boat not actually in the water is usually a matter of character and up to the individual yachtsman. The laying up of a boat should always be accomplished in a scientific manner and not hauled out in any old way.

A boat is one conveyance where proper construction, repairing and maintenance is absolutely required not only to prolong the sea-worthiness of the boat, but to also insure the safety of those who may be upon the boat. Navigation must be done as correctly as it is possible to do so not only in handling the boat while under way but in knowing the possibilities of the boat, its limitations, weak points and durability and stability of rigging, power plant and the resisting strength of materials used.

Keep your boat up and give it proper care or it will soon be worthless.

Quite a funny old bird is the
Pellican,
Whose beak can hold more than his
bellican;
He stores food in his beak
To last him a week—
But I'm hanged if I see how the
helecan.

Klamath Falls Herald.

Mr. Yachtsman and Mr. Fisherman

Listen!

You'll find the Krause Store fully prepared to meet any requirements such as Ropes, Twines, Boat Oars, Oar Locks, Etc.

The largest and best line of Fishing Tackle in the city. Quality the best, prices by far the lowest,

We cannot say too much for our M. B. C. Yacht White in semi-Gloss or enamel.

KRAUS
DEPARTMENT STORE
810-812 Parade St.

Dances

And other social functions are incomplete without floral decorations.

Prompt and careful attention given to all orders, and we respectfully solicit a trial.

Schluraff
Floral
Company

30 West Eighth Street

Both 'Phones

LETTER FROM A JAPANESE SCHOOLBOY.

To Sporting Editor "Flash Light"
Erie Yacht Society.

Dearest Sir:—The other day while I promenade by the Ice House on the end of State Street, I find myself encroached by my old friend, Hon. Loose D. P. Rooster. He is emitting himself with much suddenness and ferocity from his Club across the street while I notice emotional behavior of his rear knees which he explains is caused by too much walking on the water.

He report that he would generously take me into his Club only he had just recently had a fall out with the head waiter and was snubbing him on purpose.

He then require of me if I read severely the newspapers and if I pay notice to his offer to the champagne of the Erie Sail Boat Society to fight a race—price \$10.

I imply that I read his eulogy with much delight and even cut out the article to send to his friend in Port Dover.

I then negotiate if he will take me to observe his boat and he, walking circular, leads me over back of the fish house and other slumly places to the nest of the "Wasp Fly", which we interrupt peacefully browsing on the bubbles and scum that grow plentifully all thereabouts. We step over on her back porch and he insist that I have comfortable sitting place on a cleat which I gingerly accept. While I painfully juggle myself on the cleat he relate how with his Sail Yacht "Wasp Fly" he disgracefully defeat Uncle Josephus Daniels' Yacht Wolverine by making many circular paths around her, even more circular than his foot-

We had the other Erie Banks
SAGGING TO LEEWARD
in 1912; they are now **HULL**
DOWN and not a light showing.

Our Deposits are over
\$4,000,000.00

Erie Trust Company

Opposite Post Office

Founded 1866

4%

INTEREST ON SAVINGS

Capital, Surplus and Profits
\$670,000,000.

prints on rough nights as he is tacking home from his club.

To which I reply sympathetically, although I misgive that he were Doctor Cooking me, that if he had accomplished such deliciously notable achievement, why should he pick on the Yacht Eichenturtle which was a less fashionable boat, not having any basement apartments or wine cellaries and being but sparsely furnished with cleats.

He snub me with grandeloquent flourish that it were not so much for the glory of the deed as for the endowment of the Orphan Asylum and Old Ladies Home in which he was devotedly interested.

And now I must adjourn long enough to distract myself from the cleat whose hospitality has put me in much misery.

Hoping you are the same,

Yours truly,

Apologies to YAKSIMASH
"Life" and
Wallace Irwin.

The following bits of news, picked up in the Flash Light Box, perhaps refer to the unfortunate individual having a Lost, Strayed or Stolen ad in this issue. It should be gratifying to him to know that he has so many sympathizers.

Mr. Editor, Flash Light:

It has become generally known that the owner of Excelsior No. 04229 lost several ducks while reposing several evenings ago.

Although his keen sense of smell did not in the least detect the arriving and departing of the pussy footed individual who so easily relieved (his honor E. O. R.) of the much adored and highly prized wooden mallards from the porch end of his floating mansion located in the wilds of Misery Bay. It is hoped that the ducks are being

For Rent

E. Y. C.

LOCKERS

No.	Price
2.....	\$.50
3.....	.50
4.....	.50
5.....	.50
27.....	1.00
29.....	1.00
47.....	1.00
51.....	1.00

LAUNCH STALLS

House "C"

No.	Price
5.....	\$12.50
7.....	12.50

ROW BOAT AND CANAL STALLS

For Rent

No.	Price per Year
7-A.....	\$1.00
3-B.....	.50
4-B.....	.50
5-B.....	.50
6-B.....	.50
7-B.....	.50

taken good care of while away from their former playgrounds.

Signed,

SYMPATHIZER.

[Another condolence]:

As the big X was sleeping and dreaming about going seventy mile an hour and getting all the ducks, there were over his tame ones a man crept up to his cage and carried them away. Any one who may see or know where these pets are will please let him know.

Signed,

SCHACKLE GANG

FISHING IN THE GULF OF MEXICO.

Did you ever agree with a party to go fishing at sunrise and find that you were the only one to arrive. That was my experience this morning and the only reason there isn't one less Niggah in Dixie is that Sam has not been seen since he agreed to arrive.

It happened that my time here is limited and last night when I spoke to the clerk at my hotel it was apparently no trouble for him to produce a Nubian who, for six bits would produce all equipment and would personally escort me to a place which was so thick with fish that if we fished for over an hour we'd sink the ship with the weight of our catch.

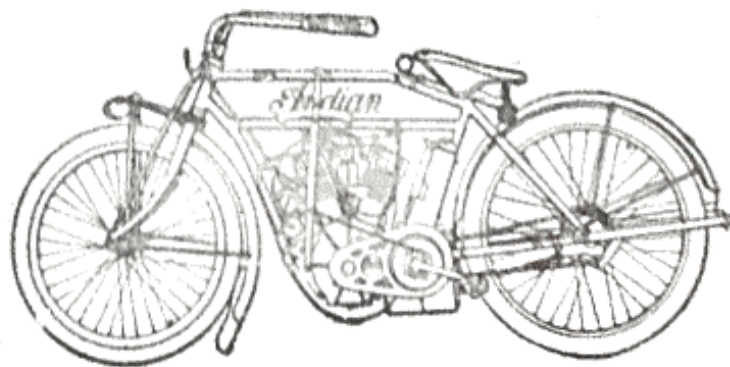
At six thirty I found another darky who was prepared to take me just as soon as he could run up to the Pelican Fish Market and get some bait. I gave him two bits to buy bait and he apparently fell by the wayside. I'll charge that quarter up to education. Any chocolate colored person in the south would rather loaf and steal two bits than earn a dollar.

At 7:30 I found a Swede who owned a boat livery, and after an hour's work he got boat, bait, fishing tackle and nigger together. Fishing in this section I have discovered consists of holding a pole until the fish commits suicide by trying to take a shrimp off your hook. Everything is done by the "help." My darky rowed me about a mile from shore where we dropped anchor. The fish pole I had was not less than 20 ft. long and fully $\frac{1}{2}$ " thick at the tip and 2" or more at the butt. I had about 20 feet of good heavy line and as nothing less than a shark would ever have made any impression on the pole my Swedish friend had thoughtfully provided a cork.

After I had my line properly adjusted I allowed the darky who was a very pleasant fellow by the name of "Jaspah" to bait my line with a fine large shrimp. In two or three minutes the "cork" had disappeared and I was just about

Get an

Indian Motorcycle



THE BEST ON LAND

HERCULES MAGNETOS
SPARK COILS
BATTERIES, ETC.

LEJEAL CYCLE WORKS
EIGHTEENTH AND SASSAFRAS

the busiest cup of tea in that vicinity. My bamboo tree was trying to make itself think it was a steel casting pole, and in a few minutes Jasper was carefully removing a catfish from the hook. You don't care to know how big that catfish was, so I'll just pass on with the assurance that they tell me it was a big one even for these waters.

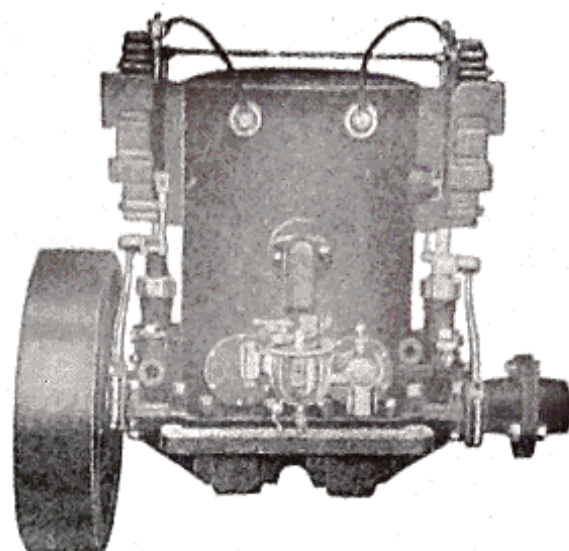
In about 4 hours I had caught about fifty salt water fish, all of which were removed by Jasper. He also managed to bait my line at least 150 times. I caught a number of catfish but none as large as my first, and also silver trout—the silver trout are a very game fish and are built along the lines of our perch, altho in color they look more like the white bass; they are from 10" to 20" in length. I also caught some speckled trout, they too are very game and look like our blue pike, except that the stern half of them is covered with beautiful dark spots; the speckled trout were from 15 to 29" in length.

Jasper seemed to enjoy taking the fish off the hook, and as I enjoyed getting the fish on the hook, we certainly had an enjoyable party.

I don't know how well Jasper enjoyed rowing me in, but he didn't kick and as there was a strong off-shore wind blowing, and as the boat was heavier than I am used to rowing, I let Jasper have the benefit of the exercise.

I paid twenty-five cents for bait, two bits for the use of the boat for all day if I had wanted it and ten cents for the pole, and gave Jasper four bits, total \$1.10. I had enough fish to have fed a small army and my first experience fishing in salt water, as Gulfport is located on the Gulf of Mexico, about twenty miles west of Mobile.

"Fulton"



20% Our regular selling price is at list, but we are now offering **20%** our Erie customers a special discount of 20 per cent.

We have bargains in Second Hand Engines of various makes.

There are four second hand Fulton Engines which are as good as new, and to which we give the same guarantee as to our new Engines.

NO COIL. NO BATTERY. SELF-SPARKER

No 842 Newark Avenue
Jersey City, N. J., January 29, 1913.
Fulton Manufacturing Company,
Erie, Penna.

Gentlemen:—I have one of your 5 H. P. "Fulton" Engines in my boat "Columbia," 24 ft. by 4 ft. 3 in. Engine was installed eight years ago. It has been in constant service ever since. My boat can make about 12 miles per hour with the 5 H. P. "Fulton." I would not attempt to say how many miles my boat has covered since the installation of your "Fulton" engine. I have also toed a floating boat house for a distance of 21 miles without a single stop, size of the boat house being 28 ft. x 6 ft. x 6 ft.

The engine at present time is in splendid condition. In all the eight years of good hard service, the only repair I was obliged to make was one new bearing.

I realize this is very high praise, but any of the boatmen along the Hackensack River, where my boat is well known, can vouch for the above statements

Very respectfully,
(Signed) B. P. SINNOTT.

VISIT OUR SHOP AND SEE YOUR ENGINE IN THE MAKING.

FULTON MANUFACTURING CO.,

12th and Raspberry Streets,

ERIE, PA.

Pirates'



Page

The Pirates are now sleeping.

PIRATES' PAGE.

The Pirates as the last two issues of the Flash Light have informed you have been in a way, sleeping. This apparent apathy on the part of the Pirate Crew has been caused chiefly by the unresponsive attitude that the Club has taken in the Pirate's efforts to create interest and enthusiasm in the Yacht Club affairs. The Pirates are still anxious and willing to promote good fellowship and to assist the Commodore and Committees in every possible way, providing the Club will sanction such efforts as may be put forth by the Pirate Crew in the future, otherwise the Pirates stand ready to disband.

A feeling against the Pirates has existed for some time, due to a wrong impression on the part of some Club members as to the real purpose of the Pirate Crew. Primarily the Pirate Crew was organized at the instigation of a former Commodore for the purpose of assisting the Committees and particularly the Entertainment Committee in planning and executing different ideas of entertainment and interesting events pertaining to the Yacht Club. This the Pirates have endeavored to do, but a misinterpretation of their real purpose has led many members to voice their dissatisfaction in all things pertaining to or promoted by the Pirates, and likewise it has made many members sullen and sour on ideas and suggestions formulated and carried out by the Pirates. The existing condition is of course hurtful to the Club as a whole, and the Pirates realize that it is far

better to disband than to be the cause of an unhealthy feeling in the Club, and as the Pirate's interest is the Club's interest the matter of continuing the Pirate Crew should be taken up at once by the Club, as every faithful Club member realizes that nothing should stand in the way to enhance the concerted effort soon to be put forth in establishing a new and better Club House.

A frank open kick on the part of a dissatisfied member of any institution is necessary and required and only helps to better conditions in the long run, but a silent, voiceless outside kicker is a menace and a detriment to any organization, but if the cause of his dissatisfaction can be found out it is better perhaps to remove the cause if possible as it takes a cosmopolitan lot of fellows to make up an institution like the Yacht Club and the Erie Yacht Club needs all of its members and more, to carry out a proposition of erecting a representative Erie Yacht Club.

At the next monthly meeting of the Club the Pirates will ask for a general discussion as to the merits of their Pirate Crew and if it is the pleasure of the Club that they continue to perform such duties as the Commodore authorizes the Pirates will be very glad to try it again, hoping for a better result.

L. M. NAGLE,
Chief.

When in a Hurry

As a matter of convenience

Call for a Messenger Boy

Mutual 85 Bell 251

Central Messenger Service

Treasurer's Report of E. Y. C. Fincances, Nov. 20, 1913.

Due from Members:	
Dues, Fines, Lockers,	
Launch Stalls, etc.....	\$236.89
Gasolene.....	38.77
Initiation Fees.....	20.00
Total.....	\$295.66
Accounts Payable.....	\$286.51
Cash in Bank.....	\$138.06
“ “Sinking Fund.....	430.81
Due from Club Members..	\$295.66
Cash in Bank.....	138.06
Total.....	\$433.72
Accounts Payable.....	286.51
Credit Balance.....	\$147.21
H. H. CLEMENS,	
Treasurer.	

N. B.—The Treasurer respectfully calls the attention of all delinquent members to the excessively large amount due from members and asks that they endeavor to reduce this at once.

A young graduate in law, who had had some experience in Chicago, wrote to a prominent practitioner in Arkansas to inquire what chance there was in that section for one such as he described himself to be.

“I am a Republican in politics, and an honest young lawyer.”

In a few days he received this encouraging reply:

“If you are a Republican, the game laws here will protect you, and if you are an honest lawyer, you will have no competition.”—Exchange.

LOST, STRAYED OR STOLEN.

Two wild ducks, answering by the names of Wop and Red Head. Liberal reward if returned at once.

Address E. O. R.

FOR SALE—Fulton II hull, 26'x6' \$75.00.

Fulton Manufacturing Co.

FOR SALE—Keel Sloop “Ban-shee.” 25x15x7-6x4. Very low price. Address

Harry Wendt,
28th St., James Place,
Buffalo, N. Y.

Happenings are certain.

Insure Against Them!

CLARENCE BROOKS INSURANCE

505-507 MARINE BANK BUILDING

Mutual 1257

Bell 512-J

For Fire or Full Marine Insurance

See

Downing & Flickinger

(Incorporated)

Ninth and Peach

Mutual 195

Bell 1840