

Fabulous Facts About the New Morgan Yacht and Other Floating Kingdoms

THE PRICE THEY PAY FOR LUXURY AT SEA.

The new Corsair is the fourth built by the J. Pierpont Morgans, father and son.

The first Corsair was 254 feet long and cost \$225,000. The new Corsair is 343 feet long and cost \$2,500,000. The annual cost of maintenance is estimated at \$500,000.

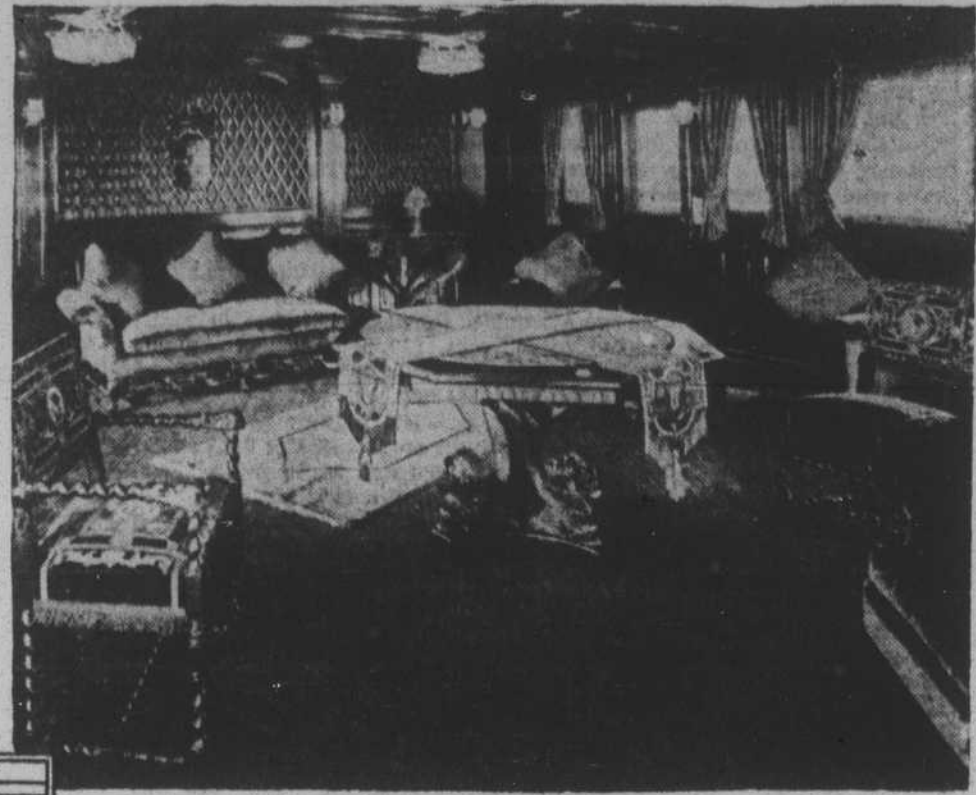
The yacht has its own fire department, police force, telephone plant, water system, and a crew of 58 men. Its three decks are connected by elevators. It has a cruising range of 25,000 miles and its maximum speed is 16 knots.

There are now, according to Lloyd's Register, 800 power driven private yachts, measuring more than 100 feet, owned by Americans.



Why the Magnificent New Corsair, Built at an Expense of \$2,500,000, Will Cost a Snug Fortune Every Year to Maintain

Repairs, Paint, etc. \$25,000	Food and Entertainment \$50,000
Salaries and Wages \$75,000	Fuel Cost \$75,000
Insurance, Dockage, etc. \$125,000	Interest at 6% on Original Investment (\$2,500,000) \$150,000



MAKE YOURSELF AT HOME

If You Ever Got Aboard the Delphine You'd Forget All About the Discomfort of the Sea Once You Entered This Music Room. Here You May Listen to Chopin and Brahms When You Weary of the Voice of Neptune. It's Just One Luxurious Reason Why the Delphine Was Called the "world's costliest private yacht."

the Coast and Geodetic Survey.

The building of the fourth Corsair at Bath, Maine, was shrouded in secrecy. Not until recently did the details of its magnificence become known—outside the circle of Mr. Morgan's closest friends and the ship's builders. Let's take a glimpse into it and see what it looks like.

It contains only two owner's suites and five guest suites—but they are very commodious. The smallest stateroom is fifteen by fifteen feet. The crew numbers 58 men. The ship is powered by a pair of steam turbines. These are capable of 6,000 horse power. The electric drive of the yacht is similar to those on large commercial ships. The maximum speed is 16 knots. That's not very much, but Mr. Morgan doesn't care about speed. It satisfies him that the yacht has a cruising range of 25,000 miles.

Below the pilot house are to be found three decks connected by electric elevators. Then there are on board a special fire department, police force, telephone plant and water system. The central room of the living quarters is a huge and luxurious salon. One thing seems to be missing, however. It is a bar—for Mr. Morgan is a teetotaler.

Even if this boat were given free to a man with, say, a million dollars, he would soon go broke trying to maintain it. For Mr. Morgan expects to pay out half a million every year for

upkeep. On this page will be found estimated figures which show why the Corsair must carry along such a heavy financial "ballast."

Well, if it costs so much (you may ask) how can many more people other than Mr. Morgan afford one? There are many other big yachts because there are so many very rich people in the United States. Of the 800 power-driven private yachts, listed by Lloyd's Register as owned by Americans, it is safe to say that close to 100 of these are "floating palaces."

For instance, besides the yachts of the Vanderbilts, the Astors and other more prominent people of wealth, there are such splendid ships as the Nakhoda, built for Fred J. Fisher for an unannounced price. It is 235 feet long and a glimpse into the interior will show you a main salon and music room of Oriental splendor and bedrooms ornately decorated and furnished. There are other new ships, including the Cyprus, 247 feet long, and the Cambria, of same length, owned by Walter O. Briggs, of Detroit.

The biggest private yacht in the world, when it is built, will be that owned by Harrison Williams, the big utilities magnate. It will be at least 500 feet long. If you don't think that's big just remember that the largest of the President ships of the United States lines is 533 feet. Williams' yacht will cost about \$5,000,000.

The story of American yachts would not be complete without reference to the \$2,270,000 yacht, Delphine, owned by Mrs. Hugo Dillman; the former Mrs. Anna Dodge, and named after her daughter, Mrs. Delphine Dodge Cromwell. Following a fire, which threatened to explode the entire ship, the Delphine was flooded by the crew. It sank in the Hudson River.

Then Mrs. Dillman ordered it raised. This was done and, together with the cost of reconditioning, proved a \$1,500,000 expense. It has been called the "costliest yacht in the world."

"SAILOR, BEWARE!" That Warning Means Something

to Mrs. Delphine Dodge Cromwell, After Whom the "Delphine," \$2,700,000 Private Yacht, Was Named. It Caught Afire and Sank as a Result of a Sailor's Carelessness with a Cigarette. Later It Was Raised at Great Expense. Here You See Mrs. Cromwell, at the Wheel of a Motor Boat, Framed by One of the Delphine's Life Preservers.

JUST imagine being the owner of a private yacht as big as an ocean liner, more costly than a country estate, as luxurious as a Park Avenue apartment—and with a small army (or navy) to wait on your needs.

It would make you feel like a king on a floating palace, wouldn't it? Well, that's precisely what J. Pierpont Morgan and many other very rich Americans are when they go down to the sea in their own little ships.

When Mr. Morgan recently sailed for England aboard his new Corsair (the fourth), one of the most extravagant of all the private yachts in the world put to sea. It is 343 feet long, has a cruising range of 25,000 miles and cost \$2,500,000 to build. Also, it will cost at least \$500,000 annually to maintain!

But Mr. Morgan's yacht is only one of about nearly 800 privately owned ships of more than 100 feet in length and more than a small fortune in value. Practically all of them boast elegance, as well as the most modern efficiency.

The private yacht has grown in popularity among the extremely rich—the "fairly rich" can't afford a real one—during the past few years. It represents the modern conception of privacy and power.

For it must be remembered that the

rich man's yacht is something more than a toy. It is an absolute monarchy in a sense.

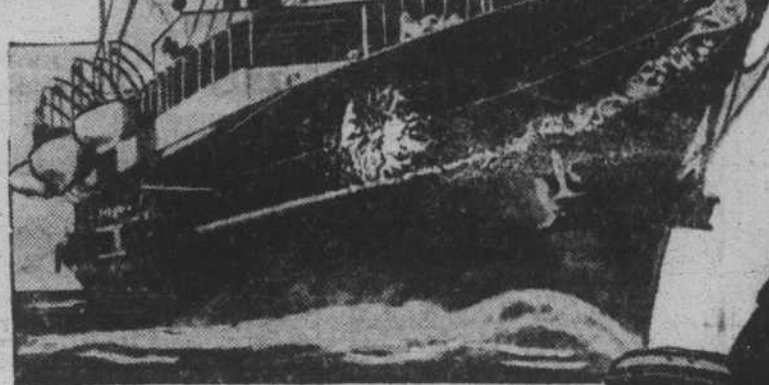
The moment J. Pierpont Morgan's Corsair, or the yachts of other American millionaires, leave twelve-mile limits, their owners become, so far as their crew and guests are concerned, rulers with almost unlimited powers.

Not even the King of Egypt, in his palatial yacht, the Mahroussa, or the King of Siam, on his glittering Maha Chakri, have much more power than Mr. Morgan once his yacht puts to sea. They are all "kings" of their little communities.

For that matter, the above-mentioned kings have yachts of no more splendor—if, indeed, as much—as Mr. Morgan's Corsair. Each succeeding Corsair has been more costly in design and equipment. Let's look briefly into their history, for they form the nucleus of a colorful story of American yachting.

The elder Morgan, father of the present Wall Street financier, built the first Corsair in the 1890's. She was 204 feet long and cost \$225,000. The second Corsair was turned over to the Government during the Spanish-American War. Renamed the Gloucester, she took a prominent part in defeating the Spanish fleet.

The third Corsair, still in use, is 254 feet long. During the World War it was, like its predecessor, turned over



OUTWARD BOUND
This is the Stately New Corsair, Owned by J. Pierpont Morgan, as She Appeared All Set for Her Maiden Voyage Across the Atlantic Ocean. She's a Regular Ocean Liner and Private Mansion Combined, the Last Word in Luxury and Efficiency.

to the Government. Among its achievements was a successful battle with a German submarine. After the war it was sold by Mr. Morgan to the Government for the sum of \$1. It is now in the service of

HEAVY BALLAST
The High Cost of Privacy on the High Seas Is Revealed in This Front Cross-Section Diagram of Mr. Morgan's Corsair. Showing the Heavy Financial Weight It Must Carry to Keep Afloat to His Satisfaction. It's Not Only the Cost, But the Upkeep of a Yacht—Half a Million Dollars Yearly in the Case of the Corsair.

DOWN TO THE SEA
"Not bad, not half bad at all." You Can Just Imagine Vincent Astor Saying as He Steps Aboard His Private Yacht, the Normahal, Shown Below. It's the



She's Training for a "Cave Woman" Role

HERE you see a remarkable picture which might lead you to believe that a couple of ladies were having a hair-pulling fight. The lack of annoyance on the pretty face of the girl with the long hair, however, indicates it must be something else.

It is. She is "rehearsing" for the role of a cave woman. When plans were being made for the Liverpool and Manchester Railway Centenary Pageant in England, it was decided to celebrate the cave dwellers.

Sir Charles Markham, of Longford Hall, Derby, was selected to portray the role of the cave man and Miss Paddie O'Hara, eighteen-year-old brunette, was selected for cave woman.

Their parts call for some strenuous hair-pulling, indeed. Sir Charles, in his role, is called upon to drag Miss O'Hara by the hair of her head 100 yards. The performance is scheduled to be given every night for a week.

Naturally, Miss O'Hara wanted to prepare herself for the "high honor" that had been bestowed upon her—and also for the fearful ordeal it entails. So she practised on the beach near her home at Lancashire by having a girl friend pull on her hair.

Whether after the first performance she will consider this a new honor or a new form of cruelty remains to be seen. What the pageant directors seem not to realize is that the hair—and the general physique, for that matter—of the cave woman was far different from that of the modern girl.

The former was subjected to a rigorous life. Her hair, like the rest of her body, was so strong that she didn't mind so very much being

dragged around by her cave man. But the modern girl, in spite of all her participation in sports, is generally too "softened" to enjoy such a form of transportation very long.

Hair consists of a root, the part implanted in the skin, and a shaft or scapus, the portion projecting from the surface. Doctors will tell you that

when the hair is of considerable length the roots are firmer.

From the accompanying picture it would seem that Miss O'Hara has rather long hair. Therefore it may be firm enough to stay in her head during her nightly tortures. Whether her courage will be firm enough is another question.



Hair Pulling? Yes, But It's All in Fun. Pretty Miss Paddie O'Hara, Was Chosen for the Role of "Cave Woman" in a British Pageant. She's to Be Dragged 100 Yards by the Hair of Her Head and Here She Is "rehearsing" for the Ordeal.

HUMAN MECHANICS What Happens to Your Food After Eating

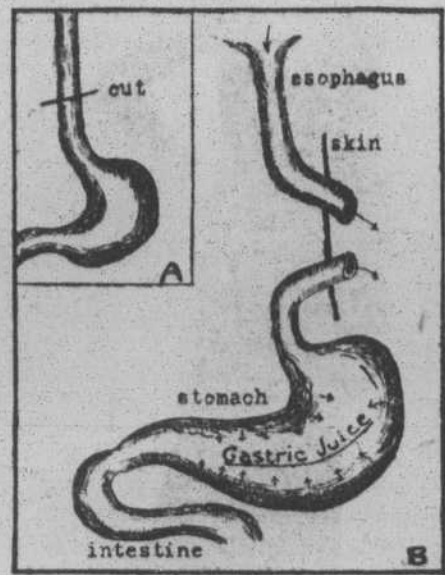
By HERBERT L. HERSCHENSOHN, (Physician and Surgeon.)

WITHIN a few minutes after food is eaten, a secretion of juice begins from the glands which lie in the walls of the stomach. At first the juice is unable to penetrate the mass of food which has just been swallowed. This permits the action of the saliva which was mixed with the food in the mouth to continue for awhile.

Gastric juice contains hydrochloric acid, pepsin and rennet. The hydrochloric acid is necessary for the digestion of proteins by the pepsin. Without this acid, pepsin is inactive. The rennet clots the milk so that it passes more slowly through the digestive tract.

As the gastric juice is secreted the walls of the stomach contract setting up a churning motion called peristalsis. The food is churned back and forth in the stomach continuously mixing with the juice. As the food becomes fluid it is passed through the narrow opening between the stomach and the intestine. That which is solid remains in the stomach until it is sufficiently fluid to pass onward into the intestine. After a few hours, if any food still remains solid, it is no longer retained.

What changes have taken place in the food during this time? The proteins have been about half digested, that is, broken down into simpler parts to make further action upon them less complicated in the intestines. The framework of the fat has been broken



The Small Sketch (A) Shows the Esophagus Was Cut in an Experiment on a Dog, Demonstrating the Activation of Gastric Juice. The Large Sketch (B) Shows the Severed Ends of the Esophagus Passing Through the Skin of the Neck. The Food, as it Was Swallowed, Emptied into a Dish, None Passing into the Stomach.

down so that some of the fat is free and in liquid form. The starches and sugars become partially digested. Despite this degree of digestion,

practically none of the food is absorbed into the system, for it is not the purpose of the stomach to absorb food. Its essential purpose is to serve as a reservoir in which food can be stored in large amounts making it unnecessary to eat frequently. It automatically prepares the food permitting only small quantities to enter the intestine at a time. A man can live with his stomach completely removed. But of necessity, he must eat rather frequently and indulge in soft foods.

What is the mechanism which is responsible for the secretion of gastric juice? Although it is presumed that the entrance of food into the stomach is the exciting factor for this secretion, the following experiment on the dog has conclusively proven that other circumstances are more responsible.

The esophagus, the tube through which the food passes from the mouth to the stomach, is cut across and both open cut ends sewn to the skin of the neck. Obviously, food that the dog swallows cannot reach the stomach but passes out through the upper opening. Nevertheless, as the dog eats in this fashion, there is an active flow of gastric juice in the stomach. Even when the food is not swallowed but merely placed in such a position that it is readily seen and smelled, the flow of gastric juice is as great. The stimulus in this case is purely psychical and is due to the appetite that is aroused. Once the flow of juice is well under way, the products of digestion furnish a chemical stimulus which continues the flow until the stomach is entirely emptied.