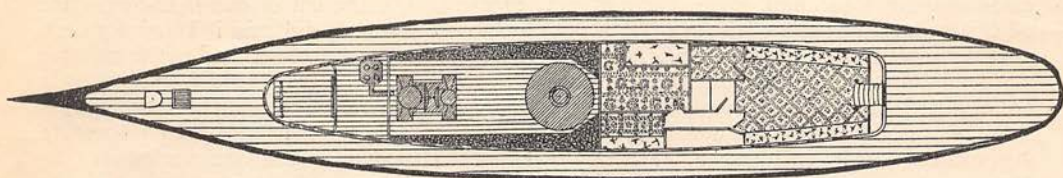


STEAM-YACHTING IN AMERICA.

STEAM-YACHTS originated, it is said, in France, where any sort of taste for yachting is purely an exotic, and where the sport would naturally be first adopted in a tentative manner, and in the way least likely to require skill or involve danger. As evidence of this we may cite the extraordinary circumstance that the French yacht which was sent over to America during the Centennial, and attracted some attention, was not only built in England, but was actually manned and navigated by an English crew, the owner being the only Frenchman on board! The first and most natural kind of steam-yacht is really the one first adopted in England, and consists of an ordinary schooner-yacht rigged with full sail-power. Amidships is placed a small aux-

land, and seems likely to become so in the United States.

The third class of steam-yachts, and the only class hitherto employed to any extent in American waters, is one that depends wholly on steam-power, and may be used both for in-shore cruising or for long voyages, although naturally best suited to the former purpose. It is true a few of our steam-yachts make a pretense of carrying sail, but it is only for looks, or to steady the vessel in a sea-way. The only danger possible to such a craft is one that can occur only through carelessness or gross ignorance. We refer to the reckless use of high-pressure engines or worn-out boilers, and to overloading with passengers; and as in American waters these matters are subjects for



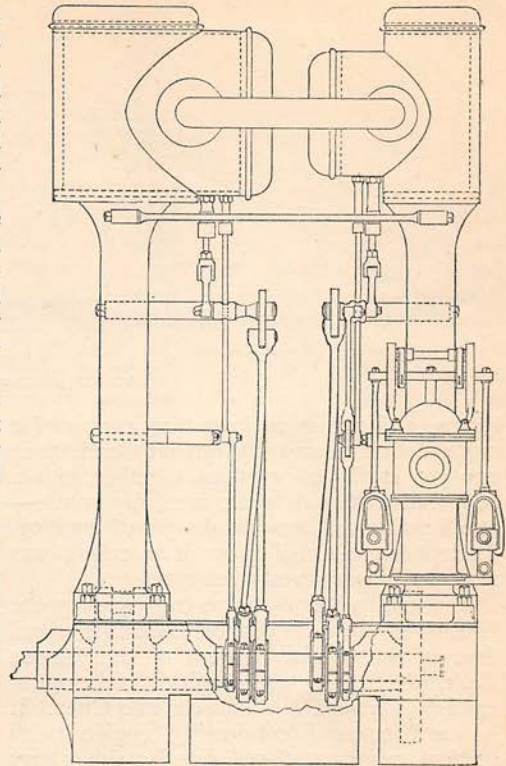
PLAN OF 100-FEET HERRESHOFF STEAM-YACHT.

iliary engine, of but small horse-power, called, in sea slang, "a kettle." When not in use, the funnel lowers to the deck, and the feathering-screw scarcely affects her speed under sail. Although we can hardly imagine that this arrangement would be quite satisfactory to the true sailor, half of whose love for the sea consists in the fun and excitement of maneuvering a sailing-ship, yet, in this rapid age, even to the true sailor, the advantages of this arrangement are obvious, on a long cruise, when drifting through the "doldrums" or "horse" latitudes or beating up for weeks against the trades. When there are ladies on board, for a cruise, we think "a kettle" is decidedly desirable. Another kind of steam-yacht is the class to which the celebrated yacht *Sunbeam* belongs—a genuine compromise between sail and steam. The lines resemble those of a steam-ship, and a fair amount of steam-power is displayed. At the same time, canvas enough is spread to enable the vessel to depend wholly upon it when the wind is fair. Of this description was the unfortunate *Jeannette*. This class of steam-yachts is now quite popular in Eng-

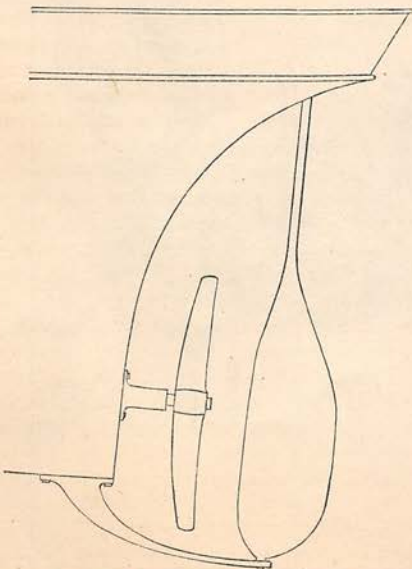
Government regulation, the violation of law is primary to such accidents.

As there seems to be only one steam-yacht in America at all dependent on canvas,—the schooner *Promise*, which carries an auxiliary screw,—we are at liberty to consider that only one class is included in any further remarks we shall make on the subject—the steam-yacht propelled wholly by steam. These are already very numerous in America, but in most cases they consist of little more than a shapely, undecked launch, twenty-five to forty feet in length, with a hot and fussy little engine amidships. These spider-like craft, darting to and fro about our lakes, rivers, and harbors, have doubtless given enjoyment to many. There is no great variety in the construction of these third-class yachts. If they have a cabin, their plan consists of a small engine-room amidships, a saloon aft and a pilot or wheel-house forward, all slightly depressed below the deck level and under one long roof. There is no beauty in this arrangement, the deck being almost altogether covered by the house, but the trimmings of the saloon are often as elegant or

costly as could be desired. A size larger than this is the steam-yacht, fifty to seventy feet in length, of which the Herreshoff Steam Manufacturing Company, among others, has turned out several hundred, averaging sixty feet in length. To this class belongs the graceful yacht *Camilla*, owned by the late Dr. J. G. Holland at "Bonnie-Castle," his home on the St. Lawrence. Another typical size, ninety to one hundred feet in length, although, of course, not confined to these builders, has been illustrated by many examples at these celebrated yacht works. But these have been their three favorite sizes, the number they have turned out amounting to over one thousand. The interior plan of the hundred-foot yacht is represented in the foregoing diagram. It is intended for coast-wise cruising, having dining-saloon, state-rooms, etc., and could hardly be surpassed in commodiousness by anything of this size. It is furnished with a light schooner rig, that is obviously for looks rather than use. But the great feature of these yachts is the boiler and engine, or motive power, which is wholly an invention of the above-named firm. The brothers, John B. and Nathaniel G. Herreshoff, are the grandsons of a Prussian engineer of merit who settled in this country. Their father was and continues to be greatly interested in ships. John passed his boyhood sailing boats on Narragansett Bay, but at the age of thirteen had the great misfortune to become totally blind. This did not check his interest in sailing and yachts. With some one in the boat to warn him when he was approaching the land, he could sail a sloop in a race to

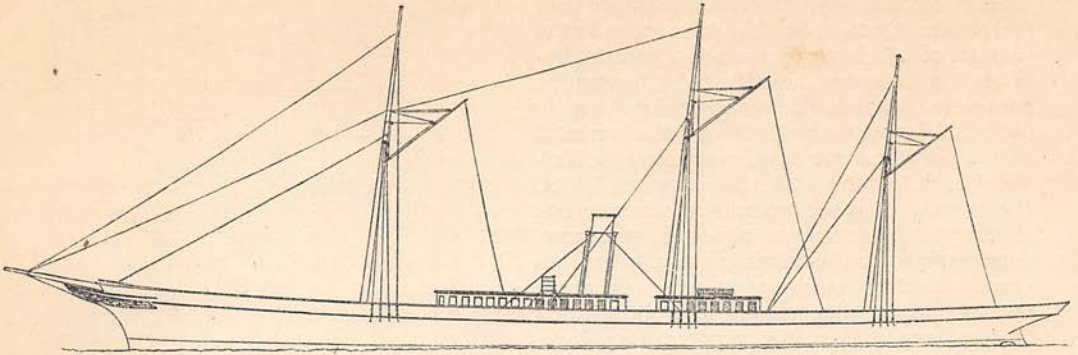


THE HERRESHOFF COMPOUND ENGINE FOR STEAM-YACHTS.



SKEG OF HERRESHOFF STEAM-YACHTS.

windward and win. In 1862 Mr. John B. Herreshoff started a yacht-building yard in partnership with Mr. Dexter S. Stone, one of our most accomplished yachtsmen. This partnership was dissolved in 1870, and soon after Nathaniel Herreshoff, who had obtained a sound scientific education at the Massachusetts School of Technology, entered into partnership with his brother. Up to 1869 Mr. John B. Herreshoff and his partners turned off upward of two thousand sailing-yachts, often merely cat-boats and rarely above fifty feet in length, but of a thoroughly individual type and of a quality which carried the reputation of the blind yacht-builder of Bristol, Rhode Island, all over the world. If he consulted his tastes he would still be constructing sailing-yachts. But manifest destiny did not intend his efforts to stop here. In 1869 this enterprising firm, ever on the alert to keep pace with the age, and to the full as canny in making money as in modeling yachts, began to turn their attention to the subject of steam-yachts, beginning first with the steam-launches that have given them a reputation in England nearly equal to that they hold here. Their success would have been insured even if it had depended only on workmanship and modeling. But they had the great good-

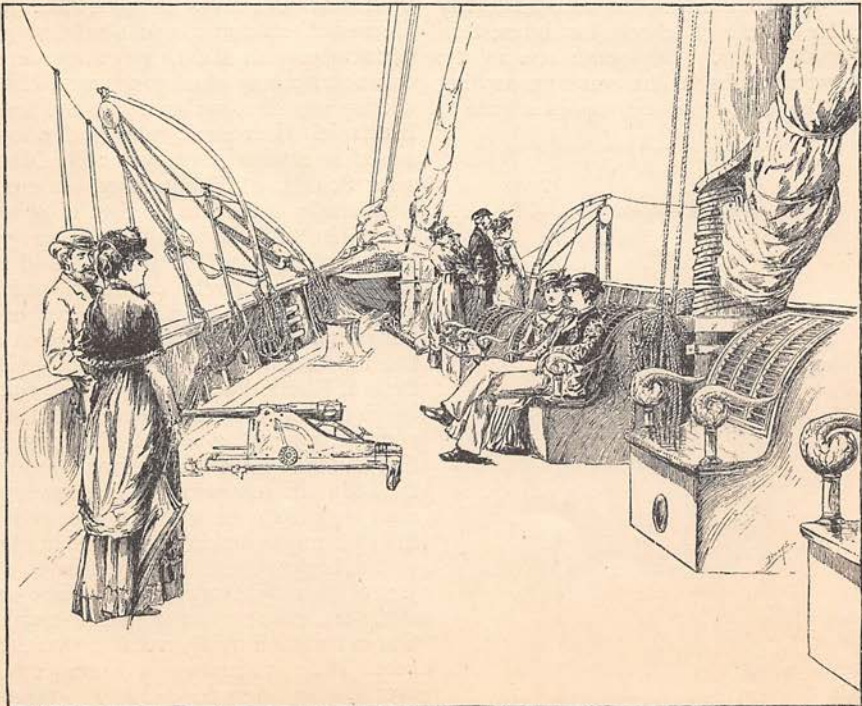


J. G. BENNETT'S STEAM-YACHT "NAMOUNA"

fortune and genius to invent an engine of a more compact and convenient kind than any yet employed in ships, together with a boiler altogether different from any in use—one literally safe from the danger of bursting. Their steam-coil boiler, as it is called, was perfected about seven years ago.

The marine steam-engine employed by the Herreshoff Company cannot be better described than in the official account of the famous *Leila*, which was under suspicion of being intended to smuggle filibusters into Cuba. It is "a compound condensing engine, with vertical cylinders placed side by side above the crank-shaft, and having their axes in the

vertical plane passing through its axis. The cylinders are direct acting, the outer end of the piston-rod being secured into a cross-head working between guides in the engine frame, while the connecting-rod lies in direct extension between the cross-head journal and the crank-pin journal. The forward or small cylinder operates a lever which works the air-pump, the feed-pump, and the circulating-pump, all of which are vertical, single acting, and have the same stroke of piston. The axes of these three pumps are in the same vertical plane. * * * The feed-pump and the circulating-pump are plunger-pumps. * * * The air-pump is a lifting-pump without a



THE FORWARD DECK OF THE "NAMOUNA."

foot-valve. * * * The air-pump piston is not packed, but ground to a metallic fit in the brass barrel. * * * The engine frames, four in number, are each in a single casting and bolted to a bed-plate, which is also a single casting, extending under the entire length and breadth of the engine. The engine works with surface condensation. The surface condenser is composed of a single copper pipe placed on the outside of the vessel beneath the water, and just about at the garboard stroke. This pipe commences on one side of the vessel abreast of the after, or large cylinder, extends to and around the stern-post, and thence along the opposite side of the vessel until abreast of the air-pump and forward cylinder." It is not essential to go into further details here, but it may be well to add that the strength has been so judiciously distributed in this machine that the result has been extreme lightness, as well as great economy in the use of steam.

But it is in the celebrated coil-boiler that the Herreshoffs have displayed the crowning effort of their genius, producing one of the most remarkable modifications in the employment of steam since the days of Watt and Fulton. Four objects have been obtained by the Herreshoff boiler, possessed by no other in existence: it occupies less space; takes less metal and less fuel than other boilers; steam can be produced from cold water in two to five minutes; and it is non-explosive. These advantages are obvious in a yacht; they are also of great importance in a large mercantile steamer. Of course, until they have been tried on a large scale, there may be latent disadvantages, although possibly none may be discovered. The peculiarity of the Herreshoff boiler is that instead of being a tube of boiler iron over the furnaces, the furnace consists of a circular grate, around which is built a circular wall of brick, while around the masonry in turn is a continuous double coil of wrought-iron pipe. The hot gases from the furnaces circulate on every side of this pipe which contains the water that is to be turned into hot vapor or steam. The coil is supplied with water by a feed-pipe at the top, while the steam passes by another aperture near the top to the cylinder. The whole apparatus is surrounded by a casing of sheet iron and is conical in shape. The most important defect of this boiler is the impossibility of examining the interior of the coils, and the facility with which they are made foul, especially by water impregnated with lime-salts. This, however, is less rapidly developed in fresh than in salt water. This defect can be largely remedied, however, by an occasional dose of a solution of soda and potash, which also tends to neu-

tralize the fatty acids of the oils on the machinery. By this precaution a lining of black magnetic oxide of iron is gradually deposited, which is smooth and thoroughly resists the incrustation of salts. With this machinery the Herreshoff one-hundred-foot yacht is capable of achieving a maximum of eighteen miles an hour, with two hundred pounds of coal and only three men to take charge. This, of course, is with all the circumstances favorable, which very rarely occurs at sea. A steamer with a maximum speed of fifteen knots of course never averages that in a voyage; either she alters her trim by burning coal, or the wind and sea are ahead, or something else. The greatest speed ever obtained by a steam-propelled vessel, considering the size, is undoubtedly that reached by the Herreshoff Vedette boats built for the British Government. They were required to steam fourteen knots, and actually steamed fifteen and one-eighth knots; the boats of Mr. John Samuel White, of Cowes, who had made a specialty of this class of vessel, only attained thirteen and three-eighth knots, a very great velocity it may be granted. The dimensions of the latter are only forty-eight feet in length and nine feet beam, with a depth of five feet. The success of these boats depends partly on the lightness of their construction and consequent moderate displacement, a cause which also has contributed to the success of the Herreshoff sailing-yachts, as we stated in a previous article. The lightness of the boiler and machinery doubtless aids the general result. To counteract their lightness of draft and to keep the propeller from "kicking" into the air in a sea way, the Herreshoff steam-yachts generally have the screw depressed below the keel. It is protected by a skeg, or depressed convex projection of wood and copper, or copper alone. It extends as far as the rudder post, which turns upon it, the rudder being attached to it as to a spindle, one-fourth of its breadth from the forward edge, as in the rudder of a sharpie. The lines of the Herreshoff steam-yachts are exceedingly sharp and clean, showing a directness and a freedom from bulginess in all the lines which is very remarkable. The bow presents an acute wedge, without the slightest tendency to the wave line formerly so much valued by ship-builders when Stephens and Scott Russell invented it. These yachts are often composite, the frame being of angle-iron, excepting the stern and the stern-post and the planking of wood. The Herreshoff steam-yacht, take it in all its points, as a model for speed, and for the completeness and unrivaled merit of its propelling power, as well as for economy in the arrangement of space and in the running expenses

—in a word, for attaining the end desired in a small steam-yacht, is one of the completest examples of mechanical and scientific genius yet produced in the United States.

But in size and splendor of interior appointments it must be said that these yachts do not yet approach a number that have already been built in other American ship-yards. Out of a large number of steam-yachts enrolled in the New York Yacht Club alone, at least nine are considerably upward of one hundred feet long. Besides the Herreshoffs, some of our leading steam-yacht builders are James Lennox, of South Brooklyn; Samuel Pine, of Williamsburg; Messrs. Cramp & Sons, of Philadelphia; John Roach & Son, of Chester and New York; Ward, Stanton & Co., of Newburg; and D. J. Lawlor, of Boston. Of course many others among our ship-builders can turn out excellent work if models are given them, or even from their own models. Besides the better known yacht and general ship-builders we have named, the number of excellent artisans who turn out thorough work is legion, and includes such men as Joshua Brown, of Salem; J. Keating, of Marblehead; Van Deusen, of Williamsburg; and Piepgrass, of Greenpoint.

Among our most notable steam-yachts is the *Corsair*, owned by Mr. J. Pierrepont Morgan. She is of iron throughout, and was built on the Delaware in 1880 by Messrs. William Cramp & Son. She is one hundred and eighty-five feet long over all, one hundred and sixty-five feet on the water-line, twenty-nine feet eight inches extreme beam, with fourteen feet depth of hold and ten feet five inches draft, altogether of a desirable size for a pleasure-boat. Her engines are compound, surface-condensing, with a low and a high pressure cylinder. Her accommodations are sumptuous in appliances for comfort and in decoration, but offer nothing especially novel. It is an interesting circumstance that Mr. Osgood's iron steam-yacht *Stranger* is a twin to the *Corsair*. Another notable steam-yacht is the *Yosemite*, built in 1880 for Mr. William F. Belden by Messrs. John Roach & Son, at Chester, Pa. She is one hundred and eighty-six feet over all, one hundred and seventy feet on the water-line and twenty-four feet beam; she draws eleven feet eleven inches aft and has twelve feet depth of hold. She is built of iron and evidently constructed for outside work in long cruises. Her appearance is saucy, rakish, and severe, and suggests rather some fleet smuggler or slayer than a yacht intended for pleasure. She is propelled by twin screws and is schooner-rigged. Although not heavily sparred, the great rake of her masts, together with the long housing top-masts, makes her look ex-

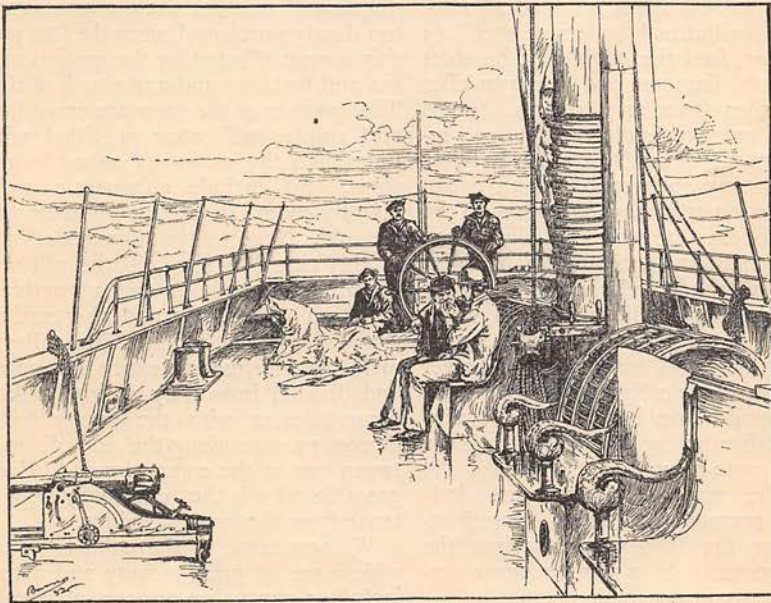
cessively wicked. The effect is greatly aided by the turtle-back, which extends the length of the vessel and at the bow tapers down to meet the stem, extending out to a point and giving the appearance of a long spike like that of the sword-fish. It must be admitted that the general effect of this turtle-back is not in the least beautiful, but it suggests ability to endure weather and probably adds to her safety in a storm. But it narrows the promenade deck to a very contracted limit, while the slender iron balustrade and netting which protect it scarcely seem in keeping with the sturdiness of the turtle-back. If the *Yosemite* were intended for some special service her plan might be exactly the thing, but for a pleasure yacht alone she seems to be too heavy, challenging attention rather than admiration.

More agreeable to look at and, perhaps, as good a sea-boat is the *Rhoda*, built in 1880 for Mr. Pierre Lorillard. She is of composite construction, very fast and every way trim and handsome, except in her forward-deck saloon, which breaks the flow of lines and is so unnecessarily high as to ruin the general appearance of an otherwise very handsome boat. The tendency of Americans to crowd their decks with houses is excusable when it results from a question of dollars and cents, as in a freight or passenger vessel. But we cannot understand why, when a gentleman builds for pleasure a craft in which beauty of lines and decoration are especially considered, he should so often disfigure it with clumsy excrescences called cabins, so formed and placed as to ruin the general grace of outline. The *Rhoda* was built at Newburg, by Messrs. Ward, Stanton & Co. As regards interior appointments, few of our yachts equal the *Ibis*, changed from a schooner to a steam-yacht, and owned by Mr. Higginson, of Boston.

Mr. Samuel Pine, of Greenpoint, L. I., has recently finished a very beautifully modeled steam-yacht, intended for light cruising on the lakes. The roughness of the seas on those waters, however, when it does blow hard there, would make it undesirable for any craft with such a low freeboard and such flimsy upper works to get caught out in a north-west "sneezer." But for ordinary weather this little steamer seems well adapted. As regards beauty of lines we have seen her surpassed by nothing afloat. From stem to stern not a break is to be discovered in the harmonious blending of curves. The entrance is fine, but most attention has been paid to the long, hollow run. Owing to the moderate draft, the propeller is depressed below the line of the keel, and, as in the Herreshoff boats,

is protected by a skeg. The beautifully tapering bow is appropriately terminated by a sharp cut-water, ending in a beak-like point, answering in appearance to a bowsprit. This is now quite a common form of bow in American steam-yachts. It was first employed in American ocean steamers when the bowsprit was abandoned. Eventually, the blunt stem came altogether into use in our steam-marine, having been introduced by Commodore Vanderbilt in the famous steam-yacht *North Star*. The narrowness of the deck limits for promenading appears to be a defect in this otherwise perfect yacht, but it is quite too common in our steam-yachts to call for more than mere mention in this respect. She is furnished with Massey's Patent Compound Engine, which, with its rapid high-pressure

represents a modification of English and American models, which offers a very agreeable result. Her slightly hollow bow terminates in a long, graceful cut-water, supporting a gilded billet-head, and carved scroll-work, with a short bowsprit projecting beyond. It needed but an artistic figure-head of a fair feminine form instead of a billet-head to complete the extreme beauty of this English-looking bow. It is a source of wonder to us that our wealthy yacht-owners, who are so ready to lavish expense, do not give more encouragement to our sculptors by decorating the bows of their yachts with figure-heads. The tapering elliptical stern has a moderate overhang. Here, again, we have a suggestion of English models. The keel is perfectly straight; the midships section is long and



THE AFTER-DECK OF THE "NAMOUNA."

cylinder, longer stroke, and double pistons, is one of the most desirable types of the compound engine.

But probably no steam-yacht ever built has merited more attention than the *Namouna*, completed in the spring of 1881, for Mr. James Gordon Bennett, by Messrs. Ward, Stanton & Co., of Newburg-on-the-Hudson. In the *Namouna*, Mr. Bennett has successfully endeavored to surpass the sumptuousness and convenience of every known yacht. The wonder is that with such a purpose in view so few mistakes have occurred. The results have proved equal to the intentions of the owner. The *Namouna* was designed by her builders and

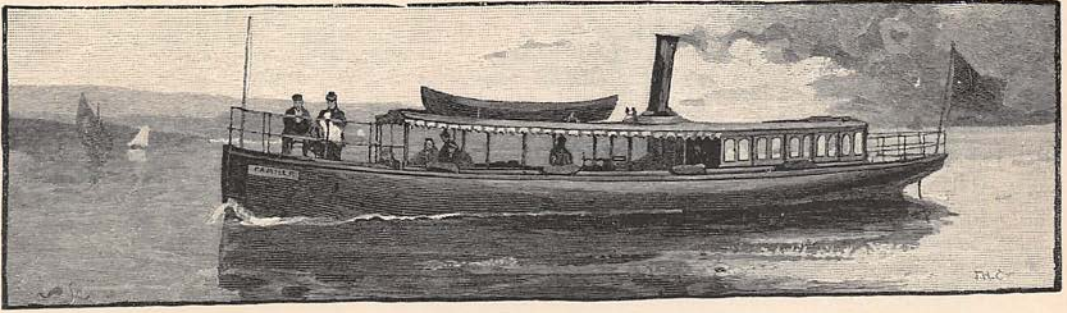
full, giving more interior space, together with greater stability. The sides are straight or wall-sided, and the deck is protected by massive and lofty bulwarks of teak-wood. The latter feature gives a solidity to the appearance of the yacht appropriate to the seagoing work for which she is intended. The general effect when seen on the ways is one of remarkable symmetry and beauty of lines, aided by great strength of construction. It is only after repeated inspection that one realizes the real dimensions of the largest private yacht afloat. (Some of the royal yachts of Europe, I believe, are slightly larger.) She is 226 feet 10 inches in length over all, and 217

feet on the water-line. Her extreme beam is 26 feet 4 inches, her depth of hold 16 feet 2 inches, and her draft 14 feet 3 inches aft, and 11 feet 6 inches forward. She is 845 tons, old measurement, but actually registers 616 tons, new measurement. She is rigged as a three-masted fore-and-aft schooner, carrying so-called lug sails. The looks of the vessel would have been decidedly more effective if the two after-sails had been provided with booms. The masts are single sticks, beautifully tapered, well placed, and raking enough to aid the general harmony of lines; but the spars and canvas are chiefly for looks or for steadying the vessel in a sea-way. For motive power she depends altogether on the powerful engines, which are of the vertical compound, surface condensing, double-tandem order, with two cylinders, high-pressure, and 23 inches in diameter, and two low-pressure cylinders, 42 inches in diameter. Two cylindrical boilers of steel, 13 feet in diameter, feed the engines. The shaft is 11 inches in diameter and the propeller 11 feet 6 inches from arm to arm. She is calculated to average fourteen knots or seventeen miles an hour, but it is scarcely likely she will make any such speed in an ocean cruise. Four compartments lend safety to the vessel, provided they are more carefully looked after than is common in compartment ships. There is also a donkey boiler, capable of condensing five hundred gallons of fresh water daily. Engines are provided in addition for the steering apparatus, and for generating power for the Edison electric lights, of which there are several hundred on board. There is also an engine for distributing fresh water to all the saloons and state-rooms, to the galley, the quarters of the crew, and wherever else it is required. As regards every requisite mechanical apparatus, the *Namouna* combines the latest improvements, to a degree never surpassed on a sea-going vessel.

The deck is flush fore-and-aft, and has a man-o'-war look with its beautiful teak wood bulwarks, its four Hotchkiss guns, its elaborately designed after-steering-wheel, and its bronze binnacle. All the deck houses are built in an unbroken line, and, although of iron, are lined with teak, which preserves the uniformity of effect. The teak imported for the vessel cost \$8,000. The arrangement and shape of the numerous sky-lights is well indicated in the foregoing view of the deck. They are filled with crackle glass, which allows the sunlight to sift below rather than to pierce with a garish glare. The arms of the seats are finished off with bronze dolphins. The deck-houses consist of an elegant smoking-room, a chart-room, the engine-rooms, and a sleeping-cabin intended for the owner when

he prefers to lodge on deck rather than below. But it is the arrangements and decorations below that one finds the most remarkable features of this peerless floating palace. Naturally the ship is divided into four parts: the quarters of the crew, the engine-room, the ward-room of the officers, and the cabins for the owner and his friends, to which all the rest is subordinate and subservient. Here we find the order which has been observed from the first ship to the present day at last reversed. The passenger-cabin is forward in the bow, and the fore-castle, or quarters of the crew, aft under the quarter-deck. This plan has already been tried in two or three English steam-yachts, and is obviously intended in order to escape the fumes and cinders and heat of the galley and machinery, as well as to gain a fresher current of air. It may be questioned whether these advantages are not too dearly purchased, since the fore part of the ship is most affected by the motion of a head-sea and by the sound and shock of the surges. The quarters of the crew are exceedingly neat and ample, and better provided with comforts than the cabins of many large sailing ships, and include a separate galley and laundry-room. The crew numbers forty men all told. Next to the after-castle, as it must in this case be called, is the officers' ward-room, a commodious and attractive saloon, fitted up with maple and chestnut, and surrounded by state-rooms. The galley for the main cabin is situated next to the engine-room, and divided from it by an iron bulkhead. It communicates with the pantry by a long, narrow passage along the side of the ship between two of the compartments. Every disagreeable odor is thus effectually kept at a distance from the owner's cabins.

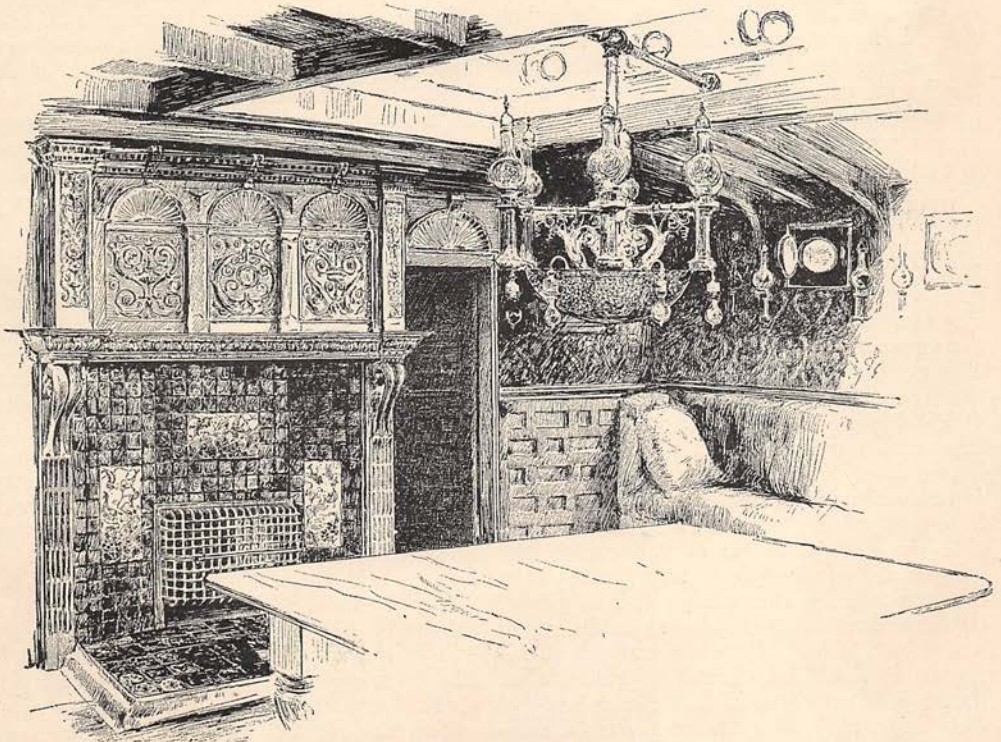
We now come to the cabins *par excellence*, which are of great beauty and interest, and include a pantry, an armory, nine staterooms, a main saloon or dining-hall, and a ladies' saloon, besides a number of minor offices and an abundance of passage-ways. They are so arranged as to avoid, in a degree, the formality common in a ship's cabins, and suggest apartments in a dwelling-house. Descending from the deck by a stairway of carved woods, resembling, in beauty and solidity, the staircase of some ducal chateau, we reach an ample hall or vestibule serving also as an armory. On one side is the entrance to the butler's pantry, and on other sides are sumptuous staterooms and a warlike case of burnished rifles and cutlasses. Stepping over the waxed and inlaid floor, we enter the grand saloon, an apartment twenty-four feet in length, extending entirely across from one side of the ship to the other, and sixteen feet in width,—a room of spa-



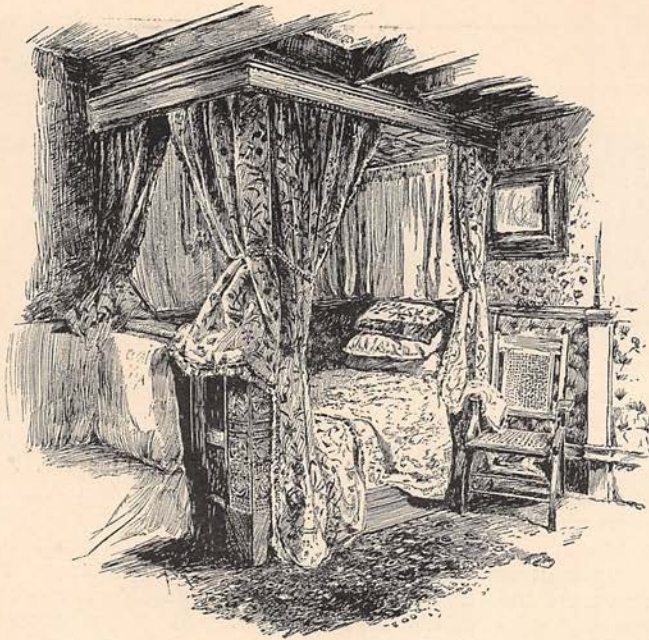
THE HERRESHOFF YACHT "CAMILLA," FORMERLY OWNED BY DR. J. G. HOLLAND.

cious dimensions for a private yacht. The light is distributed over the apartment from a large, dome-like sky-light of crackle glass. A curtain of rich Indian stuffs can be drawn across, and the light can be further tempered by a stained-glass slide. Light is also admitted by round port-holes. Exquisite hangings, in which the interwoven thistle is wrought in silk and gold, can be drawn across them and serve to dispel the idea that one is on ship-board. The thistle on these curtains constantly reappears in the decorations of the yacht, and is doubtless a reminiscence of the Scotch origin of her owner. Below the sky-light, over the massively elegant table of carved oak,

hangs a very elaborate brass chandelier of Moorish design, diffusing a genial glow at night by means of tiny globes of electric lights pendent from the bands of metal filagree. All the wood-work in this saloon, including a paneled dado, are of English oak slightly stained so as to relieve it from the crude tint of newness. The sides of the room above the dado are of a delicate turquoise blue, in square panels, apparently of raised plaster, stamped with thistles of gold leaf. In reality this is done by a process comparatively new in this country, but suggested by an old Scotch style of decoration. The effect is reached by coating a lining of leather with a paste-like pig-



MAIN SALOON OF THE "NAMOUNA."



A BEDROOM ON THE "NAMOUNA."

ment mixed with drying-oil and laid on so solidly that it could receive a rough raised surface. Its durability is remarkable, while the exceeding richness of the effect is exceptional. At either end of the saloon are sofas upholstered in figured green-gold plush. The iron deck-beams, reaching across the ceiling, are faced with oak, and the spaces between are painted with the most delicate designs of gold upon a sea-green ground; this work was done altogether by hand, without the aid of the stencil, and is far more costly and artistic than one would imagine at a superficial glance. A superb oaken bookcase, next to the mantel, with doors of bevelled, prismatic glass, is a marvel of artistic taste and handiwork, and the same may be said of the side-board on the opposite side. The floor is inlaid with elegant designs in colored woods and is warmed in the center by a costly rug of Oriental pattern. Not only is every object thus far described exquisite in itself, but all are harmoniously combined to give an air of comfort as well as regal luxury, and all contribute in turn to aid the central and most remarkable piece of decoration in the saloon, the magnificent mantelpiece and grate. The former reaches to the ceiling. It is supported on either hand by a dolphin superbly carved out of oak. Of the elaborate carvings of this mantel it would be difficult to give a clear description, but some idea of the richness of the design may be gathered from the illustration we give. The grate is protected by a

nickel-plated grating, to prevent the coals from falling out in rough weather, and is set in a recess covered with blue glazed tiles, relieved by larger glass panels of a pale sea-green hue, representing the sea with fish and shell-fish disporting therein. This part of the decoration and the glass-work throughout the vessel were executed by Louis C. Tiffany & Co., Associated Artists, but the general direction of the interior decorations of the *Namouna* was assigned to McKim, Mead & White. The harmonious arrangement of colors in this saloon and the elaborateness of the carvings make it the most elegant cabin ever seen in a ship, at least since the time of Hieron and his famous yacht.

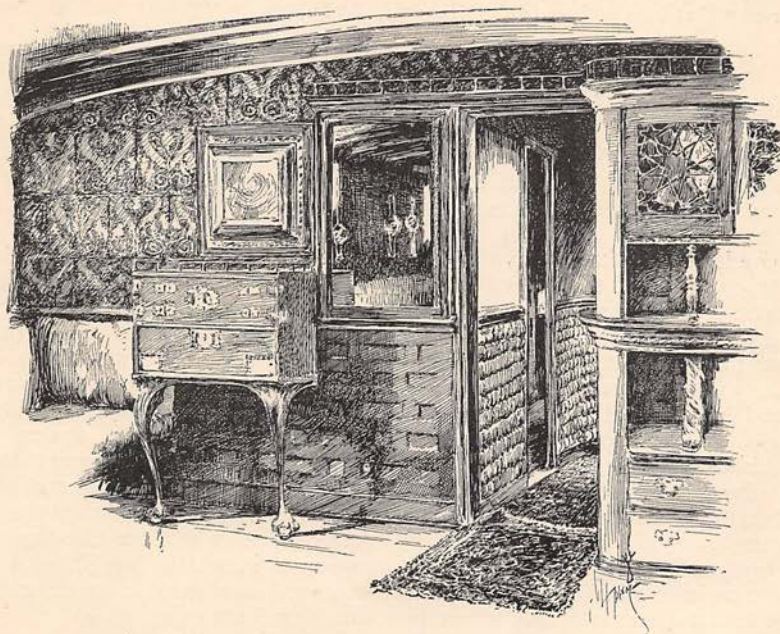
From the main saloon we enter a winding aisle or passage upholstered with a lofty dado of olive green plush, and leading to the ladies' saloon and staterooms and the stateroom of the owner. The latter is furnished entirely in cherry wood, excepting a dado of pale maroon plush. It includes a bedroom and a bath-room, besides ample closets and wardrobes. The sides and floor of the bath-room are faced with tiles. The bath is in the floor, covered by a trap-door, a contrivance applied also to several other staterooms in this yacht. The bedroom is lighted by a special sky-light, beneath which is a beautiful toilet-table, mirror, and chest of drawers of carved cherry. Opposite to this is the bedstead, also of carved cherry, of a massive design, relieved by delicate carved work. It is said to have cost one thousand dollars. The sofa is covered with olive-green plush,—the prevailing tint in the upholstering of these cabins,—and the panels of the doors are filled with mirrors of the costliest glass. The sides of this cabin as of the ladies' saloon and most of the staterooms are covered with flowered chintz of an agreeable design. At a distance the effect is excellent, but seen near by it has a suggestion of cheapness entirely out of keeping with the surrounding decorations.

The ladies' saloon differs from the main saloon by being smaller as it is nearer the end of the ship. Instead of a side-board in this room we find a piano, expressly made for this position. A book-case presents a piece of light and elegant open-work carving resembling a Japanese cabinet. A dainty writing-

desk is attached to it, almost too light for service, but very graceful in design. Of the other apartments each has features of its own, and all, whether for guests or attendants, are elegantly furnished.

Such is the *Namouna*, so far as one is able to describe her in a few brief pages,—

men are capable of, she has never been surpassed. The ship-builders and the artists of Europe might inspect her ever so carefully and find little to condemn and much to praise; possibly they might also see another indication of the growth of the arts in the western world. It is a long step from the *May-flower* to the



ENTRANCE TO THE LADIES' SALOON OF THE "NAMOUNA."

fairly-like in form, Oriental in the splendor of her decorations, and yet cozy and comfortable as an old English home in the plan of her appointments. Science, skill, and money have been lavished upon her without stint. As a representation of what American crafts-

Namouna, and even they who deprecate admiration of material success may gather profit in the national progress suggested by a contrast between these two ships, separated as they are by an interval of two hundred and sixty-two years.

S. G. W. Benjamin.

THE VICTORIA REGIA.

THE calyx parts in short, convulsive throes,
 With intervals of rest, as if, to gain
 Its blossom life, the bud were racked by pain.
 With solemn motion slow the leaves unclose,
 And curve by curve the graceful chalice grows.
 Stirless the velvet disks of green remain,
 Like palms outspread to save the flower from stain.
 O mystic flower! What god its secret knows?
 It opens, an unsullied, dazzling white;
 Confronts the sun, one day, with brow serene,
 Then closes at first darkening of the night.
 Next morn, it opens with the dawning light,
 Rose-red, as might some stately, blushing queen,
 Rememb'ring what she yesterday had seen.

H. H.