

BURNING MONEY IN THE SUMMER TIME

HOW AMERICAN MULTI-MILLIONAIRES EXTRACT AMUSEMENT AT VERY LARGE EXPENSE



MR. AND MRS. CLARENCE MACKAY AND WIFE ON THE BOAT



WILLIE K. VANDERBILT AND HIS MOTOR BOAT



JAMES HAZEN ON COACH



MRS. JOHN JACOB ASTOR



THE LADY IN THE PICTURE IS MRS. CLARENCE MACKAY

class, respectively, were the winners, and the records they made were not disturbed for years.

Most of the men who owned the yachts which raced in 1894 and 1895 are now dead. The course was from Larchmont to New London, 33 nautical miles. Atlanta's time in 1894 was 4 hours, 34 minutes and 22 seconds. The famous Stiletto appeared for the first time in 1895. Varnose, Ellida, Arrow, Now Then and other craft of then unprecedented speed, appeared in the '90s, but they had no formal races, though money was burned in chunks in the running of them.

Two years ago steam yacht racing was revived in the contests for the Lyndhurst cup. The first contestants for his trophy were Kanawha, owned by H. H. Rogers, John D. Rockefeller's able lieutenant, and Noma, owned by W. B. Loeda. Kanawha won over a course of Newport. Last year this race was contested by Kanawha and Hauoli, owned by F. M. Smith, who gave the trophy, which was valued at \$3000. Kanawha won, and she is conceded to be the fastest steam yacht in American waters. There were one or two other steam-yacht races in the Sound in 1903, and last year two steamer races were had during the New York Yacht Club's annual cruise. It now seems probable that the sport will receive more attention in the near future.

The power-boat, by which is meant the pleasure craft propelled by gasoline, kerosene or electricity—is coming in for a larger share of attention from the money-burners every year; but such boats of the smaller size can be bought so cheaply that people with very little money to burn can own and operate them. According to the National Association of Engine and Boatbuilders in New York, with which most of the motor-boat builders are in touch, there are at least 20,000 motor boats of from 20 feet to 15 feet in length, and a total first cost of more than two and a half millions; they are "auxiliaries"—that is, they use both sails and power—and are included in Lloyd's list. Rather more than 30 power boats, not auxiliaries, ranging in length from 30 to 125 feet, are also included in the register, and their aggregate value is put at more than two and a quarter millions.

One reason for the rapid growth of the power-boat habit lies in the comparative cheapness of operation. A pretty big craft of this type can be run for six or seven hours on fuel costing \$25 or thereabouts, and, size for size, power boats can be run much more economically than steamers. So far the power-boat builders have borne most of the expenses of the races to which so much attention has been given, but they are now trying to shift the conduct and cost of all speed contests to the owners. Some time in September, however, a great motor-boat festival is to be held near New York, under the management of the American Yacht Club, and it is expected to be something quite out of the ordinary in its way.

Commodore Gerry an Accomplished Money-Burner.

COMMODORE ELBRIDGE T. GERRY, whose famous steam yacht *Electra* has served many years as flagship on the New York Yacht Club's annual cruise, is one of the most picturesque money-burners in the country, despite his rigid notions in regard to many things. His annual living expenses reach away up into the hundred thousands; indeed, a million dollars has been mentioned as his yearly outlay, and, of course, a very large proportion of whatever he spends is put out in the good old Summer time. To some readers the expenditure of so much money by Commodore Gerry just for pleasure and living expenses may seem excessive. But he could do it without extravagance, for, while not in the hundred-millionaire class, his fortune is one of the largest held in the metropolitan district, being \$20,000,000 at least, according to good judges. At that figure his income, on a 5 per cent basis, is \$1,000,000; and he does not spend a million each twelve-month, but he spends \$200,000 to the good, not counting the natural increase due to the continuous rise of New York landed property.

Commodore Gerry burns a good deal of his money at Sea Verve, his Newport place. His New York residence is considered the best furnished of all the palaces that line Fifth avenue, not excepting the famous double houses occupied by Mrs. Astor and her son John Jacob, or the equally famous Vanderbilt house at Fifty-fifth street. This is not understood by most newspaper readers, because the Commodore discourages the publication of any details about his house or his wealth, and understands pretty well how to prevent it. Once, on the eve of a Gerry entertainment speech-making in New York society history, he made it a condition with a certain reporter who asked for information that he should not print any details except as specially agreed upon. Then the Commodore took the reporter all over the house, after which he said: "I look upon you as a gentleman, and I shall always give you any information which I consider legitimate news, but of course, you must not print any description of this house."

Liveliest of the Younger Vanderbilts

WILLIE K. VANDERBILT, JR., is probably the most picturesque of the money-burners among the Long Island multi-millionaire colonists. His two best-known ways of getting rid of his cash are the racing of automobiles and motor boats. His expenditures in the promotion of automobile races have doubtless been very heavy; his automobile racing cannot have been highly expensive, however, since the initial cost of the races in which he entered was defrayed mostly by the motor-boat manufacturers. His chief personal outlay was for new boats, in which he placed engines taken from automobiles.

How They Incinerate Dollars on Long Island

A WHOLE lot of money is being burned on Long Island every Summer, these years, but the millions destroyed by the masses at Coney Island and the race tracks may be left out. Few of those who separate themselves from their currency either at Coney Island or betting at the tracks belong to the real money-burning classes. But the cash expended for pleasure by the new multimillionaire colony, whose brightest representatives in some respects are Mr. and Mrs. Clarence Mackay, is well worth consideration. In a way most of the money spent on the big, costly estate at Harbor Hill, the Mackay estate, the most expensive of them all, may be taken as a sample. It covers 160 acres; its cost, including the house, was \$1,000,000. Three hundred thousand dollars has been spent in destroying the comfortable old-fashioned farm-houses which once dotted its area, removing the last vestiges of their existence and putting the grounds in order. Mrs. Mackay says it will take 20 years, at least, and of course a lot more money, to make the Harbor Hill grounds really superbly near perfection. Not many of the colonists are more than a fraction as well known throughout the country as the Mackays. Their family name is a household word by reason of John W. Mackay's picturesque and widely heralded struggle to get the millions his widow, in England, and his son, in America, are now enjoying, and the further fact that he perfected one of the two great corporations whose wires form a vast continental telegraphic network.

land. Foxhall Keene is one of these because of his father's occasional lurch performances in Wall street, and because of his own doings on the polo field and as a cross-country rider. Payne Whitney is another, because of his marriage with the daughter of John Hay, Secretary of State, and of the political and financial prominence of his father, William C. Whitney. William K. Vanderbilt, Jr., is another for obvious reasons. General Lloyd Brice is not so well known by all classes, perhaps, though as the successor to Allen Thordike Rice in the publication of the North American Review, he earned literary renown. E. D. Morgan, Perry Tiffany, Stanley Mortimer, Albert Stevens, Edward T. Cushing, Rawlins Cottonet, Thomas Hitchcock, Jr., are other well-known names.

These folk all burn money plentifully in the Summer time, applying almost all the customary methods in its incineration. The gymkana, or freak out-of-door game fete, is a favorite scheme with them, some of them run yachts, both sail and steam; they promote automobile and motor-boat races; they hold horse shows and they hunt. Hunting, however, is more of an autumn than a Summer recreation. You may get a nebulous notion of the amount of money the Long Island multi-millionaire colonists have to spend from the circumstances that a woman worth only a paltry million, who lives among them and is well liked by them all, is often presented with various things she is known to desire, but "cannot afford," just the same as the villager who is worthy but hardly up to the level of the average earning capacity is sometimes favored by his sturdier "better fixing" village neighbors. It is said, moreover, that she accepts whatever is offered to her with thanks, and as a matter of course.

By Dexter Marshall.

HERE is so much money in the United States to burn nowadays that only those who regard millions as others look upon hundreds and who spend a hundred thousand with no more thought than most of us give to the outlay of a \$10 bill are entitled to be termed money-burners at all. There are almost as many possible ways of burning money in the good old Summer time as there are people with money to burn, yet practically all the really big money bonfires may be divided into a few general classes. It is the consensus of opinion among money-burners that, while more cash in the aggregate possibly may be spent on horse-racing, including the betting, than any other form of amusement, the operation of a steam yacht offers better opportunities for the rapid and complete consumption of cash than any other known method. Running a sailing yacht of any considerable size comes close to filling second place, practically the only difference of expense for yachts of similar dimensions being the cost of the coal. Undoubtedly more capital is locked up in the pleasure yachts of this country than in any other Summer amusement plant whatever, unless the out-of-town houses of the multi-millionaire be catalogued under the same head. According to Lloyd's Register, brought down to May of the present year, there are 125 steam and power yachts over 30 feet and 230 sailing yachts over 25 feet in length now

afloat on the waters of the United States, making 350 in all told. Lloyd's list is as complete as can possibly be made, though it is known that by no means all the yachts entitled to registry have been entered by their owners. The first cost of these yachts ranges from a few hundred dollars to millions; the aggregate first cost of them all is at least \$40,000,000; it may be \$45,000,000. Experts say that a good deal more than this is invested in automobiling, but automobiling is by no means so nearly an exclusive Summer sport as yachting. A few yachts are kept in commission nearly or quite six months of every year, and a still smaller number a longer time, but for the most of them the season does not last more than 90 days. Its cost varies. One expert says that the expense of running a steam yacht will average a little more than one-sixth of the cost of the boat, and of a sailing yacht a little less. At that rate, the yachting season each year requires the consumption of between \$5,000,000 and \$6,000,000, exclusive of the expensive entertainments on board, the big champagne bills of the owners and other set returns. A recently published magazine article puts the grand total each season at \$8,000,000. To be frank about it, there is no telling just what their yachts do cost those whose only use for money is just to burn it, but everybody agrees that the aggregate spent upon the sport is a truly prodigious sum. Howard Gould is understood to make way with at least \$15,000 a year in running his Niagara and entertaining his friends. William K. Vanderbilt spends a like sum on his North Star, and J. P.

Morgan as much on his Corsair. George Gould probably spent more when he was sailing Atlanta, but he has sold his boat, and no longer spends Gould money operating H. Of late years Cornelius Vanderbilt III has been lavish in his yachting expenditures. Thomas W. Lawson, of Boston, is another steam-yacht owner who consumes a big bunch of currency as his favorite amusement, and Commodore Elbridge T. Gerry is still another, while at least a score of others are believed to lay out, say, \$20,000 apiece each season in the operation of pleasure craft. There has been comparatively little steam-yacht racing in this country, popular as the racing of sailing craft has always been, though trials of speed between swift pleasure steamers would be a very exciting as well as an expeditionary method of burning the money. An organization known as the American Steam Yacht Club was formed some years ago for the express purpose of fostering contests between steam pleasure boats. The organization has a clubhouse at Milton Point, on Long Island Sound, and a trophy worth \$20,000 to be awarded to the winner each year was provided long ago. Whenever this trophy is won by the same boat three years in succession its title becomes permanent. It has never been raced for as yet. But in 1894 there were independent contests between Jay Gould's Atlanta, John Rauch's Yosemite, C. F. Timpon's Natalie, Brandreth's Camilla, J. M. Seymour's Rival, C. H. Ogden's Sophie and H. A. Taylor's Sphinx. In 1895 and 1896 there were exciting steam-yacht races also, the eight races ending being divided into classes according to length. Atlanta, Yosemite and Nevada, of the first, second and third