
The Lookout



NEW BUILDING

Now being erected at South Street and Coenties Slip

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK
ONE STATE STREET

A LAST APPEAL

\$400,000 Needed To Complete New Institute

On the corner of South Street and Coenties Slip the new building of the Seamen's Institute is rapidly nearing completion. The exterior of brick and terra cotta is finished. The Lighthouse tower is completed except the lantern. Inside, most of the partitions are in place.

When ready to open, this Institute will be a model of its kind for all the world.

But we began to build even though a portion of the money required was not subscribed. The success of this tremendous work for seamen demanded it, and it was our duty to our subscribers as well as to the seamen depending upon us.

With the final estimates in on substantially all the work, and with an allowance for furnishing, it is believed that the building will cost about \$750,000. Of this there still remains \$400,000 to be raised.

The chief item increasing the expense of erecting this building was the cost of the foundations. The new Institute had to be on the water-front to be easily accessible for sailors, but the excavations were made on a site which was originally a part of the East River. To use pneumatic caissons, forming a water-tight cofferdam, cost \$116,000.

The building should not be opened until fully paid for. Then it will be self supporting without any endowment.

The new Institute is absolutely necessary.

Will you help us raise this final \$400,000?

Subscriptions, payable any time before May, 1913, should be sent to

EDMUND L. BAYLIES, Chairman Building Committee,
54 Wall Street, City.

THE LOOKOUT

Published by the Seamen's Church Institute of New York

RT. REV. DAVID H. GREER, D. D., LL. D., President

FRANK T. WARBURTON, Secretary-Treasurer

OFFICE, ONE STATE STREET, NEW YORK

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Unique Foundations of the New Institute

An article appeared in a recent number of the School of Mines Quarterly, written by Maurice Deutsch, the consulting engineer in charge of the caisson foundations for the new Institute. This article gave a detailed description of this very intricate engineering feat and has since been reprinted in pamphlet form with a plan illustrating it.

The engineer considers the Seamen's Institute foundations one of the most unusual pieces of work in his experience. No excavations had yet been carried to bed-rock in the vicinity of South Street and Coenties Slip, and a number of carefully driven borings disclosed the fact that stone-filled cribs and other varied timber would be encountered. In view of this condition, a pile foundation was practically impossible.

Caissons employed on this work were practically of the same design as the reinforced concrete caissons used on the Municipal and Woolworth buildings. They passed through 10 feet of soft, wet mud; 10 feet of stiff blue clay; 5 feet of fine sand; 1 foot of coarse sand; and from 1 to 9 feet of hardpan, before bed-rock was reached.

These caissons were designed not only to carry the actual column loads and to resist external pressures, but also to exclude absolutely all ground

water from the exterior. To accomplish this it was necessary to secure a tight bond between the ends of adjoining caissons. So that after they had been sunk to bed-rock and the adjacent ends bonded, a complete water-tight box then surrounded the lot. It was then possible to excavate the interior to a depth of thirty feet below the curb, or twenty-seven feet below water level, without the use of compressed air.

The concrete floor of the cellar, beneath the basement and sub-basement, is on a level with the East River and its construction represents a constant battle with the pressure of the water. The tide was thrust back in one place, allowed to rush in at some other point and then forced back until finally, little by little, the water has been so controlled that it is concentrated in two pits, from which it is constantly pumped by automatic pumps.

While the Seaman's Institute was the pioneer in laying these foundations on the water-front, Grace & Company has decided to follow the Institute's example and use caisson foundations for that firm's new building on Old Slip.

“Titanic Memorial”

Since the September LOOKOUT was issued we have received \$96.00 toward the Lantern Tower and Time-Ball being erected on the new Seamen's Institute on South Street.

\$2,104.00 is required to complete the \$10,000 necessary to pay for this Memorial Lighthouse and the Memorial Tablet. Checks should be sent to J. P. Morgan & Co., 23 Wall Street, Acting Treasurer.

A significant feature of this monument to all those who sank with the "Titanic," is the fact that contributions have come in from over 350 persons, in amounts ranging from \$500 to \$1.00.

The value of such a Memorial is in having the enthusiasm of a great many people in erecting it. It has been the ideal of the Committee in charge of this work to make it a Lighthouse Memorial from **everyone**, who knowing about it and understanding its purpose, desire to take an active part by giving to it, however small the amount.

Ordinary necessities make tremendous demands on even the most elastic income in these days when the "high cost of living" is a phrase almost staled by familiarity. It seems, therefore, rather an unusual privilege to give to a Memorial for those 1,500 souls who have passed forever beyond vexing material problems, and who in their passing gave an entire universe a fresh glimpse of the intangible force and immensity of "Whatever Is."

An Acknowledgement

We received recently from St. Faith's Guild, Church of Holy Trinity, a box containing fourteen knitted mufflers and four pairs of wristers. There is usually a greater demand for these comfortable protectors against the cold than we can supply.

An Adjustment

It was raining and there was a high wind. The framework of the elevated railroad just opposite No. 1 State Street creaked and shuddered and over in Battery Park the early autumn leaves rushed about in a kind of desperate hurry. Every one at the Institute was just a little busier than usual when a young girl came into the office of the Ways and Means Department carrying a young baby in her arms. It was evident that she had shielded the child from the storm at the expense of her own clothing, but she seemed oblivious to her apparent discomfort and inquired anxiously if she could see the Superintendent.

She told her story as coherently as her distress of mind would permit. The little baby was her sister's and her sister was at home very ill from grief over her husband's disappearance.

It developed that the husband was a seaman who had sometimes secured positions through this Institute. In fact, mail still comes here for him. Several months ago he got a very good situation in a Boston foundry and wished his wife to go there to live. She refused to leave her mother in New York and so the husband came back here week-ends, spending over half his wages in railroad fare. As a result of these rather strained domestic arrangements the husband and wife quarrelled and he gave up his foundry work and took a berth on the "Wilmington." And from Delaware he wrote to his wife that he had been very much disappointed in his marriage, that he was going to South America, Australia, India, and he did not care what became of him.

Upon the receipt of this rather startling communication his wife, who had not been well for some time, became seriously ill, and it was the opinion of her sister that she would never recover unless her husband returned to her.

She was sure the Institute could find the man for them, if it would only try. The assistant superintendent promised her to do everything possible to trace the recalcitrant husband and she went out again into the rain, her umbrella held over the bundle in her arms, and wearing the look of one who has accomplished her purpose.

So letters were sent to the British and German Consuls in Philadelphia and Baltimore inquiring if the man had shipped for Buenos Aires, and in each case they replied that he had not. Word was left at the Post Office downstairs that if the man should call or send for his mail he should be notified that the assistant superintendent wished to see him.

And one night a week later a bright-eyed German about twenty-two years old presented himself at the office door. He was still on the "Wilmington," but he said he would not go home. It took a long time to persuade him, but when he was finally convinced that his wife really needed him he agreed to go to her, abandoning his threatened trip to Australia and India.

The little sister came in again, carrying her niece as before, but this time it was not raining outside and she was smiling happily. Her brother-in-law had been home, the wife was getting well and the Institute had justified her faith.

Large Bedrooms at \$250.00

Forty-five large, outside bedrooms are still to be reserved. Those are the rooms intended for the use of the officers, stewards, expert engineers, boatswains and better class of seamen.

A chiffonier or chest of drawers and furniture of a less severe type of simplicity than that in the seamen's rooms will make these large rooms more attractive to the men for whom they are designed.

The following persons have already taken officers' bed rooms in memory of famous sea captains:

William G. Low, "In Memory of Captain Charles Ranlett".....	1
Anonymous, "In Memory of Captain Urquhart"	1
Miss M. Helen Hicks, "In Memory of Capt. Ratcliffe Hicks of the Merchant Marine"	1
Mrs. Paul H. Hudson "To Welsh Seamen in Memory of John W. Edwards"	1
Anonymous, "In Memory of Captain Thomas R. Cook"	1

\$250.00 will build and furnish one of these rooms.

A brass plate bearing the name of the donor, or an inscription containing the name of the person memorialized, will be placed over the door, if desired.

From the Harbour

A post card came to one of the Institute's staff the other day asking him if he had waved his handkerchief from the top of the new building a few afternoons before when the boat "Priscilla" was passing. The writer of the card was on board and had seen the flutter of white from the twelfth floor. He added, "That building certainly looms up wonderfully when you are in the harbour."

THE LOOKOUT

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NOTE—Address all communications to
ARCHIBALD R. MANSFIELD, Superintendent

Music and the Sailor Man

A thin-voiced, overworked piano stands in a corner of the reading room at No. 1 State Street and it is seldom silent. You peer through the fog of tobacco smoke and you see a young Italian boy, his shining black head bent low over the keys—"Sobre las Olas" is his favorite melody. Or you catch the strains of a transiently popular waltz and you see a huge, red-necked sailor displaying the energy which is wont to go into deck scrubbing or furnace stoking.

On Monday mornings the tall, lanky Britisher sits at the instrument picking out "Nearer My God to Thee" with one finger, or perhaps it is a more stolid little Swedish lad who is trying to play "Lead Kindly Light" by ear—fresh memories from the services of the previous day. They may have attended church or chapel in a sort of desultory search for amusement, and yet—on Mondays the slow cadences of hymn-tunes invariably float up the stairs.

Sometimes you hear a good tenor voice singing in soft broken English "I Want to be in Dixie," and if you look into the room you may see a native of Barbadoes or West Indies who certainly cannot lament his absence from Dixie because he is homesick. And—more rarely—there are days when snatches of Grieg and

Mendelssohn's "Spring Song," and bits from the Italian operas issue from beneath the work-thickened fingers of some sailor man who might have been something rather different from a voyager of the seas if he had not happened to drink, or quarrel with his people, or have a roving disposition—a chronic attack of the "Wanderlust."

So many reasons present themselves to the imagination on one of these days when the patient old piano sings and proves that real harmonies still dwell within its heart.

And about the room sit thirty or forty men at a time, most of them smoking, reading, writing letters or leaning wearily upon the table, their heads pillowed upon their arms, apparently oblivious to the insistent sounds invoked by varying performers. But there are always a few gathered about the most able of the music makers urging him to play their favorite airs and humming odd bits of unfamiliar tunes to help him out. Who can say the weedy voiced piano is not a missionary in the truest sense?

“Breakwater” Games

In the game room of our little hotel for seamen, there is need for the following:

Chess, Dominoes, Checkers, Billiard Cues.

LOOKOUT readers having old games or half worn billiard cues may send them either to the Institute at No. 1, State Street or to "The Breakwater," 19 Atlantic Avenue, Brooklyn, N. Y.

Games are one of our strongest weapons in the combat with the evils of the streets that fringe the Harbour.

One Hundred Dollars!

One Hundred Dollars will build and furnish a seaman's bedroom in the new Institute.

There are 390 bedrooms. 250 have been reserved by persons wishing either to memorialize someone whose interests were with sailors or to make the gift of \$100 for a specified part of the new building.

140 bedrooms are still untaken.

One Hundred Dollars will give one hundred men the use of the room during the year.

One Hundred Dollars will give somebody's son, somebody's husband, somebody's father a welcome, a clean bed in decent surroundings, good companionship, entertainment and care, then a fair chance for another job through the Institute's Free Shipping Bureau.

One Hundred Dollars will help 100 men keep away from the temptations and degradations they would encounter in the Sailortown of this city.

One Hundred Dollars and One Hundred Men! Only a dollar apiece to help them in their fight for self-respect and right living.

Surely this is a text for an appeal for seamen.

His Reason

Mr. Joseph Smith went into the office of the Shipping Bureau the other morning and announced that he wanted a job as a seaman. Inquiries as to his experience brought the information that he knew nothing about the business of steaming or sailing, but all the same he wanted to be a seaman. He had been a waiter, he

explained, and he had found that in that occupation he was unable to resist the temptation to eat a very great deal too much, and so he had reasoned with himself and come to a decision.

If he went to sea there would not be food of any great attractiveness and he would thus be kept from over-indulgence. He was sure he could learn to do the work and the moral effect would be incalculable. The man seemed quite sober and was apparently sane, but the Institute shipping man felt that the sea was not suited to his requirements.

Gifts and Memorials

For those desiring to make small gifts or memorials there still remain untaken:—

Panel with Biblical or Allegorical subject, memorializing all sailors lost at sea, also heavy wooden door with wrought-iron hinges, to be placed at entrance from Chapel to the street; the door and panel comprise the filling between the jambs. \$500.

Cornerstone of granite, bearing date and seal of Society, the latter modeled and carved, together with metal box for documents. \$500.

Chapel Furniture—Altar, Lectern, Credence Table, Font, Altar Rail and Pulpit may be used as memorials. The estimated cost of these has not been determined as yet.

The Organ has been selected and this will cost \$5,000.

There are drawings of all items mentioned, excepting Chapel furniture, and these can be shown at any time upon application at No. 1 State street.

Exchanges

NEW YORK'S COST OF LIVING

Whenever the great port of New York desires to attract commerce and industry to itself it can easily obtain more than its share by modernizing its terminals and co-ordinating their uses. The cheap handling of commodities in and out of a city is the basis upon which the successful growth of that city depends. If a city's cost of living is high its growth will for the time being be stunted. So said Dock Commissioner Tompkins in his speech the other day before the Atlantic Deeper Waterways Association.—*The Nautical Gazette*.

EXPLORING UNKNOWN ISLANDS

The auxiliary motor ship Curieuse has been commissioned by the French Geographical Society to study the fauna and flora of the least known islands in the Atlantic and Pacific. This vessel was especially built for this voyage, which it is expected will occupy some two years. She is yawl rigged and equipped with a 40 horse-power motor for use in calm weather. Some of the islands which she will explore are the Tristram-Ocean Islands, south of the Cape of Good Hope, islands north of Australia, and certain islands in Polynesia, returning by way of the Panama Canal soon after its opening.—*Marine Journal*.

THE BRITANNIC

At Belfast there is now being built a new 50,000-ton steamship for the White Star Line. It was announced about a year ago that this ship would be called the Gigantic, but in reply to a letter of protest against this name after the Titanic disaster, Mr. Ismay stated that the name had not been de-

ecided upon, but that it would certainly not be the Gigantic. They now announce that the name chosen is the "Britannic."—*Coast Seamen's Journal*.

Two Dormitories Left

\$1,000 will build and furnish a dormitory that will accommodate twenty-five men.

On cold nights in winter or rainy nights in summer scores of forlorn derelicts have applied to the Institute for a bed, and we have always had to send them down to the Salvation Army Hotel—and even that has been frequently overcrowded.

There are three open dormitories on the fifth floor of the new Institute with beds at fifteen or twenty cents a night. Stairways in the rear enable the men to reach the dormitories without entering the part of the fifth floor devoted to the regular seamen guests.

One of these dormitories has already been reserved as a memorial. There are two left, at \$1,000 each.

Lunch Room and Main Staircase

There remain two large memorials which have not been reserved as yet. Persons wishing to contribute large sums to the new building may be glad to avail themselves of this opportunity to have their gifts permanently memorialized.

Main Staircase—\$3,500

(Running from basement to 4th floor.)

It introduces the seamen to the Institute and to the hospitality of the port.

Lunch Room—\$4,000

(About 15 x 60 feet.)

Here the men may get quick lunches or come when they prefer its informality to the regular dining room.

Another Aspect of the Seaman Problem

New York is truly, among so many other things, a Port of Missing Husbands. Every day our Inquiry Department receives visits, letters, telephone messages urging it to find some trace of a seaman who has disappeared without leaving his address with his wife.

The other day a woman, accompanied by two of her six young children, toiled wearily up the crooked stairs at No. 1 State street. Her husband had been discharged from a derrick wrecking company about a month ago and she had not seen him since. While she waited, telephone inquiries were made of the various shipping bureaus, but she finally went home again without having been able to learn anything about the missing seaman.

A day or two later we received a message from the woman's neighbor, a little lady who keeps a tiny notion store way uptown. She said that the children were starving and that the rent was over due, and that she was doing as much as she could out of her slender resources. We had not been successful in tracing the husband, and we promptly investigated the woman's story to find what could be done for her. It developed that two of the children had recently been confirmed, and that appeal had been made to the convent, in response to which the priest promised to pay the rent. The Institute, therefore, could not interfere while it was assured that the woman's own church was assisting her.

This is another and less obvious side of the seamen problem which

confronts all thinking persons in this port. Infinite tact and discrimination are needed to deal with it wisely.

THE MUSIC THAT CARRIES

By Strickland W. Gillian.

I've toiled with the men the world has blessed,
 As I've toiled with men who failed;
 I've toiled with the men who strove with zest,
 And I've toiled with the men who wailed.
 And this is the tale my soul would tell
 As it drifts o'er the harbor bar:
 The sound of a sigh don't carry well,
 But the lilt of a laugh rings far.

The men who were near the grumbler's side,
 O, they heard not a word he said;
 The sound of a song rang far and wide.
 And they hearkened to that instead.
 Its tones were sweet as the tales they tell
 Of the rise of the Christmas star—
 The sound of a sigh don't carry well,
 But the lilt of a laugh rings far.

If you would be heard, at all, my lad,
 Keep a laugh in your heart and throat;
 For those who are deaf to accents sad
 Are alert to the cheerful note.
 Keep hold of the cord of laughter's bell,
 Keep aloof from the moans that mar;
 The sound of a sigh don't carry well,
 But the lilt of a laugh rings far.

The Lyceumite.

Shipping Department

MONTH ENDING SEPTEMBER 30, 1912
 1 State Street

Name of Vessel	Men Shipped	Destination
S. S. Byron.....	31	Brazil
S. S. Siddons.....	2	River Plate
S. S. Voltaire.....	16	River Plate
S. S. Clement.....	49	Brazil
S. S. Cuthbert.....	2	Brazil
S. S. Francis.....	3	Brazil
S. S. Texas.....	4	Port Arthur, Texas
S. S. Florida.....	6	Port Arthur, Texas
S. S. Texas.....	5	Port Arthur, Texas
S. S. Orange Prince..	16	River Plate
S. S. Georgian Prince	12	France
S. S. Royal Prince...	22	South Africa
S. S. African Prince..	19	River Plate
S. S. Indian Prince..	18	Brazil
S. S. York Castle....	25	South Africa
Various tow boats, barges, etc.....	51	
Men provided with work.....	96	In Port
From 341 West St....	20	Various positions
Total.....	397	

North River Station Notes

CREWS FURNISH ENTERTAINMENT

The second week in September the members of the S. S. Celtic and Maur-etania gave a program of music and recitations, followed by moving pictures. The next week another very successful program was given by the S. S. Adriatic Concert Party. Mr. Ryde, of the S. S. Saxonia, was the pianist.

The moving pictures have been instrumental in attracting great numbers of seamen who have not sought the Institute before. The course of winter entertainments is being eagerly anticipated.

STEAMSHIP CHOIR

On the Sunday after her next arrival in this port, the choir of the S. S. Adriatic will sing at the evening service.

A GRAMOPHONE

We should appreciate very much the gift of a gramophone or phonograph with which to supplement our moving picture entertainments. Perhaps some one has an old one of which he is anxious to dispose. Seamen show a very keen appreciation of melody, listening with evident pleasure to every kind of music from the highly classical to the most banal rag-time.

WE SHALL BE GLAD

To receive comfort bags, wearing apparel and thick clothing for the winter which is approaching. Thanksgiving is coming in six weeks and we must ask aid in behalf of the prospective feast for the seamen. And

the medicine cabinet, about which we wrote last month, has not yet been provided. Giving things is a sort of endless chain of gratitude. We are grateful to the donors for allowing us to extend our work for the season. The seamen are grateful to us for help and encouragement, and the donors are grateful for the opportunity to do something tangible and worth while for a class of men who truly deserve it.

Legislation for Seamen

At a monthly meeting of the Board of Managers, several months ago, Resolutions were offered by Mr. J. Augustus Johnson, in behalf of the Committee of Legislation, seconded by Mr. Edmund L. Baylies.

Congress has just passed a bill which practically covers the second Resolution. The measure relieves seamen on board American vessels and those on board foreign vessels in American ports from criminal proceedings for violating a contract to labor, leaving only the civil process as a remedy for deserters. The effect is to give seamen the same freedom as landsmen, when their ships are in harbor.

The bill also seeks to prevent unskilled seamen from manning American ships and to encourage the training of boys in the American merchant marine. Provision is made for a gradual increase in the number of "able seamen" required on board an American vessel until it shall reach 65 per cent. of the crew. Three years' service on deck at sea or on the Great Lakes is made the standard of experience for an "able seaman."

REPORT FOR AUGUST

DEPARTMENT REPORTS FOR AUGUST

The following synopsis of the work done in the various departments during the month of August gives a fair idea of the working of the Institute.

AUGUST, 1912

Savings Department.

August 1st, cash on hand.....	\$18,831.08
Deposits	8,914.46
	<u>\$27,745.54</u>
Payments (\$3,090.20 transmitted)	10,875.16
September 1st, cash balance....	\$16,870.38

Shipping Department.

Number of vessels shipped by Seamen's Church Institute.....	16
Number of men provided with employment in port.....	73
Number of men shipped.....	197
	<u>270</u>
Total (number of men).....	270

Reading Rooms.

Total attendance	14,458
Letters written and received.....	3,075
Packages reading given.....	499

Relief Department.

Assisted	116
Sent to Legal Aid Society.....	37
Hospital visits	16
Visits to ships in port.....	69

Religious and Social Departments.

Number of services.....	8
Attendance, total	242
Communion services	2

Institute Boat "Sentinel."

Trips made	24
Visits to vessels.....	83
Men transported	104
Pieces of baggage transported.....	193

BUILDING COMMITTEE

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Contributions to the Building Fund should be sent to Mr. EDMUND L. BAYLIES, 54 Wall Street.