
Volume I.

AUGUST, 1910

Number 4

THE LOOKOUT



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

AN APPEAL

WE intend to build a new Institute that will be a model to its kind throughout the world. The land is purchased—the best available site in the city. The plans are drawn. We are ready. And still we delay.

It should be begun at once. Otherwise it will not be ready for use next May when our present lease expires. Until it is done we cannot expand our work and help more than a very limited number of the seamen of the port. But we cannot begin until we have more subscriptions. Nothing else delays us and hampers this work. We have raised \$352,000. We need \$340,000 more to completely pay for the land and building.

The Institute relies upon us to secure these subscriptions and start the building. We are doing the best we can, but it is a big undertaking. We need your help as well as your subscription. If all the friends of the Institute would rally to our assistance and carry this appeal to their friends the remainder would soon be raised and we could have our new building, free and clear, by May 1, 1911.

That is what we are asking you to do. Now is the time that your help is needed. Your subscription may be made payable any time before the building is completed, but we must know that you stand back of us and that the money will be forthcoming.

In making this appeal we confidently believe that those who help to make the new Institute possible will find it a continual source of honor and pride, and that, in the future, they will be grateful to us for persuading them to have a part in the building of it. Can you not persuade yourself and others to help us now and generously. The building was described in the May issue of *THE LOOKOUT*.

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

VOL. I.

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Work Among the Yachtsmen

The benefits of the Institute reach out in so many directions that if we were to enumerate all those who are benefited, either directly or indirectly, the list would be a long one. The yachtsmen, an interesting section of the public at this season, are more dependent upon our activities than those who are not in close touch with the work may realize.

When the yachting season opens the seamen who have been engaged in South American and other trade during the winter go down to the yacht basins and ship themselves with the yacht owners. As this shipping is not done through our office it is impossible to present an official statement of the number of men securing this employment, but there are other ways by which we keep track of them.

Here is Ole Olsen, for instance. He has a chest, perhaps, stored in our baggage room, a useful adjunct of the Institute, which we have had to enlarge during the past month. Some fine early summer or late spring day he will appear and take away a suit case or a sailor's bag full of clothing, leaving the chest in the baggage room for us to take care of. Then the man who has charge of the mail will begin to receive orders to forward Ole Olsen's mail to one point after another where the yachts congregate and until the end of the season Ole will be using the Institute as his agent. If he is frugal he may send money to the banking department and if he is a free

spender he may draw upon his savings. This is the way we keep track of him and he relies upon our various offices.

When the yachts are out of commission these men are to be found at the "Breakwater" and at the shipping office. If they have laid by enough money to live on—it does not cost much to subsist in cheap lodging houses—they may not seek employment until the yachting season opens again. But the most of them return to the big boats and they are shipped and reshipped through the office on the Western Ocean, in the Coast Trade or out into the deep water.

In any event they come within reach of the Institute. They enjoy the advantages of its hotel, its reading and writing rooms, its postoffice, baggage room and shipping office, its recreational and other advantages.

Out of this material something ought to be made. The things needed are instruction and training. We doubt very much that the yacht-owners are entirely satisfied with the men they employ while the efficiency of these men for the merchant service could be improved if they were properly handled during the winter season.

This handling is a problem that will not be solved easily. The new Institute will furnish educational influences that cannot be offered at present and from these influences a benefit is expected from which the yachtsmen as well as the commercial shippers will profit. But in

order to solve this problem of increasing the efficiency of the seamen all those who are interested in shipping, either directly or indirectly, must give us their co-operation.

To those who are unacquainted with the seamen it may seem as if the work among those who spend their summers on yachts were hardly an important enough branch of shipping for the Institute's energies. It is true, of course, that bad influences may emanate from this as from all other casual employment. Yet there is, also, a certain discipline and training exacted on pleasure craft that is missing on the commercial ships and the net results may be fully as beneficial.

It is easy to theorize; it is much harder to face practical situations squarely. It is not the business of the Institute to determine the character of its beneficiaries' employment. It is its business to do the best it can for the seamen wherever they may be employed and to help get the most out of their employment. The Institute does not encourage idleness. On the other hand, it is not a slave-driver, busying itself unwarrantably with the amount of work a seaman must do. It has worked for the seaman's enfranchisement. Because of its activities, very largely, this is a free port. It takes the men as they come to it and does everything within its power to make them better men, better seamen, and more efficient workers in the industrial world.

Sleeping on Billiard Tables

Notwithstanding the fact that we are shipping more men than ever at this season of the year, the Breakwater is crowded with patrons. Men have been sleeping on the billiard tables because we had no rooms for them, and we have to turn many away night after night.

Breakwater Notes

First Aid to the Injured. We are sure that much unnecessary pain and suffering can be prevented by a knowledge of what to do in an emergency. Accidents often occur on board a ship at sea. Cuts, bruises, sprains, fractures and shocks of one kind or another are everyday events in the discharge and loading of a ship's cargo. It is always a long time before the doctor can reach the scene. It seems an eternity to the man who is suffering agony from a broken bone or pouring quantities of blood from an open gash. What a blessing it would be if there were always some one on hand who knew what to do and how to do it. With the hope that more seamen may be trained in this knowledge a class in First Aid to the Injured has been organized by the Institute.

The course, which will be given at the Breakwater, is to consist of five lectures covering the most important methods of giving prompt relief to those suffering from suddenly mangled bodies or prostration. It will conclude with a talk on the proper transportation of the wounded. The entire course is to be supplemented by practical demonstrations of the methods advocated, namely, the use of improvised apparatus, such as brooms, boxes, cans, canes, umbrellas, straw and similar articles which are most likely to be at hand.

Two certificates are to be issued to those who attend the classes, one for attendance, the other as a diploma upon passing an examination covering the entire course.

We wish to thank Dr. W. S. Pugh, P. S. A., of the United States Navy, for the interest which he has taken in the preparation and arrangement of these lec-

tures. Major Charles Lynch, in charge of the First Aid Department of the United States Army, has encouraged and advised those in charge of this new undertaking of the Seamen's Church Institute. It is with pleasure that we hereby express our appreciation of his kindness.

One thing more in connection with this course: we want to give an extra dose of pleasure along with this instruction. We need those who sing, those who recite, those who play any manner of instrument to lend us their talents for an evening to help us make these lectures attractive. If you have done something of the kind in the past for us or if you want to start helping us this summer, call up Mr. Deems, 5596 Broad. Here is a splendid opportunity for many to help us a great deal. If you are interested, prove it.

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On Thursday evening, June 23d, the Rev. Charles Carpenter, chaplain of the North River Station of the Seamen's Church Institute, delivered a most interesting illustrated lecture dealing with his experiences on a trip to Greenland. The attendance was large and very appreciative. Mr. Roland Behrens and his brother added much to the pleasure of the evening by singing several selections. At the close of the lecture lemonade was served.

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We take this opportunity to thank those who have been kind enough to help us with our Sunday morning services, namely, Mr. Roland Behrens, Mr. Baker, Mr. Frank Cotter, Mr. Edward Sherman, Miss Clara Ghear, Miss Luella Ghear, Miss Sarah Walmsley and Miss Virginia Deems. These good friends of the work

have braved the heat and the distance gladly. It is hardly fair to call upon them again. Will you not volunteer or suggest the name of some friend who might be able to help us?

No Allotment Here

The Institute was able to furnish a "tramp" steamer with a crew this month, all of whom were sober and none of whom made an allotment of their wages.

The steamer was bound for Norfolk, thence to Mexico, Galveston and "across," as the sailor says when he means across the Atlantic Ocean. The law does not permit allotments on these coasting trips, consequently there was no inducement for the men to go.

Whether the incident is significant as well as unusual is problematical. It encourages us to believe, however, that the allotment note is not as essential as is generally believed and leads us to hope that it may soon be abolished or reduced to an absolute minimum. With but two exceptions this crew was recruited from the Breakwater.

\$5,000 for Relief Work

Among the gifts to the Institute of the past month were five one thousand dollar bonds, to be added to the Morrill-Morgan Fund, for the relief of the sailors. It is gratifying to record this gift, which came from Miss Emily H. Bourne, both because of its acceptability and the larger opportunity it gives our relief department and because it shows how the various phases of the work appeal to our friends. It emphasizes, too, a side of the work that is easily lost sight of and which does not come to public notice as easily as others.

THE LOOKOUT

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

Looked at in a broad way the work of the Institutes at this port and, presumably, at all others, may be said to have had three separate incentives. Each of these matched the spirit and ideas of its times.

It began with an effort to solve the seamen's problems by directing their attention to their spiritual condition and outlook: by preaching the gospel.

It developed by recognizing the bondage of their material circumstances and endeavoring to abolish it by institutional methods; by supplying decent living and fair shipping opportunities.

It now realizes that the industrial and social welfare of the seamen must be looked after; in a word, that he ought to become a more efficient member of the industrial family.

The shipping situation has been allowed to grow without much restraint and less direction. The seamen were permitted to fall into the hands of a gang of exploiters who used them for their personal profit with no desire to benefit the seamen. Hence the need of institutional methods and deliverance from the crimps.

Steam transformed the whole shipping industry. Steel was substituted for wood; compound engines for sails; firemen for sailors. Methods of handling ships and cargoes were improved upon. Life on the sea became a new thing. The volume of business grew, but the supply of sailors did not grow with it. A new

trade was developed, but no provision was made for a supply of craftsmen to follow it. No trade schools were organized. The exploiters of the seamen did nothing to fit the seamen for their work. Now comes the need of teaching the seamen how to perform their work more efficiently and there are no organizations to do this work except the institutes.

It is a large ambition. It is a necessary task for some one to perform. The shipping problem is one of the most serious problems of Manhattan Island and the rest of the port.

"Merchandise," some one has said, "is your greatest globe trotter," and the volume of merchandise is tremendous. Our over-seas trade is in its infancy. Already the port has outgrown all other seaports. We hear talk about a merchant marine, and the question of ship subsidy comes up year after year in Congress. The Secretary of State is busying himself with our opportunities in foreign countries.

Now, what about the men that are to carry on this foreign commerce and transport Mr. Merchandise in American bottoms? Is it worth while to promote all this without giving some attention to the men that must be relied upon to handle the ships?

These things have to be planned for in advance, and that is what we have in mind when we project educational classes in the new Institute and when we ask those who are interested in shipping to take an interest in what we are trying to do for the seamen. They should lead and let us follow.

But the interests of the seamen are our interests. It is as much our duty to devise progressive and wise ways of helping them industrially as socially and

materially or spiritually; for such an organization as this should be complete.

Consequently, we suggest to our friends the next step to be taken in this work; the work of making the seaman a more efficient worker in the industrial world.

The North River Station

On the Sunday following the blizzard of 1888, Bishop Potter consecrated the Church of the Holy Comforter, for sailors, West Houston near West street. In the history of missions for seamen this feature of the work, the Gothic church with its large pipe organ and stained glass chancel window, stands alone. It is the church beautiful, and no more restful retreat after a rough voyage or a busy cruise on the big liners can well be imagined. Are the men appreciative? Do seamen and boatmen fill the two hundred sittings on Sunday mornings at 10.30 o'clock, or on Sunday evenings at 8 o'clock? Provision is made for a helpful and hearty service, a quartet choir sing both morning and evening, the Lord's Supper is provided on the first and third Sundays, a congregation of land's-people, some twenty-five or thirty, worship regularly and are willing helpers, but how much interest does the seaman himself take in the public service of devotion and in the wish thereby to uplift his standards of life? These answers are not statistically solved. The genuine interest and appreciation for the church service on the part of several score of men whom the present chaplain has come to know since the first of May, gives value to everything connected with the work. Twice on Sunday not a few come to the services when the ship is in port.

Visitors who "happen in" or the stroller-by, waiting it may chance, for the sailing hour of the river night boats, express surprise in the following manner: "I did not suppose there was any such place in New York." "What a good work it is," etc, but well-equipped buildings and beautifully appointed chapels do not tell the story or make the work any more than a luxuriously furnished house creates the home spirit, and thus it is that we wish to know something of the inner life, the inside results as well as the lustre of outward surroundings. The reading room averages an attendance of one hundred and forty a day from 10 a. m. to 10 p. m. The Sunday congregations vary—certain ships will send stronger representations. The aim sought is the hearty service with practical talks and good music.

Lest the impression is received that the North River Station of the Seamen's Church Institute is of conspicuous or ornate construction, let it be said that it was built (the church and rectory), as the bronze tablet on the chapel wall records, by "The Board of Managers of the Protestant Episcopal Church Missionary Society in the city and port of New York, from a legacy bequeathed by the late William Henry Vanderbilt," and, like the donor, there is the expression of simplicity of character, excellent taste, strong and substantial qualities, without trace of poor workmanship even in the hidden joints and corners. The whole stands forth as a monument of worth and purpose. It is a place which the reader is cordially asked to visit in order that the facilities for a far-reaching hold on the moral and social life of the sailor may become personally known.

The chaplain and his family live in a comfortable and convenient rectory adjoining the chapel on West Houston street, next to a saloon which occupies the corner site, and adjoining which, on West street, is the Institute. The Institute, chapel and rectory are all connected and surround the corner saloon. Years ago this corner site might have been bought for half its present cost which would have given the Institute the working room which it actually needs at the present time.

The year 1888 by no means marks the beginning of the North River Station's work. Indeed the first baptismal record in the parish register is that of George Washington, but the date being Christmas Day 1846, facts compel the explanation that the said George Washington was a son of Cornelius and Jane Hebert. Until March 18, 1888, the brick building, technically known as "The Institute," 341 West street, contained everything in connection with the work: Reading room on first floor, chapel on second floor and living rooms on third floor. The early records tell us of a splendid spirit of earnest work, well-attended services and on nearly every Sunday night the chaplain recorded "One, two, four, six men signed the temperance pledge," which condition is by no means of the past, for measuring the power of his arch-enemy, a sailor not infrequently asks you to take his pledge, or another talks to you about the habit of profanity, considered almost a *sine qua non* on ship-board, or whether he ought not to be confirmed and come to his communion. There are letters testimonial to the Mission's influence which are an encouragement to everybody interested in the welfare of seamen. Sometimes these letters

are from the men themselves, sometimes from a member of the household. Here is a recent one from across the water after an interview upon the subject in question:

"June 16, 1910.

"Dear Rev. Sir:

"I am glad to write to you if only to report my progress in my endeavor against profane language. My wife tells me I have a milder way of speaking altogether and that in truth I have changed my tongue, so there must be something in it. But I have had the bad luck to lose my prayer book which you gave me with the cards in it. I had been in the habit of reading a prayer or some part of the gospel before I went to sleep after my watch, whilst aboard the ship, and I used to leave it on a beam just above my head and on the morning of leaving while I packed my bag, I left it in its place intending to put it in my pocket before I left the ship. But when I came to look I found it gone. I asked and looked high and low, but no trace. I hope and trust that it may do the same for the one who took it as it helped to do for me. No matter, I will continue in my prayers for assistance in my crusade which I hope finally to overcome. I am glad to tell you my little family are enjoying the best of health. With best wishes for your success in the mission to seamen, I remain,

"Yours truly,

"_____."

In the brief while of the present chaplain's incumbency there is limited personal experiences but the few evidences of resultant fruits are assuring that other workers in the field can well voice Christ's words of fact to Nicodemus, "We speak that we do know, and testify that we have seen."

Co-operation

We print the following letter to show how the institutes for seamen co-operate:

The Anchorage, Baltimore.

Dear Mr. Mansfield:

Enclosed please find check and statement of a seaman (Portuguese) whom we rescued from the clutches of corner loafers, who did not know that we had his money and who, after going through him only got his Sailor's Union book. We packed him off to your city.

The name of the seaman is ——. I am sure he will call on you for the cash enclosed. He will be stopping at the Breakwater.

With every good wish,

Sincerely yours,

H. BUSSELBERG, Superintendent.

The check enclosed with this letter was a substantial one. A clear, concise, straightforward statement of the sailor's account was attached to it. It will be delivered when ——— appears and identifies himself.

Relief Work

Here is a paragraph taken from the *Evening Post*:

"A staunch tug, named the *Sentinel*, and flying a flag bearing the legend 'Seamen's Institute' and a ball blazoned with cross and anchor, has been a familiar sight in the harbor. It is the visible token of the new principle on which the Institute has been working for the last five years, namely to go out aggressively to assert its friendship for seamen, to help them in every possible way, and to reach them ahead of the 'crimps.'"

That is our boat and it is a very busy boat. We like such clean statements of its importance as this.

One of the very important duties of this boat is to transport seamen to and fro between ships, and hospitals or other places of relief for the sick, the disabled.

The Institute has a fund from which it receives an income of about \$800 a year. During the past month this fund—the

Morrill-Morgan Fund—has been increased by a gift of five one thousand dollar bonds from Miss Emily H. Bourne. It is devoted to relief work among the seamen and dispensed at the Battery and North River Stations.

How is this money used?

During the year 1909, it was used to aid 1,298 men, 197 of whom were sent to hospitals, dispensaries and physicians.

Disabled seamen from American ships are sent to the United States Marine Hospital at Staten Island. Those from British ships coming to New York are sent to the Long Island Hospital through an arrangement made with authorities at the Hospital with H. B. M. Consul-General. Emergency cases from ships lying at the Bush docks in South Brooklyn are sent to the Norwegian Deaconess Hospital at 46th Street and Fourth Avenue, Brooklyn.

Men living at the Breakwater and in boarding houses, in New York and Brooklyn, are looked after by a lay assistant at the Battery Station.

We have the privilege of sending men to the House of Relief and St. Gregory's for hospital or dispensary treatment and to the Good Samaritan Dispensary, for dispensary treatment only. The New York Eye and Ear Infirmary affords us the privilege of sending men to the Infirmary, where they are treated as outpatients and, in serious cases, they are admitted into the hospital and kept there until cured. In neither case is any charge made.

Through the activities of Mr. C. W. Bowring, the St. George's Society has made an arrangement with us by which we have the privilege of sending Englishmen to the Almoner of the Society, who gives them cards of admittance to St. Luke's Hospital.

In cases of extreme poverty the Institute furnishes crutches, invalid chairs, shoes for deformed feet, etc. Clothing has been provided, in many instances, for men in need when they left the hospital. It also provided to others in need.

It may not be known just how important a seaman's clothes are. They are, generally, his complete outfit for work as valuable to him as tools to an artisan. Without adequate clothing it is difficult if not impossible for him to get a job for the captain knows that the man who is not properly clad cannot work in cold and rough weather. Congress has recognized this fact. It has passed a law providing a penalty for refusing to give up a seaman's clothes whenever he demands them. It has made this refusal a misdemeanor which may be punished with imprisonment not exceeding six months or a fine not exceeding five hundred dollars. The Institute distributed clothing to those who need a partial or complete outfit, using its discretion, of course, and for this purpose it is always glad to receive second-hand clothing suitable to the seaman's needs.

Our plot in Evergreen Cemetery provides a last resting place for the seamen who die in the hospitals of the port leaving no funds with which to be buried.

But the busy little boat, the "familiar sight in the harbor," does many other things, although it is not our only reliance in relief work. Last year, for instance, almost ten thousand bibles, prayer books, and packages of reading matter were distributed by the Institute; some at the "Breakwater" and other stations; some by means of the boat. Over five thousand visits were made to ships, boats, boarding houses and hospitals. The latter were made possible, very largely, by the *Sentinel*.

Here is another phase of this relief work. Sailormen will succumb to the infirmities of old age just as other men do. What is to be done for them? The Institute does not maintain a Home for Aged Sailors for the same reason that it does not maintain a dispensary, infirmary or hospital. Other institutions are

equipped and endowed for that work. They can do it better than we could. But just as it sends men to the hospitals and dispensaries so it sends the aged to homes suited to their needs and to which they are eligible.

It takes time to unwind the red tap and arrange for the entrance of these old salts into the Sailor's Snug Harbor and Blackwells Island Homes. During the interval they must be cared for and they are cared for at the Breakwater. And there's many another deserving but unfortunate fellow who has experienced the hospitality of the Institute at the hotel in Brooklyn. Destitute men are furnished with board and lodging there or at the Salvation Army Hotel, until they have gotten upon their feet.

The relations between the Institute and the Legal Aid Society are most cordial. Hundreds are referred to the Society by the Institute each year—it was 403 in 1909. This form of relief speaks for itself. Ordinary cases are for the recovery of wages or clothes or for arbitration regarding small matters of misunderstanding with those by whom they are employed. The work of the Seamen's Branch of the Society has become one of its most important departments and it has been of almost incalculable benefit to the seamen.

We may sum this relief work up very briefly: the Institute either provides relief through its own agencies or, where that is impossible, it places the seaman in the institution that can remedy his woes.

A Baltimore Visitor

Among the visitors of the month was Mr. H. Busselberg, Superintendent of the Anchorage in Baltimore. The Anchorage is one of the wide-awake institutes of the Atlantic Coast. It is a "home" for seamen such as the Breakwater. When it was built it was the best appointed "home" along the coast. The Superintendent is an aggressive worker, always on the alert to defend the best interests of the seamen.

REPORT FOR JUNE

Departments

The following synopsis of the work done in various departments during the month of June, gives a fair idea of the workings of the Institute:

June, 1910.

Banking Department.

June 1, cash on hand.....	\$16,844.03
Deposits	11,466.72
	\$28,310.75
Payments (\$5,923.90 trans- mitted)	12,532.65
	July 1, balance.....\$15,778.10

Shipping Department.

Number of vessels shipped entire by Seamen's Church Institute.	25
Number of men provided with em- ployment in port.....	104
Number of men shipped.....	262
	Total
	366

Reading Rooms.

Total attendance.....	10,911
Letters written and received.....	634
Packages reading given.....	1,024
Number pieces baggage checked..	716

Relief Department.

Assisted	62
Sent to Legal Aid.....	35
Visits to hospitals.....	8
Sick seamen visited.....	33
Visits to ships in port.....	236

Religious Department.

Number of services.....	19
Attendance total	310
Communion services.....	2
Baptisms	1
Weddings	1

Institute Boat "Sentinel."

Trips made.....	49
Visits to vessels.....	80
Men transported.....	181
Pieces baggage transported.....	293