

THE LOOKOUT



Proposed New Building

**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 \$406,000. 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.

FEBRUARY, 1911

No. 10

Endorsement by the Chamber of Commerce.

Upon the recommendation of its Executive Committee, the following resolutions were adopted by the Chamber of Commerce, February 2, 1911:

WHEREAS, the Chamber of Commerce of the State of New York has repeatedly since 1796 taken action in favor of measures for the elevation of the character of seamen and for their protection against the abuses to which men of their trade are peculiarly exposed, and

WHEREAS, The Seamen's Church Institute of New York is engaged in a non-sectarian work of great service in protecting seamen against the inherently bad conditions along the waterfront, affording them a chance to be decent, to save their money, to become self-reliant, and proposes to erect at the corner of South street and Coenties Slip a twelve story building, providing room for five hundred sailors, with accommodations for savings department, free shipping office and reading and amusement rooms, the building and site to cost about \$750,000, of which over \$410,000 has already been subscribed by many of the leading men and women of this city, and

WHEREAS, New York has now outstripped all of its rivals in the amount of its entered tonnage, becoming the world's greatest shipping port, and should, therefore, lead all others in its

provisions for the well-being of seamen, therefore,

Resolved, That this Chamber urges ship-owners, shippers, transportation interests and all classes of business men interested in the well-being of the Port of New York, to support the plan of the Institute for a new building adequate for its comprehensive and beneficent work.

These resolutions were passed in response to the following Memorial, which had been addressed to the Chamber:

To the Chamber of Commerce of the State of New York.

GENTLEMEN:

I beg to call your attention to the work of the Seamen's Church Institute of New York and to the new building which it proposes to erect at the corner of South street and Coenties Slip, facing Jeanette Park.

This Institute, in its work wholly non-sectarian, was chartered sixty-five years ago, but it is only in the last ten years that its plan of aggressive action has been developed. It recognized the inherently bad conditions along the waterfront where men used to be robbed, assaulted and shanghaied. It assailed them, and entered into competition with the Ring of shipping masters and boarding house keepers, which forced the sailors to pay them "blood money" and exacted exorbitant fees and bonuses from the ship owners. We believe that this competition is the strongest in-

terest now at work to keep this port free from crimps. In order to strengthen our position so that this competition may be maintained and made more effective, we must provide greater accommodations for seamen than our present plant affords.

At the present time we maintain two large reading rooms and a free shipping bureau in New York, and at our sailors' hotel, "The Breakwater," in Brooklyn, we can lodge one hundred men.

The building we propose to erect must provide rooms for at least five hundred men, otherwise it cannot be made self-supporting. In it provision will be made for our savings department, free shipping office, seamen's hotel and institutional work. It will be equipped with reading and game rooms and with rooms for educational classes and wholesome recreation. In our present plant these features are organized and are now actively employed by competent men to combat the Ring on one side and the weaknesses of the sailors on the other.

With such accommodations, similar to those which *others* can find in the Mills Hotels, we can extend to the seamen every facility they need while on shore, and the Ring will be robbed of its control of the water front. The men will be given a good place to live in, with a chance to be decent, to save their money and become self-reliant. We can take care of them while on land, secure employment for them, and deliver them on outgoing ships promptly and in good condition.

In furtherance of these plans we believe that we should have the co-operation of the ship-owners, shippers, insurance companies and of all citizens interested in the welfare of our port,

and in preserving for it the pre-eminence which it should ever possess.

Since this port has outstripped all its rivals in the amount of its tonnage, it should also lead all others in its efforts to care for its seamen and to improve shipping conditions.

During the past nine years seamen have deposited with us their wages to the extent of \$901,391.38, about 60 per cent, of which we have transmitted to their families. During the same period we have actually shipped 18,571 men, and in these same nine years 1,512,080 men have visited our reading rooms.

The site for the proposed building is an ideal one, close to the office of the United States Shipping Commissioner and the Consular Shipping Offices maintained by the various foreign governments, whose ships frequent our ports. At these offices all sailors must be signed on for outward voyages, and paid off when a voyage ends. All of these officers must always be near the new Custom House. No matter, therefore, how the commerce of the port may change, the proposed building will be located in a part of the city to which sailors must always come.

The new twelve-story building to which I have referred, together with the land, a plot 92 by 112 feet, will cost about \$750,000. Of this over \$410,000 have already been subscribed. To secure the remaining \$340,000 is our problem. The land has been purchased; plans for the building, which will be a model of its kind throughout the world, have been drawn. Our delay in beginning work is due to the fact that the subscriptions amounting to \$75,000 are conditioned upon our securing the entire sum needed before May 1st, 1911.

With these facts before you, I beg to

request your careful consideration of this Institute. Experience has proved the value of our influence in this port. What we have undertaken we can expand and carry out if proper support is given us. Our work does not overlap that of any other Institution, and, if it is properly developed, no other organization need undertake it, at least not in this, the central part of the port.

In raising funds for such work the moral support of this Chamber will be most helpful and the seal of its approval will be of great assistance. I confidently appeal for an endorsement of our plans. Very respectfully,

EDMUND L. BAYLIES,
Chairman Bldg. Com.

January 11th, 1911.

During the past month the Building Committee has been augmented by the appointment to it of Mr. Herbert Barber and Mr. Charles W. Bowring.

An Advisory Committee has been formed, also, in this department, and the following gentlemen have accepted the chairman's invitation to serve: Mr. Robert S. Brewster, Mr. Cleveland H. Dodge, Mr. Francis Lynde Stetson and Mr. William Douglas Sloane.

More About Tow Lines

The following official reply to the protest made by our Legislative Committee against longer tow lines for tugs and barges has been received:

DEPARTMENT OF COMMERCE AND LABOR
STEAMBOAT INSPECTION SERVICE

CIRCULAR LETTER WASHINGTON, D. C.
United States Supervising and Local Inspectors, Steamboat and Towing Companies and Others Concerned,

Gentlemen:

Referring to the matter of regulating the length of hawsers between towing vessels and seagoing barges, and the length of such tows within inland waters of the United States, you are informed that a meeting of the Board designated by law was called by the Honorable, The Secretary of Commerce and Labor, for December 8, 1910.

After hearing those interested and who had been notified of the meeting, and thoroughly considering every phase of the matter submitted, the Board concluded and reported to the Department that the present regulations should remain in force.

Respectfully,

GEO. UHLER,

*Supervising Inspector-General and
Chairman of the Board.*

Special Matinee Performance of Konigskinder, under the Auspices of the Seamen's Benefit Society

A special performance of Engelbert Humperdinck's opera "Konigskinder," will be given at the Metropolitan Opera House on Thursday afternoon, February 16th, at 2 o'clock, under the auspices of the Seamen's Benefit Society for work among sailors in New York, with Tadowker (or Jorn), Farrar, Goritz, Homer, Didur, Reiss, Walter, Engel, Reiner, Pini-Corsi, Wickham, Bayer, Matfield, Maran, and Hinshaw.

Friends and supporters of the Institute may obtain tickets until February 4th from Miss Leverich, Westchester, or A. R. Mansfield, Seamen's Church Institute, One State street, New York City. After February 6th, they will be on sale at the box office of the Opera House and Tyson's Ticket Offices. The prices of boxes and seats are those prevailing at Metropolitan performances.

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One State Street

Subscription Price - - One Dollar a Year

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

From many inquiries received at this office we learn that there has been some misunderstanding concerning the account we published last month of "What \$100 Will Do." In reply to these inquiries we have written that a single payment of \$100 will pay for building and furnishing one bedroom and will entitle the person paying the same to indicate what name is to be placed on the said room. This single payment of \$100 will be the only payment ever asked for and it practically gives to the person making the payment the right in perpetuity to indicate for whom the room is to be considered a memorial. We now publish this reply in order that others who have misunderstood the matter may be set aright.

During the past month, rooms have been subscribed for as follows:

St. Augustine's Chapel, Trinity Parish.

In Memory of Capt. George H. Kearny, U. S. N.

In Memory of Henry Edward Kummel.

In Memory of Isabel Godfrey Ward.
Memorial from Mrs. Edwin B. Sheldon.

Woman's Auxiliary, Christ Church,
Suffern, N. Y.

Twelve of the 500 rooms have now been taken. We would like to have the remainder subscribed for before the first of May.

There seems to be a special fitness in having these rooms contributed by the

women of this city and elsewhere; for it means a great deal to the wives and mothers of seamen to know that their sons and husbands are offered a home under good and safe influences while in port. More seamen are wrecked in port than on the seas. In port they need protection. If we could gather up from our correspondence and publish the expressions of confidence in the Institute that have come from these wives and mothers, we are sure it would tell a tale to reach the heart of all women, everywhere.

The Worth of 70 Cents

We would like to remind our contributors that they are bone and sinew of the Institute. The Managers are but the stewards, chosen to administer the work which the contributors support and make possible. It is but fitting then that the contributors should be kept informed of the work, and its needs, for every contribution is received as an expression of good faith and sincere interest in the Institute and its development.

Within the next three months we must secure the remainder of the building fund in order to take advantage of certain conditional gifts amounting to \$75,000. The fund now totals more than \$435,000 and about \$300,000 additional is needed. Because of this emergency we venture to restate the scope of the work in terms, we trust, that cannot be misunderstood.

According to our best calculations, the Institute touches at least 50,000 seamen a year. That is a city by itself, as large, approximately, as Utica, Yonkers, Elizabeth, N. J., or Waterbury, Conn.

But this is only a beginning! With the new Institute we expect to touch

enough men of the sea to populate such a city as Newark, N. J., which is one of the great cities of the United States. In the light of this statement, does not our appeal for a simple twelve-story building with 500 bedrooms in its dormitory seem very modest? Our present hotel, "The Breakwater," with only 100 rooms, was called upon to lodge over 11,000 men last year, and at least half a million pass in and out of the port each year.

Before asking you to realize what it means to serve such a cityful of patrons, we would like to submit a sum in arithmetic.

The cost of administering this work is \$35,000 a year. On a basis of 50,000 men this means an expenditure of but 70 cents per man. Now what does this 70 cents secure?

It offers the advantages of a hotel with reading, writing and recreation room facilities, a post office, supply store, free employment bureau, savings department, educational and religious opportunities. Let us look to last year's report for our figures.

At a cost of 70 cents per man, we furnished:

Religious services to.....	8,852
Employment to	3,126
Reading rooms to.....	147,981
P. O. and writing rooms (letters written and visitors received).	30,462
Legal Aid to	481
Reading matter (packages).....	12,793
Baggage room facilities for pieces.	6,736
Visits in hospitals, vessels and boarding houses	1,555
Savings Dept. facilities to	2,163
Lodgings to	11,000
Hospital and dispensary treat- ment to	78
Transportation to	1,930

We do not think that our supporters will question the good uses to which these many seventy cents have been put, or that they will think we ought to have done more with their money.

But turning aside from the pro rata expense, we wish to have our readers appreciate what it means to furnish all these things, and how inadequate our present facilities are for the work we are called upon to do. Each of these departments requires space and for economy of administration they must be housed under one roof. We would like to remind you, also, that the growing prestige of the Institute brings demands upon it of every conceivable sort. We are called upon for advice, for the adjudication of all kinds of differences, by all sorts of people. These seamen speak many languages and come from many lands. In the new building we plan to have chaplains for these different peoples and so to expand the sum of our influence. This is all a part of our work. We are here for the benefit of the seamen of the world calling at this port, and to be useful in every direction. Every month sees the Institute established more strongly with some new duty or phase of work. The penalty of growth is new expenditures, but we are sure that you who have contributed to make this work possible do not wish to see this growth checked. Your faith in the Institute is not a faith in a work that is to remain slight but in an institution that will grow into an increasing usefulness and for it to meet your expectations, the new building is imperative.

Will you not keep in mind this date, May 1, 1911; at which time the whole building fund must be in hand to secure the conditional \$75,000?

"Making Good"

One of the many casual usefulnesses of the Institute may be set forth in a brief recital of the unhappy experiences with bright endings with which we have been concerned. Let us narrate them.

A little while ago a man came east from the Pacific Coast where he had been the master of his own ship. He had \$1,500 of accumulated savings in his pocket. The lure of the great city captivated him and he went out to see and enjoy it. His enjoyment led to excess. His money was soon spent. While under the influence of liquor he forged a small check and landed in jail.

When released from prison, he came to us in an intelligent, manly way. This and his previous good record led us to clothe and house him temporarily. We were about to secure employment for him on the sea when he found a "job" at twenty dollars a week. Out of these wages he is paying up his indebtedness and he is conducting himself in every way so as to win our continued confidence in the future. The question we put to ourselves is, Where would he be if we had not trusted him to make a man of himself?

At about the same time an eighteen year old New England lad came under the influence of an older rascal and broke into a local store, robbing the till. He was caught with the money in his possession and would have been sent to the penitentiary for three years had not a well-known lady of this city interested herself in his case. She appealed to us to write to the court in his behalf, where she appeared in person. On the strength of her presence and the letters, the boy was paroled in her custody. She brought him to us. One of our chaplains bap-

tized him. We gave him food and clothing and finally sent him to sea on a five month's voyage after he had given every evidence of a sincere desire to "make good." Without this intervention some mother's reckless, thoughtless boy would be in jail with the prison brand on him for life.

The third case is that of a handsome sixteen year old boy who ran away from a good home in Liverpool and came to this country. He was treated very badly on the steamer. Everything he owned was stolen from him. He was cast adrift on the streets of New York, homeless, friendless and penniless.

The chaplain of our North River station found this lad and we cared for him long enough to verify his claim that employment was awaiting him at Liverpool, which we were able to do through a member of the staff who happened to be familiar with his people and employers. Then he was shipped back to Liverpool and to the good family he had left behind where, we have no doubt, there will be rejoicing over his return.

What these simple acts of faith and kindness on the part of our chaplains mean, may be gleaned from a letter from the first of these unfortunates, addressed to the chaplain of the prison in which he was incarcerated. Speaking of his "job," he wrote:

"It may not last long, but at least it will last long enough for me to repay financially those who have so kindly befriended me. The deeds of kindness themselves, I am afraid does not lay in my power to repay, but I can assure they will always be remembered. It is so seldom in this age of cynicism and self that we find those who literally act the part

of the "Good Samaritan," as you and Mr. Mansfield have done to me. If it will not be occupying too much of your time, I should like to write you occasionally, just to let you know that with God's help, I can 'make good.'"

North River Station Notes

With the passing of the Floating Church, the steam yacht *Sentinel*, beginning January 8th, has made its weekly Sunday night trip to Pier 39, opposite the North River Station. Apprentice boys, officers and members of the congregation accustomed for years to worship in that time-honored and unique House of Prayer, have materially increased the size of our congregations. It is encouraging to the seamen of the North River front. The number of men at any one service is equal to the total for one month, including all services, of previous records.

We find that seamen enjoy going to a church wherever good music is offered. From the Chelsea Piers to Grace Church, 10th street and Broadway, is not too long a walk for them. Large numbers of seamen attend the Sunday night services at Grace Church and say of it, "The service is not long enough—the music is glorious." The North River Station is placed here on the river front—right on the firing line. Its Chapel is as attractive as seaman or landsman could desire—three hundred could be crowded into it; with Grace Church music it would be crowded every Sunday.

Subtract the harp and the choir from Grace Church and the most brilliant preaching would scarcely attract large numbers of sea-faring men from the North River waterfront to Broadway and 10th street, a good two and a half mile walk.

On the other hand, add a harpist or violinist, add a good choir to the equipment to the Church of the Holy Comforter, whose purpose and whose one underlying wish it is to labor among seamen and note the result. We have a pipe organ and a good, interested organist. The choir (quartette) receive per member, after carfares are deducted, seventy cents each Sunday, which includes singing at two Sunday services and Friday evening rehearsal. The following is our contention: The quartette is nicely organized: when the soprano receives an offer at increased salary—another is secured; in a few weeks more, the tenor is awarded a certain larger inducement—and then, in turn, the other members leave for similar reason, each one expressing regret to go away, but "circumstances make it necessary"—not a few have come to New York to study.

No great building in our wonderful city has been built with a trowel or by workmen underpaid, and in a work requiring the pressure and output of energy as the work among the thousands of seamen on whom so much of the world's welfare depends, as much of the best standards as possible are necessary, *i. e.*, if anything worth while is to be done. If the aim is to jog along, then half-way methods will accomplish that object.

The sailors love music—one important means of scattering seeds for moral growth is through the Church's services of worship. If they go to Grace Church, some one suggests "that is sufficient," but Grace Church cannot minister to the intimate needs of the sailors—it is driven with work—and the Institute is here on the home ground, in neighborly touch, to be friends in all its departments with this large parish of men drifting into port. Money expended on the musical interests

of our work, especially in the Sunday night service, would reach in influence to wide bounds. We know many stories of men's lives. We know that there are many men who want to be helped, and many more who ought to want to be helped, and we believe that contributions sent to our treasurer in the interest of better music will have very good results. We have not a great deal at the North River Station to offer men—no billiard or pool tables, no shuffleboard, no baths or gymnasium, few of the accustomed attractions, but we have this unusually beautiful Seamen's Church, and therefore this feature ought to receive encouragement as our chief feature of the work.

We lodge a good many stranded men, and feed many a hungry one. We provide clothing and find work for the unemployed, ashore or afloat. We are having between one and two hundred men visiting our reading room daily.

Cribbage and dominoes, checkers, and picture puzzles are the other attractions, save hot coffee on cold nights, and the occasional concerts which so crowd our small entertainment hall that by no means can all who wish be admitted.

The Chaplain believes that a double quartette for Sunday evening services, and the organ accompanied by harp or violin, would fill the Church completely every Sunday night and make the North River Station, together with its interests in the pastoral and social work among the sailors, a splendid power. With our present limitations there were present last Sunday night (January 22d) exactly one hundred. Not only would this be tripled, but we believe that many a man who now spends Sunday afternoon and evening in the forecandle of his ship, gambling or otherwise, would be

attracted to the Church service through good music. The Chaplain is sure that if you visited the forecandle of some of the ships on a Sunday afternoon or evening, there would be no hesitation about sending a check to the Treasurer for this purpose.

On the evening of January 11th, the "Cedric Follies" gave a very successful entertainment. The members of the troupe, ten in number, were in costume, and the songs, sketches and clog-dancing were keenly enjoyed by a crowded house. The troupe was assisted by two very clever comedians from the *Carmania*, Messrs. Nieliams and Williams. After the entertainment the entertainers were invited into the rectory for refreshments.

The North River Station has received during January:

20 volumes "Makers of History," gift of Dr. J. Ackerman Coles.

1 bbl. magazines and books, from Mrs. F. H. Farrington, Brandon, Vt.

1 bbl. reading matter from Miss Roberts, Yonkers, N. Y.

Large box containing new underwear, flannel outing shirts and sweaters, from The Needlework Guild.

Package reading matter from Miss Richard, Morristown, N. J.

Books and other reading matter, from St. Luke's Church, Convent avenue and 14th street.

65 volumes for Library.

10 Picture Puzzles.

Box of reading matter, from Mrs. W. Seward Webb.

Knitted mufflers, from Mrs. J. Seely Ward.

Check for \$5, from "A Friend."

REPORT FOR DECEMBER

Departments Reports for December

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

December, 1910.

Savings Department.

December 1, cash on hand. . . . \$15,827.95
 Deposits 10,997.47

\$26,825.42

Payments (\$4,457.15 trans-
 mitted) 11,701.52

Jan. 1, balance. \$15,123.90

Shipping Department.

Number of vessels shipped entire
 by the Institute 13
 Number of men provided with em-
 ployment in port 61
 Number of men shipped. 213

Total 274

Reading Room.

Total attendance 13,749
 Letters written and received. . . . 2,812
 Packages reading given. 774
 Number pieces baggage checked. . . 517

Relief Department.

Assisted 508
 Sent to Legal Aid Society. 22
 Visits to hospitals. 16
 Visits to ships in port. 130

Religious and Social Departments.

Number of services. 22
 Attendance total 1,008
 Entertainments 6
 Attendance 445
 Communion services 4
 Weddings 1
 Funerals 3
 Baptisms 1

Institute Boat "Sentinel."

Trips made 36
 Visits to vessels. 63
 Men transported 108
 Pieces baggage transported. 216