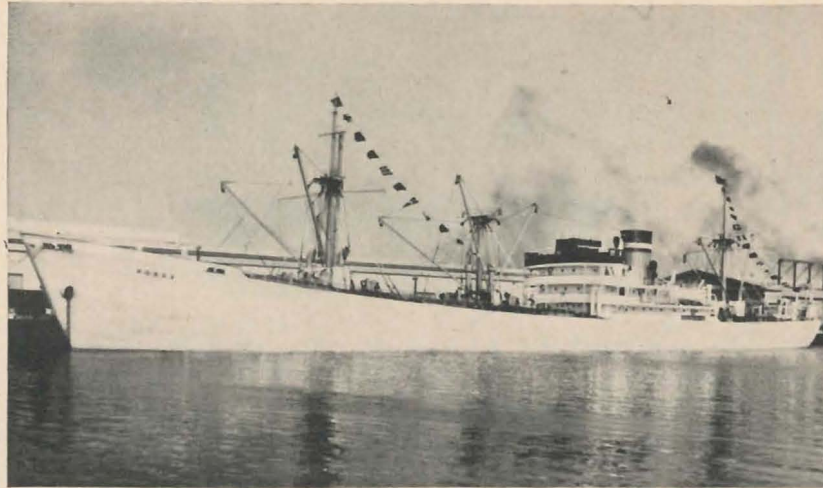


"Lest We Forget"



NORWEGIAN M. V. "RONDA."

Sunk in the North Sea, September 13, 1939. Two passengers and fifteen members of the crew—including the master and his wife—were reported lost. This was the first Norwegian ship lost in World War 2nd.

COSMOPOLITAN LINE

Norwegian Flag Vessels

They are doing their part . . . "Keep' em sailing"

COSMOPOLITAN SHIPPING CO., INC.

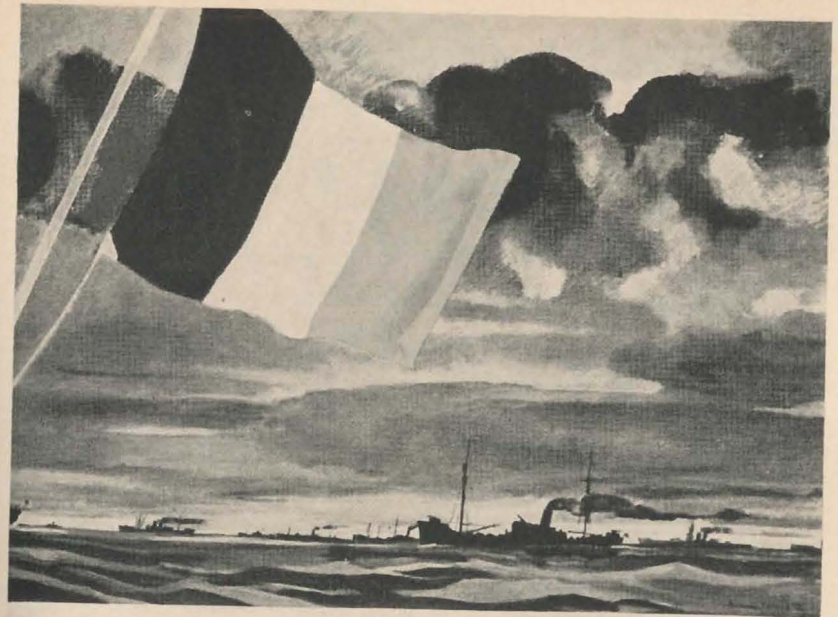
General Agents

"Over A Quarter of A Century of Continuous Service"



42 BROADWAY, NEW YORK

Telephone, Dlgby 4-6363



THE TRICOLOR FLIES THE SEAS!

The merchant marine crews that go to sea today are unsung, but their heroic task is of vital importance to victory.

In this undaunted company, the historic colors of France are flying. For French ships, freed from the pall of enforced idleness, are now plying the sea-lanes in the interest of the common cause. French seamen, inheritors of a thousand-year-old seagoing tradition, are working arm in arm with their American friends of old.

These French men and their ships, serving with the United Nations, are now devoted wholly to the carrying of supplies for the armed forces. Until peace is won, they will share in loyal comradeship the risks, the responsibilities and the glory of the American Merchant Marine.

French Line, Inc.

GIBBS & COX, Inc.

*Naval Architects
and Marine Engineers*

ONE BROADWAY and 21 WEST STREET

NEW YORK 4, N. Y.



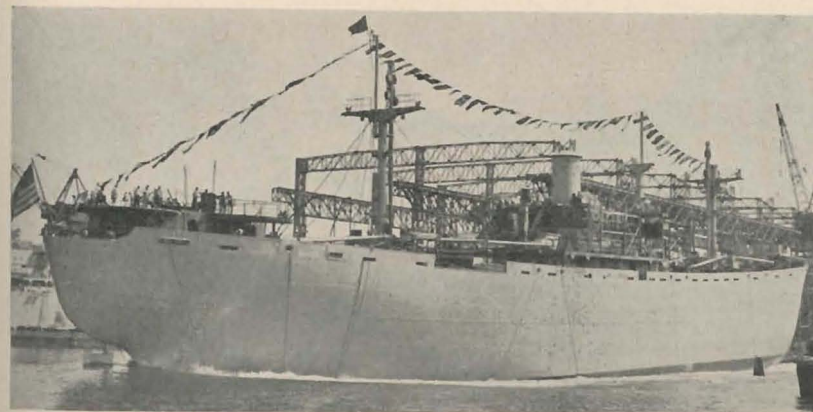
I. F. C. LINES

is proud to include among the ships

it is operating for

The War Shipping Administration
the Liberty Ship, "JANET LORD ROPER"

named in honor and in memory of
the Supervisor of the Missing Seamen's Bureau,
SEAMEN'S CHURCH INSTITUTE OF NEW YORK
affectionately known as "Mother Roper"



Liberty Ship "Janet Lord Roper" on Launching Day, June 26, 1943.

Buy more war bonds to speed

VICTORY

INTERNATIONAL FREIGHTING CORPORATION, Inc.

**17 BATTERY PLACE
NEW YORK CITY**

Phone: WWhitehall 4-8400

Compliments
of
ISTHMIAN STEAMSHIP COMPANY

71 BROADWAY
NEW YORK 6, N. Y.



MARSH & McLENNAN

Incorporated

INSURANCE

70 Pine Street
NEW YORK

CHICAGO BUFFALO PITTSBURGH CLEVELAND COLUMBUS
DETROIT INDIANAPOLIS MILWAUKEE MINNEAPOLIS DULUTH
PHOENIX SAN FRANCISCO LOS ANGELES PORTLAND SEATTLE
VANCOUVER MONTREAL BOSTON ST. LOUIS LONDON
WASHINGTON, D. C.



South St from Maiden Lane 1818

South Street was built on filled land in 1796.

In the early days of South Street depicted in the View, the bowsprits of the ships of the world looked in upon the merchants of South Street engaged in foreign trade, and the merchants from their windows could see the wares in which they dealt arriving and departing over the gangplanks. South Street still provides berths for many of the modern steamships and is closely identified with the business of shipping, as is Maiden Lane with the business of insurance.

The
JAMES McWILLIAMS BLUE LINE, Inc.

1 BROADWAY

Extends Congratulations

to its

Maritime Neighbor:

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

on its completion

of 100 Years of Service

to the Men

of the Merchant Marine



W. H. McMILLAN'S SONS

49 SOUTH STREET

NEW YORK CITY

Manufacturers of

TACKLE BLOCKS for MARINE CARGO HANDLING

FOR OVER 100 YEARS



Copyright, Charles Robert Patterson

To a hardy Centenarian

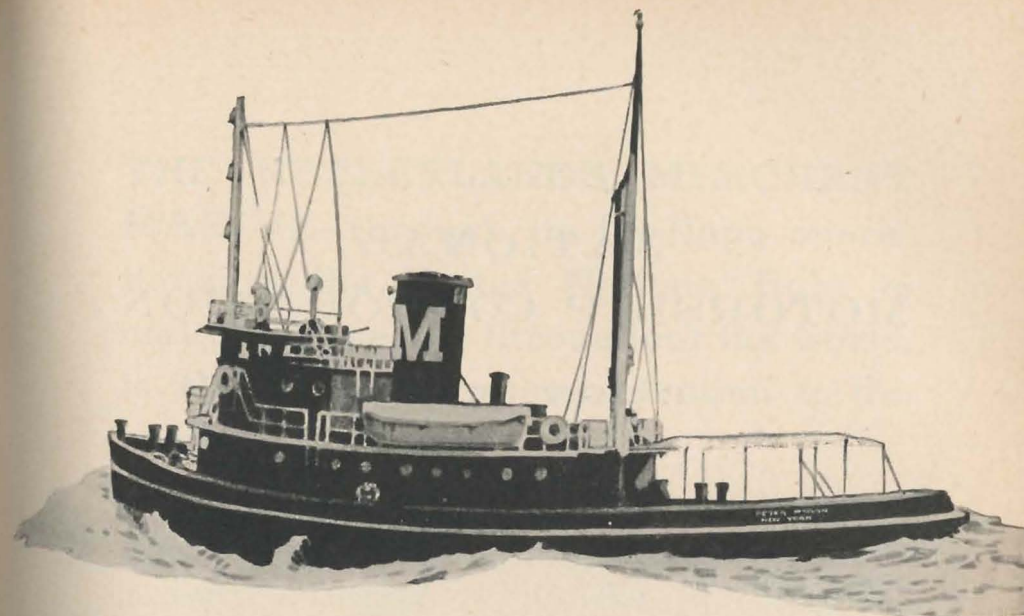
IT IS especially appropriate that Maritime interests should extend congratulations to the Seaman's Church Institute on its hundredth birthday.

For all of us concerned with the business of sending ships to sea owe much to the work the Institute has done among sea-faring men. Through its ten decades of progressive history it has come to wield a beneficent influence hailed wherever ships go.

We are happy to see the Institute so hardy a centenarian—for its vigorous and active state not only betokens a great past but a future long in usefulness.

MOORE-McCORMACK
Lines

5 Broadway, New York



KEEPING pace with the needs of America's fast-growing merchant marine, Moran's sea-going fleet is equipped to handle deep water towing of any character, over any distance, to any accessible part of the globe.

MORAN

Established 1860

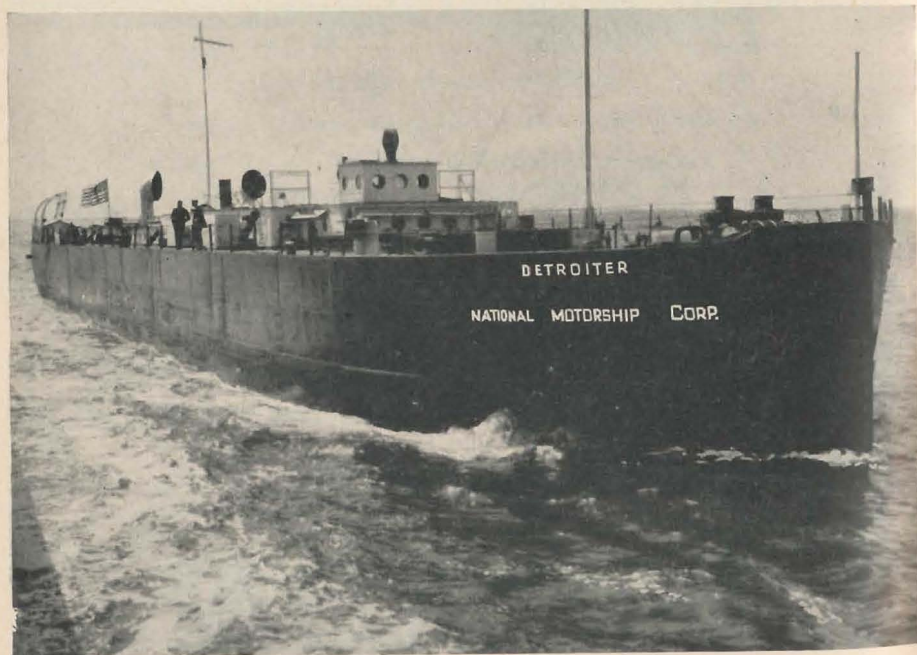
TOWING & TRANSPORTATION

NEW YORK ★ NEW ORLEANS

Let's All Back the Attack... Buy EXTRA WAR Bonds!

NATIONAL MOTORSHIP CORPORATION

17 BATTERY PLACE
NEW YORK



THE NETHERLANDS MERCHANT MARINE, through its far-flung operations in the United Nations' fight to maintain freedom throughout the world, is Holland's major contribution to the common cause.

That fight could not have been so successfully waged without the good morale of stout-hearted seamen.

The many valuable services extended by the Seamen's Church Institute of New York have done much to maintain that good morale.



NETHERLANDS SHIPPING COMMITTEE

Holland-America Line
Java-China-Japan Line

Nederland Line
Rotterdam Lloyd

Royal Netherlands Steamship Company

NORTON, LILLY & COMPANY

(ESTABLISHED 1841)

Steamship Agents and Brokers

General Agents for:—

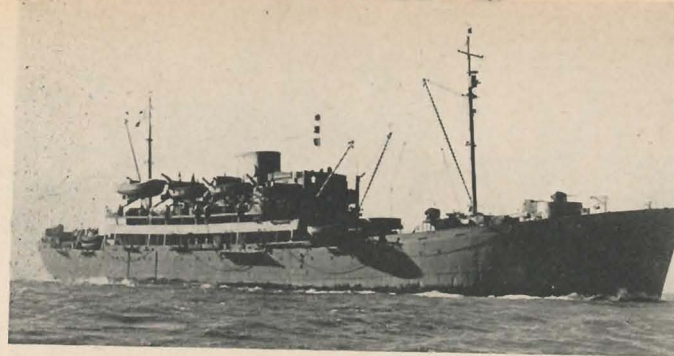
NORTON LINE
 AMERICAN & INDIAN LINE
 AMERICAN & AFRICAN LINE
 AMERICAN & AUSTRALIAN LINE
 AMERICAN & MANCHURIAN LINE
 STRICK - ELLERMAN JOINT SERVICE
 UNION STEAM SHIP CO. of New Zealand, Ltd.

•
 Complete facilities
 Offered for Com-
 petent Servicing of
 All Vessels' Inter-
 ests at Principal
 U. S. A. Ports in
 North & South At-
 lantic, Gulf and
 Pacific Coast, as
 well as at Cristobal
 & Balboa, Canal
 Zone and Hawaiian
 Islands
 •

Whitehall 4-4100

26 BEAVER ST, ▼ NEW YORK 4, N. Y.

BOSTON	NORFOLK	CHICAGO	SAN FRANCISCO	CRISTOBAL (C.Z.)
PHILADELPHIA	NEWPORT NEWS	DETROIT	PORTLAND, ORE.	BALBOA (C.Z.)
BALTIMORE	NEW ORLEANS	LOS ANGELES	SEATTLE	HONOLULU (T.H.)



*Ships of the SEA and Ships
of the AIR*

Will Sail Together

WHEN the age of all-out cargo-by-air arrives, the ships of the sea will still be sailing.

For vast though the future of cargo-by-air may be, there will always be the need of the *most economical* means of freight transportation man has ever devised—ships that ride on the water.

The shipping men of America look on the coming of cargo-by-air with no

dismay—but with a feeling that a new and powerful partner is about to join them in providing the sinews of reborn international trade.

They feel, too, that the true destiny of our foreign trade in the postwar world requires not competition but co-operation, not rivalry but partnership, between these two great modes of transport, in realizing the great new world that will then lie before us.

The Propeller Club of the United States

ARTHUR M. TODE
 Honorary President

ROBERT C. LEE
 National President

National Headquarters: SEVENTEEN BATTERY PLACE
 NEW YORK 4, N. Y.



Compliments of
STOCKARD STEAMSHIP
CORPORATION

17 BATTERY PLACE
NEW YORK 4, N. Y.



Photograph taken at Sperry Gyro-Compass School

The United Nations go to school

THE OWNERS of those hats are learning about the Sperry Gyro-Compass the practical way. These representatives of the United Nations are seeing it in action in the Sperry Gyro-Compass School.

Many of the men who own those hats will be on convoy duty soon. They already know the risks of submarine warfare and surface contact. They know that lighthouses are dark these perilous nights, that radio beacons are silent, lightships are gone, weather reports no longer available, and even the use of radio communications rigidly limited.

And they know they may sail in pre-fabricated hulls built under conditions involving immense variation in residual magnetism. Their cargoes may be highly magnetic and their ships almost certain to be equipped with degaussing apparatus to render ineffective the sensitive

magnetic mines that lurk in their path.

These factors spell the need of attaining absolute precision in navigation and call for navigation equipment that is impervious to profound and diverse magnetic influences.

That is why these seagoing men are learning about the Sperry Gyro-Compass and why it is more essential than ever in wartime. In the course of their study, they learn too that the substitution of electronic circuits* for roller contacts in the follow-up system of the new compass assures even greater reliability with less care and maintenance than before.

When these men pick up their hats for the last time in the Sperry Gyro-Compass School and board their ships, it will be with full knowledge of and confidence in the Sperry Gyro-Compass.

*The Sperry electronic Gyro-Compass is sometimes called the Sperry *Gyrotronic* (registered trade-mark) Compass.

SPERRY GYROSCOPE COMPANY, INC.
BROOKLYN, N. Y.

DIVISION OF THE  SPERRY CORPORATION

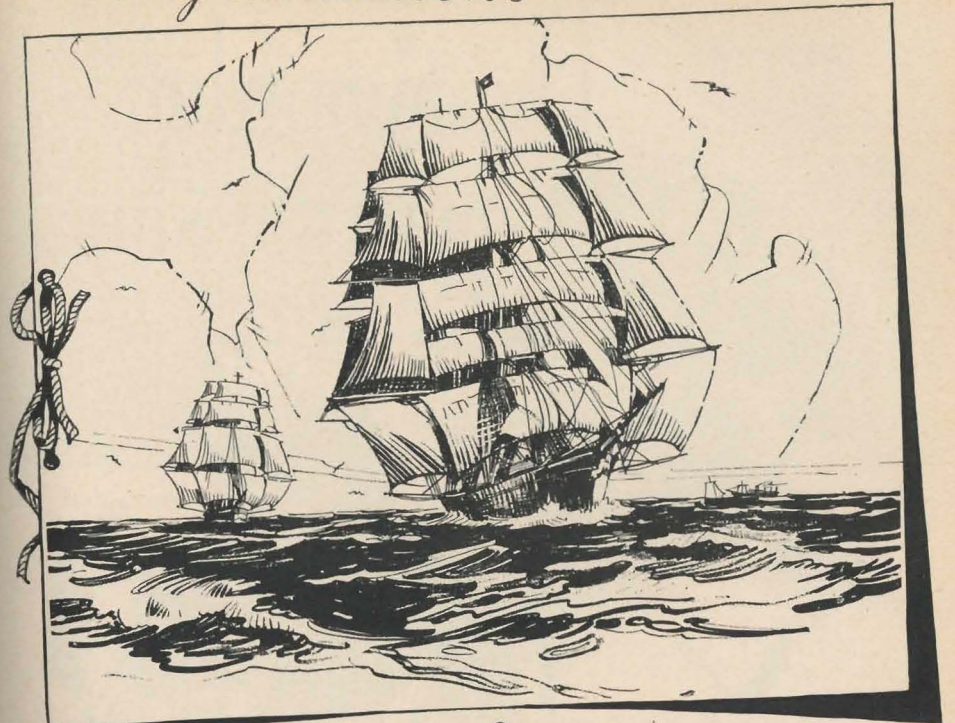
M. & J. TRACY, Inc.

NO. 1 BROADWAY

NEW YORK

MARINE TRANSPORTATION

Congratulations



1844



1944

WE extend our hearty congratulations and best wishes to the **Seamen's Church Institute of New York** on its anniversary of **100 years of service**. The Institute's record of achievement in serving merchant seamen during the past century is well known to everyone connected with the sea.

One hundred and fifteen years ago this bank was chartered for the purpose of providing a safe place for a seaman to save his money. Full advantage has been taken of this opportunity, as indicated by the total deposits of seafaring men which today are greater than at any time in the bank's history.

THE SEAMEN'S BANK FOR SAVINGS
IN THE CITY OF NEW YORK

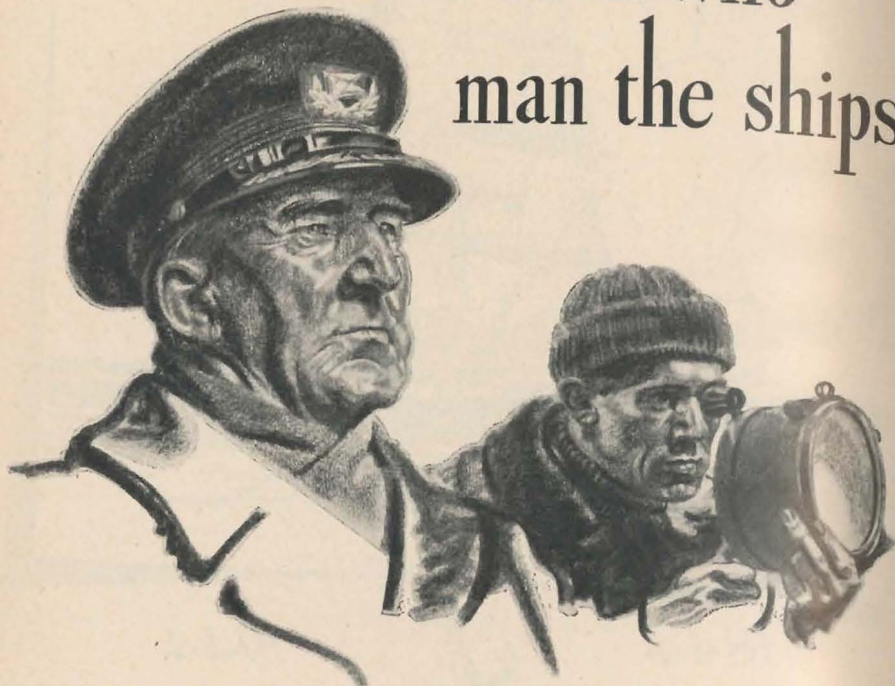
Main Office
74 WALL STREET

Chartered 1829

Midtown Office
20 EAST 45th STREET

Member Federal Deposit Insurance Corporation

The men who man the ships



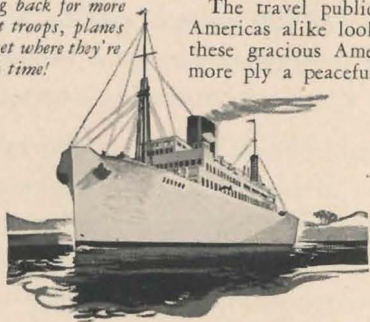
THE MEN and officers of our Merchant Marine are performing one of the most dangerous and indispensable jobs of this war. Quietly . . . determinedly . . . without fanfare. On voyage after voyage, they face the hazards of subs, bombers, mines and raiders. Any trip may bring sudden death or long days and nights of suffering in an open lifeboat. They know all this, yet they keep going back for more . . . keep the ships sailing . . . so that troops, planes, guns, gas and other vital supplies will get where they're so urgently needed . . . and get there on time!

For more than forty years ships of the Great White Fleet have been manned by staffs who combine the highest traditions of seamanship with a specialized knowledge of Caribbean waters . . . knowledge that resulted in the efficient care and prompt delivery of invaluable cargoes.

Today ships of the Great

White Fleet are dressed in fighting gray. Their passenger accommodations and refrigerated holds contribute to the successful prosecution of the war. And the men who served aboard them in times of peace still tread their decks, giving to the grim war effort the same qualities of experience and steadfastness to duty as in the past.

The travel public and the merchants of the Americas alike look forward to the day when these gracious American Flag liners may once more ply a peaceful Caribbean. Meanwhile, all honor to the officers and men of the Merchant Marine. Theirs is the strength and courage that delivers the goods of war be the going ever so perilous. These men are heroes all. We of the United Fruit Company are proud of them . . . as is every red-blooded American!



Great White Fleet

UNITED FRUIT COMPANY

GUATEMALA ★ EL SALVADOR ★ HONDURAS ★ NICARAGUA ★ COSTA RICA
PANAMA ★ COLOMBIA ★ CUBA ★ JAMAICA, B.W.I.

Let's All Back the Attack—with WAR Bonds!



The New York offices of the American and Red Star Lines in the horse-and-buggy days, in "Steamship Row" where the Custom House now stands.

73 YEARS IN THE NORTH ATLANTIC

We are not quite a hundred but old hands at the shipping business. It will be 27 years before we celebrate the hundredth anniversary of the founding of the famous American Line and Red Star Line, from which the United States Lines is directly descended.

We have long since outgrown the little house with the dormer windows that stood just across Bowling Green from our present address.

And it's a far cry from our crack liners of that earlier day—the *New York*, *Philadelphia*, *St. Louis* and *St. Paul*—to the new *America* of 1940, largest and finest liner built in this country, but each ship in her time was the finest that could be built, and they kept the American flag in the lead on the North Atlantic against all competition.

Right now there is a war to be won, and until victory all the resources of the United States Lines, its trained personnel and large fleet are concentrated on the business of transporting men and materials of war to United Nations battle fronts around the world.

When the world is at peace United States Lines ships again will provide a fine American passenger service in the North Atlantic backed by three-quarters of a century of experience in that trade.

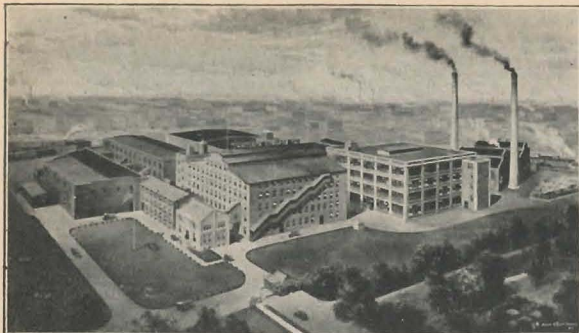
Basil Harris.

President

UNITED STATES LINES

ONE BROADWAY

NEW YORK



Factory and Warehouses,
Whitlock Cordage Company,
Jersey City, N. J.

WHITLOCK CORDAGE COMPANY

heartily congratulates the Institute on the occasion of its Centennial. For many years, officers of the company and its predecessors have been interested in the growth and success of the Seamen's Church Institute of New York.

Daniel B. Whitlock (1828-1888), grandfather of the present officers, was an Institute manager from 1861 to 1887. His grandfather was William Whitlock, a ship owner and master, and his father was Samuel M. Whitlock, a ship captain. Two of his uncles were identified with shipping and cordage, respectively. One of them, William Whitlock, Jr., a well-known ship owner and merchant, bought the building at 46 South Street in 1830, and leased the land from the Sailors' Snug Harbor, which organization still owns it. One of his vessels, the "Cadmus," brought General Lafayette here from France, in 1824, on the occasion of the latter's triumphal tour of this country.

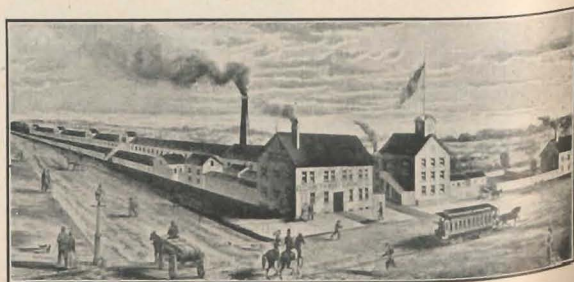
**WHITLOCK CORDAGE CO. CONGRATULATES
THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK
ON ITS ONE HUNDREDTH ANNIVERSARY.**

Sidney B. Whitlock, another uncle of Daniel's, was a founder of the Elizabethport Cordage Company in 1825. Daniel worked as a clerk at "46" for his Uncle William, and later, for the Cordage Company after the latter took over the South Street property for its New York office. He subsequently became Secretary of the company and held that position until his death in 1888.

His only son, Willard P. Whitlock (1856-1924), succeeded to his interests, and after the destruction by fire of the Elizabethport factory in 1891, organized the Lawrence Cordage Works, whose name was changed to Whitlock Cordage Company in 1905. At that time the operation of the present factory, at the foot of Lafayette Street, in Jersey City, was begun.

The Company's office is still at 46 South Street, New York. Its officers have been proud and happy to be of some assistance to the S.C.I.; they appreciate the splendid work done in behalf of seamen, and are confident of the Institute's continuing success.

Plant of Elizabethport Cordage Company, Elizabethport, N. J., founded by Sidney B. Whitlock and Associates, in 1825.



SEAMEN'S CHURCH INSTITUTE OF NEW YORK INCOME AND EXPENDITURES

For the Year Ended December 31, 1943

Gross Income from Operating Departments	\$ 860,779.83	
Institute Operating Expenses		
Salaries and Wages	\$507,777.65	
Food and Merchandise	289,689.95	
Supplies	44,373.57	
Heat, Light and Power	41,070.34	
School Books and Certificates	5,908.81	
Legal and Auditing	4,296.59	
Repairs, Renewals and Equipment	22,162.77	
Insurance	16,691.98	
Publicity and Promotion	18,917.31	
Telephone Service	5,053.27	
Miscellaneous	32,733.56	
	\$988,675.80	
Interest on Notes Payable in Respect of Building Annex.....	14,510.43	
Religious and Social Service Department		
(Salaries, Expenses and Relief)	139,431.70	1,142,617.93
Excess of Expenditures Over Income From Operated Departments.....		\$ 281,838.10
Deduct Income, From Endowments, Bank Balances, etc., for		
General Purposes	\$ 32,541.82	
Religious and Social Service	2,373.48	
Social Service Relief	9,723.22	44,638.52
Deficit from Institute Operations		\$ 237,199.58
Contributions for General Purposes:		
General Contributions	\$103,528.51	
Special Contributions and Income from Estates.....	81,046.22	
Proceeds from Benefit Performances	12,348.57	
Conrad Library	65.50	
	\$196,988.80	
Social Service Relief	23,596.96	
	\$220,585.76	
Transfers from Special Funds to Cover Clinic Expenditures	9,833.31	230,419.07
EXCESS OF OPERATING DEFICIT OVER CONTRIBUTIONS AND TRANSFERS FROM GENERAL (UNRESTRICTED) AND SPE- CIAL FUNDS TO COVER CLINIC EXPENDITURES.....		\$ 6,780.51

March 24, 1944.

To the Board of Managers,
Seamen's Church Institute of New York,
25 South Street, New York, N. Y.

We have examined the accounts of the Seamen's Church Institute of New York for the year ended December 31, 1943. In our opinion, based upon such examination and the information furnished us, the above statement of Income and Expenditures sets forth correctly the results of the operations of the Institute for the year.

HORWATH & HORWATH

SUMMARY OF REPORT OF COMMITTEE ON TRUST FUNDS

Year Ending December 31, 1943

Summary of Assets

Bonds	\$752,784.93	
Stocks	83,353.50	
Mortgages	13,736.88	
Cash on Deposit	47,038.91	
	\$896,914.22	

Summary of Funds

A. Unrestricted Fund	\$209,951.97	
B. Endowment General	308,423.35	
C. Religious and Social Service	73,226.71	
D. Social Service Relief	305,312.19	
	896,914.22	

Details of Above Funds

A. UNRESTRICTED FUND: PRINCIPAL & INTEREST AVAILABLE FOR THE GENERAL USE OF THE INSTITUTE		209,951.97
--	--	------------

B. ENDOWMENT FUNDS, GENERAL AND FUNDS FOR DESIGNATED PURPOSES:

Anonymous	\$ 10,000.00	
Mrs. S. R. Bartholomew, Pottsville, Pa.	500.00	
Estate of Mary W. C. Bayard	5,000.00	
Estate of Ellen W. Brown, in memory of her father, Captain David S. Babcock of the Clipper Ship, "Young America"	1,000.00	
Mrs. B. P. Cole, Cleveland, Ohio	200.00	
Frances Goodhue de Peyster Fund	5,000.00	
Estate of Amelia P. Dixon	300.00	
Gift of Wilson Farrand, in memory of Mrs. Farrand	1,000.00	
Captain Radcliffe Hicks Fund	3,067.00	
Henry Lee Hobart Memorial Fund	1,000.00	
Helen F. Hubbard Fund	9,500.00	
Henry E. Kummel and Anna Titus Van Nostrand Fund	16,000.00	
Estate of Sophia E. Lee	420.00	
Estate of Annie E. Mahnken	1,900.00	
Mrs. George H. Martin Memorial Fund	500.00	
Estate of John A. McKim	10,000.00	
H. C. Munger Fund	8,609.81	
Fanny Norris (Income to provide for Red Letter Day) in memory of her father, Joseph Norris	6,000.00	
William Decatur Parsons, in memory of parents William H. Parsons, and Anna Pine Decatur Parsons	10,000.00	
William D. Quackenbush, wife and daughter, Janet Rathbone Fund	500.00	
Rathbone Fund	15,000.00	
Kate S. Richardson	50,000.00	
Estate of Ellen N. Robie	100.00	
Estate of Mary C. Scrymser	11,690.00	
The Frank Sullivan Smith Memorial Fund	100,000.00	
Charles H. Tissington	100.00	
Estate of Nathaniel L. McCready	1,000.00	
"C.A.R." Memorial (Income to be used for some needy object)	554.03	
Frederick M. Dearborne Memorial	28,238.30	
Charles E. Potts, (For maintenance of the rooms designated as the Isabella Potts and Philip Ruprecht Room.)	22,337.24	
	Carried forward \$319,516.38	\$209,951.97

	Brought forward \$319,516.38	\$209,951.97
Charles E. Rhinelander, (In memory of his wife, Matilda F. Rhinelander.)	26,317.29	
Fund given by Col. and Mrs. Arthur Frederic Scher- merhorn, (in memory of his parents George Stevens Schermerhorn and Julia M. Gibert Schermerhorn, toward the maintenance of the Cross surmount- ing the Institute.)	7,368.84	
	\$353,202.51	
Less net loss on securities sold	44,779.16	308,423.35

C. RELIGIOUS AND SOCIAL SERVICE:

William Waldorf Astor Trust, for the support of a Missionary employed by the Institute.	53,768.41	
Gerard Beekman, (In memory of his brother James William Beekman and for the use of the room dedicated.)	17,880.37	
Chapel Flowers (Income to be used for Altar and Hospital Flowers.)	7,986.44	
John Davenport, for books for seamen.	2,193.09	
Roxy M. Smith, (In memory of her husband, W. V. R. Smith, for entertainment of seamen on the birthday of W. V. R. Smith)	2,193.09	
Estate of Madeline S. Krischker	500.00	
Estate of Bonnie Wallace LeClear	1,789.51	
	\$ 86,310.91	
Less loss on Securities sold	13,084.20	73,226.71

D. SOCIAL SERVICE RELIEF:

J. Hooker Hamersley (Income for relief pending purchase of boat.)	8,408.52	
Endowed Bedrooms, given by:		
Barber Steamship Lines, Inc., (In memory of Herbert Barber)	\$4,000.00	
Beekman Family Association, (In memory of Gerard Beekman)	4,000.00	
Walter K. Belknap (In memory of Mr. and Mrs. James H. Aldrich)	4,000.00	
Mrs. F. Kingsbury Curtis, (In memory of George W. McLanahan)	4,000.00	
William Harris Douglas, (In memory of William Erskine Douglas)	4,000.00	
Helen L. Fairchild, (For Charles Stebbins Fairchild)	8,000.00	
F. K. Hascall (In memory of Mr. and Mrs. Harry Wearne)	4,000.00	
Mrs. Edward McClure Peters, (In memory of Edward McClure Peters)	4,000.00	
C. H. Ludington	4,000.00	
Howland Pell	4,000.00	
Estate of Bonnie Wallace LeClear	4,000.00	48,000.00
Emily H. Bourne, (Income to be used in common with that of the Morrill Foundation)	5,263.44	
Mary Leroy King, (Income to be used in common with that of the Mansfield Fund)	4,036.29	
	Carried forward \$ 65,708.25	\$591,602.03

	Brought forward \$ 65,708.25	\$591,602.03
Rev. Archibald Romaine Mansfield Memorial Established January 1926, by friends, especially the Central Council in recognition of his years of service to the Institute and to Seamen	30,102.01	
Hosier Morgan, (Income to be used in common with that of the Morrill Foundation)	1,900.90	
Morrill Foundation, (In memoriam of the late Captain Charles Mont- gomery Morrill, Income for the relief of destitute mariners and their dependents)	19,558.07	
Captain William Wilson Owen Memorial, (Income to be used for destitute Seamen)	250.00	
Ramage Endowment, (Income to be used to aid dependent Seamen)	3,316.00	
Estate of Mary A. L. Newton	500.00	
Henry F. Homes Estate	4,907.46	
Captain Edward B. Cobb Fund, (Given by the Will of Augustus G. Cobb, in memory of his father)	197,421.82	
Janet Roper Memorial Fund	5,591.10	
	\$329,255.61	
Less net loss on securities sold	23,943.42	305,312.19
Total Funds		\$ 896,914.22

Changes in Funds during year ended December 31, 1943

Assets as per report of December 31, 1942		\$2,198,446.43
Additions during 1943—		
GENERAL FUND—UNRESTRICTED		
Estate of Jacques Bendien	\$ 50.00	
Estate of Maria H. B. Dennett	5,000.00	
Estate of Howard C. Foster	327.22	
Estate of Frances N. Hall	2,000.00	
Estate of Hildegarde S. Hillhouse	500.00	
Estate of Margaret I. Howe	5,195.40	
Estate of Mary J. Hunter, in memory of her brother, Lieutenant Henry C. Hunter, U.S.N.	1,000.00	
Estate of Adolf L. Kerker	10,000.00	
Estate of Adolf L. Kerker, mortgage interest	1.00	
Estate of Henry A. Laughlin	6.19	
Estate of Caroline Lea March	5,000.00	
Estate of Laura H. P. Martin	200.00	
Estate of Katherine L. Mather	23.00	
Estate of Edward Paxson	500.00	
Estate of Mary Penniman	90.68	
Estate of Sarah E. Spence	434.81	
Estate of Mary A. Swits	6,661.29	
Estate of Jessie C. Thomas, in memory of Richard McFarland	466.75	
Payments against principal of mortgage interests		
Estate of Sophie E. Dierson	\$ 55.56	
Estate of Helen L. Fairchild	8.44	
Estate of Annie Hyatt	52.92	
Estate of Adolf L. Kerker	166.67	
Estate of George W. Merrihew	584.58	
Estate of Olin Scott Roche	830.94	
Estate of Julia A. Treadwell	174.49	1,873.60

Carried forward \$ 39,329.94 \$2,198,446.43

	Brought forward \$ 39,329.94	\$2,198,446.43
Gifts for New Building and Special Purposes		
Mrs. Henrietta Boyd Dalbey, in memory of her son, Carl, Jr.	300.00	
Mrs. David T. Dana	300.00	
Mrs. Bruce Ford	50.00	
Mrs. Augustus N. Hand, in memory of Albion James Wadhams	25.00	
Miss Alice L. Hargreaves	300.00	
Mrs. Helen F. Hubbard	1,000.00	
Mrs. M. H. Johnson	3,000.00	
Mr. and Mrs. George W. Jones	1,000.00	
Miss Marion E. McComas	15.00	
Mrs. Charles S. Noyes	300.00	
Mr. William E. Pearse	2,500.00	48,119.94
ENDOWMENT FUNDS GENERAL		
Miss Augusta de Peyster, to establish the Frances Goodhue de Peyster Fund	5,000.00	
Mrs. George H. Martin Fund	325.00	
Estate of Fanny Norris, to provide income for a Red Letter Day in memory of her father, Joseph Norris.	6,000.00	11,325.00
WELFARE		
Chapel Flower Fund—Sundry Donations		124.00
SOCIAL SERVICE RELIEF		
Mansfield Memorial Fund—Sundry Donations	28.75	
Janet Roper Memorial Fund—Sundry Donations	5,591.10	5,619.85
Add profit on Securities sold or redeemed		1,794.36
Sundry Refunds		1,484.64
		\$2,266,914.22
Deduct cost of property purchased at 26-27 South St.		45,000.00
		\$2,221,914.22
Deduct New Building Committee notes written off		1,325,000.00
TOTAL TRUST FUNDS		\$ 896,914.22

Dated—New York City, December 31, 1943.

Committee on Trust Funds
De Coursey Fales, *Chairman* Harry Forsyth
Charles E. Dunlap Thomas Roberts

Assets examined and found to agree with the foregoing account.

Auditing Committee
John Ellis Knowles, *Chairman* W. Lawrence McLane

LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we submit nevertheless the following as a clause that may be used:

"I give and bequeath to **"Seamen's Church Institute Of New York,"** a corporation of the State of New York, located at 25 South Street, New York City, the sum of.....Dollars."

Note that the words **"Of New York"** are a part of our title. If land or any specific property such as bonds, stocks, etc., is given, a brief description of the property should be inserted instead of the words, "the sum of.....Dollars."

Log of the S. C. I.

- March 6, 1834—First meeting of the Young Men's Auxiliary Education and Missionary Society. First President, the Rev. Benjamin I. Haight. Prominent members, Pierre E. F. McDonald, J. Rutsen Van Renssalaer, Hamilton Fish, Thomas P. Cummings. Quarterly meetings held in various Protestant Episcopal Churches in the city.
- March, 1842—Reorganization of the Young Men's Auxiliary Education and Missionary Society as the Young Men's Church Missionary Society of New York.
- April, 1842—At the annual meeting of the Young Men, the Society was definitely committed to a seamen's mission.
- September 19, 1842—The Young Men voted to take steps to set up a floating chapel for seamen; November 24th it was resolved to set up such a chapel near Pike Street, as a branch of the City Mission Society.
- July 3, 1843—The Rev. Benjamin Clarke Cutler Parker started his work as the Society's first missionary to seamen, serving until his death in 1859.
- April 12, 1844—Floating Church of Our Saviour for Seamen completed and moored at Pike Slip, East River. Consecrated February 20th by Bishop Onderdonk. In use until 1866.
- April 12, 1844—The Society received its papers of incorporation as the Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York. Prominent members: Rev. Smith Pyne, President; Rev. Henry J. Whitehouse, Clerical Vice-President; George N. Titus, Lay Vice-President; Thomas P. Cummings, Secretary; Francis Upton Johnston; Pierre E. F. McDonald; Augustus Proal and J. R. Rensselaer.
- February 7, 1846—Contract let to Mr. Upjohn, architect of Trinity Church, for building the Floating Church of the Holy Comforter, the second floating church, at a cost of \$2800. Completed September 28th and towed to the foot of Dey Street, North River. This Chapel was used until 1868.
- March, 1847—The Rev. Daniel Van Mater Johnson became second missionary of the Society, in charge of the Floating Church of the Holy Comforter.
- 1850—Home for seamen set up by Mr. Johnson and



From a drawing by J. N. Hyde
Frank Leslie's Illustrated Newspaper April 18, 1871

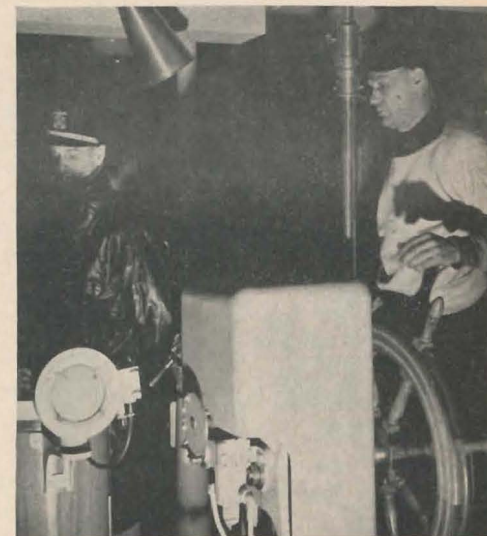
THE BELLE OF THE VOYAGE

Despite other passengers' disapproving glances, the "belle" has captured the attention of the Captain of an Inman Line steamer.

From the United States Lines Collection



No time for charming passengers on shipboard today! Officers aboard a merchant ship in convoy signal to escort vessel.

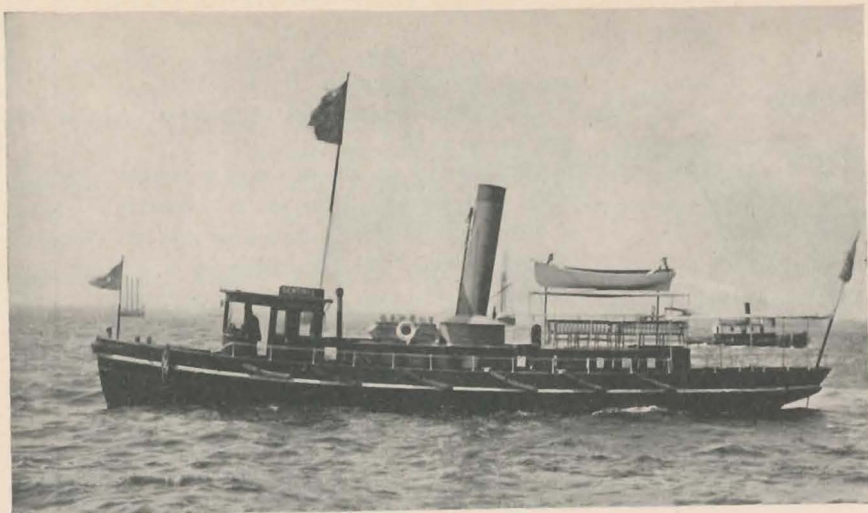


U. S. Maritime Commission Photos

Wheelhouse of a Liberty Ship in convoy at sea showing second officer (left) and seaman (right) at wheel.

- three laymen of the Society as a private enterprise, at 2 Carlisle Street. Later, a larger home was used, at 107 Greenwich Street.
- March,** 1851—Evergreen Cemetery Seamen's Plot given to the Society for the interment of seamen.
- 1852—The Rev. E. F. Remington appointed as Missionary-at-large at the new Coenties Slip Station.
- March 21, 1854**—Charter of the Society amended by the State Legislature to enable it to hold and purchase real estate, on which to erect a home for seamen, to the extent of \$100,000. Home for Seamen opened in October, 1854, at 338 Pearl Street. Used until 1893.
- 1868—House at 34 Pike Street bought for \$13,000 and fitted up as a mission house; used until 1906.
- January 9, 1870**—The third floating church (the second Floating Church of Our Saviour) opened for services, at the foot of Pike Street. Consecrated by Bishop Horatio Potter, January 8, 1871. Last service December 25, 1910, when it was presented to the Archdeaconry of Richmond.
- December,** 1880—Site at West and Houston Streets purchased for the North River Station. Mission house completed in 1884; in use until 1923.
- 1882—Coenties Slip filled in by the City and dedicated as Jeanette Park.
- April 6, 1885**—Edmund Lincoln Baylies elected to the Board of Managers; served 47 years, successively, as Chairman Executive Committee, Attorney, and First Lay President until his death in 1932.
- March 18, 1888**—Consecration of the new chapel of the Holy Comforter on Houston Street, built by legacy of William H. Vanderbilt. In use until 1914; razed in 1926 when the N. Y. Central Railroad purchased the land.
- January 2, 1894**—Sailors' Home at 52 Market Street opened; used until December, 1907.
- January 3, 1896**—The Rev. A. R. Mansfield became Chaplain of the Floating Church of Our Saviour and East River Station.
- 1897 - 1898**—The Society's committee on legislation headed by J. Augustus Johnson and the Joint Conference of Seamen's Societies succeeded in getting legislation passed which marked the beginning of the real fight against crimping, shanghaiing and general exploitation of seamen.
- 1899—Legal Aid Society started a branch for seamen at 34 Pike Street.

- December 10, 1900**—Seamen's Benefit Society, predecessor of the Central Council of Associations, organized by New York women, to aid the Society's work among seamen, especially apprentices.
- January 1902**—Battery Station opened at 1 State Street. In use until 1913.
- March 21, 1902**—Meeting held at Sherry's to promote the purchase of a mission boat for transporting seamen to and from ships. At this meeting the Institute of today was first projected as an ideal in a speech by Mr. J. Augustus Johnson.
- August, 1904**—Brooklyn branch opened at 22 First Avenue; in use until 1907. All stations of the Society except the North River Station consolidated as the Department of the East Side, under the Rev. A. R. Mansfield as superintending chaplain. Mr. E. L. Baylies started the campaign to build the present Institute.
- February 6, 1906**—Society authorized to change its name to Seamen's Church Institute of New York, effective April 5, 1906. Name suggested by Admiral Mahan, U.S.N.
- January 15, 1908**—"The Breakwater" lodging house for seamen in Brooklyn, opened. In use until 1913.
- 1910—All stations of the Society consolidated under the Rev. A. R. Mansfield as Superintendent at 1 State Street. First issue of THE LOOK-OUT, May 1910.
- April 16, 1912**—Cornerstone of the Institute at 25 South Street laid by the Hon. William J. Gaynor, Mayor of New York. Newspaper "extras" announced sinking of S. S. Titanic.
- April 15, 1913**—Dedication of the Titanic Memorial Tower by Bishop Greer; the Rev. William P. Merrill making address.
- Sept. 15, 1913**—Institute opened; 90 seamen lodged the first night: with continuous increase to 800 capacity.
- October 12, 1913**—Chapel of Our Saviour dedicated by Bishop Greer; used until 1927.
- July 1916**—Captain Robert Huntington appointed principal of recently established Merchant Marine School; over 4,000 officer-candidates trained in World War I
- 1917—The Rev. A. R. Mansfield, Superintendent of the Institute, appointed Government Chaplain, Port of New York, for Marine Hospitals
- 1917—The Auditorium turned into a dormitory to accommodate large numbers of torpedoed crews.
- October, 1918**—Seamen's Plot for 864 graves purchased in Cedar Grove Cemetery. Monument given by Mr. Allison V. Armour.



April, 1903—Mission Boat *Sentinel*, purchased largely through the efforts of the Seamen's Benefit Society. Consecrated by Bishop Potter November 10, 1903. In use until 1915.



January 3, 1915—Mission boat *J. Hooker Hamersley* (the gift of Mr. L. Gordon Hamersley) dedicated by Bishop Frederick Courtney; used until 1921.

1922—Radio station K D K F established on roof of Institute for radio medical aid to ships not carrying doctors. Now carried on by Radio Marine Corp. of America as M E D I C O.

- August, 1923—Memorial Bandstand in Jeanette Park completed.
- 1923—First Aid Manual by Surgeon Robert W. Hart, U. S. Public Health Service published by Institute; now in eighth printing, fourth edition.
- November 5, 1925—Laying of the Cornerstone of the Annex.
- April 15, 1927—Dedication of the illuminated roof Cross, the gift of Colonel and Mrs. Arthur F. Schermerhorn.
- May 18, 1927—Unveiling of "Sir Galahad" figurehead, the gift of Mr. I. J. Merritt.
- 1927—"Atlantic Bell" mounted over Institute entrance. This bell, taken from the Steamboat *Atlantic*, wrecked off New London November 27, 1846, has been used by the Society since January, 1847.
- January, 1929—Opening of the Annex, increasing the lodging accommodations of the Institute to 1614.
- May 22, 1930—Opening and dedication of the Present Chapel of Our Saviour by Bishop William T. Manning.
- October, 1931—Joint Emergency Relief Committee of Seamen's Welfare Agencies formed; Charles S. Haight, Chairman.
- November 17, 1932—Dedication of the Reredos Seascape painted and given by Mr. Gordon Grant.
- February 11, 1934—Death of the Rev. Archibald Romaine Mansfield, D.D., after a ministry of thirty-eight years with the Society.
- April 12, 1934—Service of celebration of the Ninetieth Anniversary of Incorporation of the Institute; Bishop Manning officiating, Dr. John H. Finley, delivering the address.
- May 24, 1934—Formal opening of the Joseph Conrad Memorial Library, containing 6000 volumes. Decorative features include a painting of the *Torrens*, Conrad's last ship, painted and given by Mr. Charles Robert Patterson.
- May, 1934—Early documents of the Society discovered, dating from 1834.
- Sept. 27, 1934—The Rev. Harold H. Kelley appointed Superintendent.
- July, 1936—Nautical Museum opened on 4th mezzanine floor.
- March, 1937—Ship Visiting renewed.
- November, 1937—Mothers' Room opened on first mezzanine as a tribute to Mrs. Janet Roper.



Engraved from a design by J. N. Hyde
Frank Leslie's Illustrated Newspaper April 18, 1871
From the United States Lines Collection

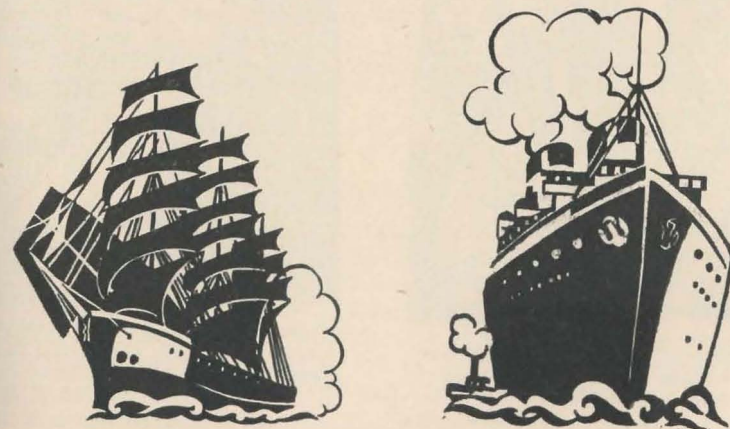
MATE IN ONE MOVE

While two passengers gaze through a telescope at a passing steamer, a young couple enjoy a game of chess.



A typical fo'c'sle scene, 1944. In this busy spot sailors read, write letters, play cards, listen to victrola records. Some even write poetry!

- April 28, 1938—Bronze Bas-Relief Portrait of Dr. Mansfield unveiled in Chapel.
- September 7, 1939—First torpedoed crew of World War II welcomed.
- November 15, 1940—Official opening of Home for Netherlands Seamen on third floor. Dr. Alexander Loudon, ambassador, officiating. Visited by Crown Princess Juliana, Dec. 21, 1940; by Queen Wilhelmina July 15, 1942.
- March 26, 1941—British Merchant Navy Club formally opened on second floor, by Lord Halifax. Visited by Duke and Duchess of Windsor, Oct. 22, 1941.
- April 15, 1941—Official opening of Belgian Seamen's home on third floor, by M. Camille Gutt, Minister of Finance.
- January, 1942—Seamen's Lounge, third floor, reopened, for seamen of all nationalities.
- September, 1942—Pilot House and Flying Bridge on roof opened as a memorial to Charles Hayden.
- October 26, 1942—Mural in Apprentices' Room, the gift of George and Mary Stonehill, unveiled.
- April 5, 1943—Death of Mrs. Janet Roper, a friend of seamen for 54 years, and for 28 years Supervisor, Missing Seamen's Bureau.
- June 26, 1943—Liberty ship "Janet Lord Roper" launched from Bethlehem-Fairfield Shipyard.
- September 8, 1943—Janet Roper Club opened at 3 East 67th Street in the library and gallery of the late Thomas Fortune Ryan whose grandchildren turned the rooms and garden over to the Institute, equipped as a club for seamen and their families.
- April 12, 1944—Celebration of 100th Anniversary of incorporation of the Institute.





Harper's Weekly, June 11, 1870

Departure of a Steamer for Liverpool—the last goodbyes.

Drawn by Sol Eytinge

While the sailors pull in the gang plank, the passengers get ready to enjoy the voyage.

From the United States Lines Collection



Releasing lifeboats. USMS trainees prepare to release lifeboats during abandon ship drill.

U. S. Maritime Service, St. Petersburg, Fla.



Preparing to drop the scramble net. USMS trainees aboard the USMSTS American Seafarer with life jackets on get ready for abandon ship drill.

U. S. Maritime Service, St. Petersburg, Fla.

COMMITTEES OF THE BOARD OF MANAGERS

Elected January 27, 1944

Executive

CLARENCE G. MICHALIS, *Chairman*

EDWIN DE T. BECHTEL
GORDON KNOX BELL
GERALD A. BRAMWELL
CLEMENT L. DESPARD
CHARLES E. DUNLAP

DE COURSEY FALES
HARRY FORSYTH
REV. LOUIS W. PITT, D.D.
THOMAS ROBERTS
HERBERT L. SATTERLEE

Religious and Social Service

REV. LOUIS W. PITT, D.D., *Chairman*

REAR ADMIRAL REGINALD R. BELKNAP, U.S.N., Ret.
REV. FREDERICK BURGESS

FRANK GULDEN
ELLIS KNOWLES

Business Operation

GERALD A. BRAMWELL, *Chairman*

CHARLES R. BEATTIE
OLIVER ISELIN
RICHARD H. MANSFIELD

MORTON L. NEWHALL
THOMAS ROBERTS
WILLIAM D. WINTER

Special Services to Seamen

CLEMENT L. DESPARD, *Chairman*

WILLIAM ARMOUR
REAR ADMIRAL REGINALD R. BELKNAP, U.S.N., Ret.

CHARLES W. BOWRING, JR.
FRANK W. WARBURTON

Law

EDWIN DE T. BECHTEL, *Chairman*

DE COURSEY FALES

GEORGE GRAY ZABRISKIE

WILLIAM WILLIAMS

Ways and Means

HARRY FORSYTH, *Chairman*

GERALD A. BRAMWELL
CHARLES H. MARSHALL

W. LAWRENCE McLANE
ALEXANDER O. VIETOR

Trust Funds

DE COURSEY FALES, *Chairman*

CHARLES E. DUNLAP

THOMAS ROBERTS

HARRY FORSYTH

Seamen's Church Institute Associations

GORDON KNOX BELL, *Chairman*

FRANK GULDEN

GEORGE GRAY ZABRISKIE, *Attorney*

RICHARD H. MANSFIELD

ACKNOWLEDGMENTS

For help with the research and illustrations for this Centennial issue we are indebted to Miss Grace Mayer of the Museum of the City of New York; Miss Dorothy Bark of the N. Y. Historical Society; Lieut. Leo B. Guelpa of the U. S. Merchant Marine Academy at Kings Point, N. Y., Ralph Brainard of the American Merchant Marine Institute; and many individuals including Marie Higginson, William Childs, A. M. Sullivan, Richard McKay, Benjamin Sloat, Lawrence Thornton, Ralph Moran, Charles Robert Patterson, Gordon Grant, William Williamson and others.

SUMMARY OF SERVICES TO MERCHANT SEAMEN

by the

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

From January 1 to December 31, 1943

366,864	Lodgings (including relief beds)
179,522	Pieces of Baggage handled
1,193,630	Sales at Luncheonette and Restaurant
348,053	Sales at News Stand
41,578	Calls at Barber, Laundry and Tailor
20,733	Total attendance at 717 Religious Services at Institute, U. S. Marine Hospitals and Hoffman Island
50,656	Social Service Interviews
380	Missing Seamen located
125,941	Total attendance at 371 Entertainments, such as Movies, Concerts, Lectures and Sports
12,186	Relief Loans to 5,526 Individual Seamen
6,023	Pieces of Clothing and 2,122 Knitted Articles distributed
3,488	Treatments in Clinics
14,556	Visits to Apprentices' Room
2,439	Visits to Ships by Institute Representatives
18,037	Transfers of Seamen's Earnings to Banks
6,023	Jobs secured for Seamen
18,819	Attendance of Seamen Readers in Conrad Library; 12,011 Books; and 72,776 magazines distributed
50,809	Total Attendance of Cadets and Seamen at 2,619 Lectures in Merchant Marine School; 4,312 course enrollments
19,595	Incoming Telephone Calls for Seamen



Over 3,000 meals served daily at the Institute

BOARD OF MANAGERS

Honorary President

Rt. Rev. WILLIAM T. MANNING, D.D., D.C.L., LL.D., 1908

President

CLARENCE G. MICHALIS, 1924

Clerical Vice-Presidents

Rt. Rev. ERNEST M. STIRES, D.D. 1902	REV. ROELF H. BROOKS, S.T.D. 1926
Rt. Rev. BENJAMIN M. WASHBURN, D.D. 1936	REV. SAMUEL M. DORRANCE 1927
REV. W. RUSSELL BOWIE, D.D. 1913	REV. FREDERIC S. FLEMING, D.D. 1932
REV. FREDERICK BURGESS 1923	*REV. DONALD B. ALDRICH, D.D. 1933
	REV. LOUIS W. PITT, D.D. 1941

Lay Vice-Presidents

HERBERT L. SATTERLEE 1902	ORME WILSON 1910
FRANKLIN D. ROOSEVELT 1908	HARRY FORSYTH 1921

Secretary and Treasurer

THOMAS ROBERTS, 63 Wall Street, 1927

AUGUSTUS N. HAND 1902	EDWIN DE T. BECHTEL 1934
EDWIN A. S. BROWN 1904	RICHARD H. MANSFIELD 1934
ERNEST E. WHEELER 1908	WILLIAM D. WINTER 1935
FRANKLIN REMINGTON 1911	CLEMENT L. DESPARD 1936
T. ASHLEY SPARKS 1912	MORTON L. NEWHALL 1936
CHARLES E. DUNLAP 1915	*JOHN H. G. PELL 1936
EDWARD J. BARBER 1920	JOSEPH H. DARLINGTON 1937
*JUNIUS S. MORGAN 1920	GORDON KNOX BELL, JR. 1938
*JOHN JAY SCHIEFFELIN 1923	GEORGE P. MONTGOMERY 1939
THOMAS A. SCOTT 1924	FREDERICK P. DELAFIELD 1939
GEORGE GRAY ZABRISKIE 1925	ALEXANDER O. VIETOR 1939
J. MAYHEW WAINWRIGHT 1927	CARLL TUCKER 1940
WILLIAM WILLIAMS 1927	*D. FARLEY COX, JR. 1940
GORDON KNOX BELL 1927	*GERARD HALLOCK, 3RD 1940
FREDERICK A. CUMMINGS 1928	CHARLES W. BOWRING, JR. 1941
FRANK W. WARBURTON 1928	JOHN ELLIS KNOWLES 1941
SAMUEL A. SALVAGE 1929	W. LAWRENCE McLANE 1941
DE COURSEY FALES 1932	OLIVER ISELIN 1941
CHARLES R. BEATTIE 1932	GERALD A. BRAMWELL 1942
REGINALD R. BELKNAP 1932	WILLIAM ARMOUR 1942
*JOHN S. ROGERS, JR. 1932	CHARLES B. BRADLEY 1943
HARRIS C. PARSONS 1933	CHARLES H. MARSHALL 1943
*CHARLES E. SALTZMAN 1933	CHARLES MERZ 1943
FRANK GULDEN 1933	JOHN LEWIS MONTGOMERY 1943
CHARLES S. HAIGHT 1933	J. HARVEY TOMB 1943

Honorary Member of the Institute

JOHN MASEFIELD 1933

Ex-officio Members

Rt. Rev. JOHN I. B. LARNED, D.D. 1929	Rt. Rev. CHARLES K. GILBERT, D.D. 1930
Rt. Rev. THEODORE R. LUDLOW, D.D. 1936	

Director

REV. HAROLD H. KELLEY, D.D. 1934

*Serving in the Armed Forces.

MEMORIALS AVAILABLE AT THE INSTITUTE

Chapel Chairs, each \$ 30.	Remodelling an Entire Floor (62 bed rooms, in Old Building) 8,000.
Seamen's Rooms, each 300.	Cafeteria \$15,000.
Seamen's Rooms with Running Water, each 750.	Seamen's Reading and Game Room 25,000.
Additional Clinic Rooms 3,000.	Modernizing Main Lobby 50,000.
Sanctuary and Chancel 3,000.	
Seamen's Endowed Rooms, each 5,000.	

Contributions should be sent to the Centennial Fund Committee, 25 South Street, New York 4, N. Y.

NEW-YORK AND LIVERPOOL PACKETS

The Proprietors of the several Lines of Packets between New-York and Liverpool, have arranged for their sailing from each port on the 1st, 6th, 11th, 16th, 21st and 26th of every month; the ships to succeed each other in the following order, viz.—

SHIPS.	CAPTAINS.	TONS.	DAYS OF SAILING			DAYS OF SAILING		
			From New-York.	From Liverpool.	From New-York.	From Liverpool.	From New-York.	From Liverpool.
Patrick Henry..	Delano	891	July 5,	Nov. 6,	Mar. 6,	Aug. 21,	Dec. 21,	April 2
Virginian.....	Allen	650	11,	11,	11,	26,	26,	26
Montezuma....	Lowber	924	16,	16,	16,	Sept. 1,	Jan. 1,	May 1
Hottinguer....	Bursley	993	21,	21,	21,	6,	6,	6
Roscus.....	Collins	1021	26,	26,	26,	11,	11,	11
Euvoe.....	Furber	630	Aug. 1,	Dec. 1,	April 1,	16,	16,	16
Independence..	Nye	733	6,	6,	6,	21,	21,	21
Samuel Hicks..	Bunker	780	11,	11,	11,	26,	26,	26
New-York.....	Cropper	880	16,	16,	16,	Oct. 1,	Feb. 1,	June 1
Liverpool.....	Eldridge	1077	21,	21,	21,	6,	6,	6
Siddons.....	Cobb	895	26,	26,	26,	11,	11,	11
Columbus.....	Cole	670	Sept. 1,	Jan. 1,	May 1,	16,	16,	16
Ashburton.....	Holdrege	1015	6,	6,	6,	21,	21,	21
Steph. Whitney.	Thompson	880	11,	11,	11,	26,	26,	26
Yorkshire.....	Bailey	997	16,	16,	16,	Nov. 1,	Mar. 1,	July 1
Queen of the W.	Woodhouse	1163	21,	21,	21,	6,	6,	6
Sheridan.....	De Peyster	895	26,	26,	26,	11,	11,	11
Cambridge.....	Barstow	799	Oct. 1,	Feb. 1,	June 1,	16,	16,	16
Geo. Washington	Allen	606	6,	6,	6,	21,	21,	21
United States..	Britton	650	11,	11,	11,	26,	26,	26
England.....	Barlett	730	16,	16,	16,	Dec. 1,	April 1,	Aug. 1
Rochester.....	Britton	715	21,	21,	21,	6,	6,	6
Garrick.....	Trask	695	26,	26,	26,	11,	11,	11
Oxford.....	Ratbone	760	Nov. 1,	Mar. 1,	July 1,	16,	16,	16

These ships are all of the largest class, and are commanded by men of character and experience. Their cabin accommodations are all that can be desired in point of splendor, comfort and convenience, and they are furnished with every description of Stores of the best kind. Punctuality in the days of sailing will be strictly adhered to.

Price of passage to Liverpool, \$100.—From Liverpool to New-York, £25.

Agents for ships Oxford, Montezuma, Europe, Columbus, Yorkshire, England, Cambridge, and New York, BARRING & CO. or C. H. MARSHALL, N. Y.

Agents for ships Stephen Whitney, Virginian, United States, and Samuel Hicks, ROBERT KERMIT, N. Y. T. & J. SANDS & Co. Liverpool.

Agents for ships Patrick Henry, Independence, George Washington and Ashburton, GRINNELL, MINTURN & Co. N. Y.

Agents for ships Roscius, Siddons, Sheridan, and Garrick, CHAYMAN, BOWMAN & Co. Liverpool.

Agents for ships Queen of the West, Liverpool, Hottinguer, and Rochester, BROWN, SHIPLEY & Co. New-York.

WOODHULL & MINTURNS, New-York. FIELDEN, BROTHERS & Co. Liverpool.

Dec. 2.

Steam between New-York and Liverpool.



The Great Western Steam Ship Company's ships, "GREAT BRITAIN," of 3500 tons and 1000 horses power, Lieut. James Hosken, R. N. Commander, and "GREAT WESTERN," 1700 tons and 450 horses power, (with new boilers) H. R. Mathews, Esq. (late first officer) Commander; are intended to sail for 1844, as follows:

FROM NEW-YORK.

Great Western.....	Thursday, May 23d.
Great Britain.....	Thursday, June 20th.
Great Western.....	Thursday, July 11th.
Great Britain.....	Thursday, Aug. 8th.
Great Western.....	Thursday, Aug. 29th.
Great Britain.....	Thursday, Sept. 26th.
Great Western.....	Thursday, Oct. 17th.
Great Britain.....	Thursday, Nov. 14th.
Great Western.....	Thursday, Dec. 5th.

FROM LIVERPOOL.

Great Western.....	Saturday, April 27th.
Great Britain.....	Saturday, May 25th.
Great Western.....	Saturday, June 15th.
Great Britain.....	Saturday, July 13th.
Great Western.....	Saturday, Aug. 3d.
Great Britain.....	Saturday, Aug. 31st.
Great Western.....	Saturday, Sept. 21st.
Great Britain.....	Saturday, Oct. 19th.
Great Western.....	Saturday, Nov. 9th.

For freight or passage, or any other information, apply to RICHARD IRVIN, Jan. 27. 98 Front-street.



THE NEW LINE LIVERPOOL PACKETS.

To sail from New-York on the 21st, and from Liverpool on the 6th of each month.

	From New-York.	From Liverpool.
Ship LIVERPOOL,	Dec. 21.	Feb. 6.
1150 tons,	April 21.	Jun. 6.
John Eldridge,	Aug. 21.	Oct. 6.
Ship QUEEN OF THE WEST	Jan. 21.	Mar. 6.
1250 tons,	May 21.	July 6.
Philip Woodhouse,	Sept. 21.	Nov. 6.
Ship ROCHESTER,	Feb. 21.	Apr. 6.
800 tons,	June 21.	Aug. 6.
John Britton,	Oct. 21.	Dec. 6.
Ship HOTTINGUER,	Mar. 21.	May 6.
1050 tons,	July 21.	Sep. 6.
Ira Bursley,	Nov. 21.	Jan. 6.

These substantial, fast-sailing, first class ships, all built in the City of New-York, are commanded by men of experience and ability, and will be despatched punctually on the 21st of each month.

Their cabins are elegant and commodious, and are furnished with whatever can conduce to the ease and comfort of passengers.

Price of passage, \$300. Neither the captains or owners of these ships will be responsible for any parcels, or packages sent by them, unless regular bill lading are signed therefor.

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