

# The LOOKOUT

SEAMEN'S  
CHURCH  
INSTITUTE  
of NEW YORK

November  
1925

Volume XVI  
Number XI

# The Lookout

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## *The* LOOKOUT

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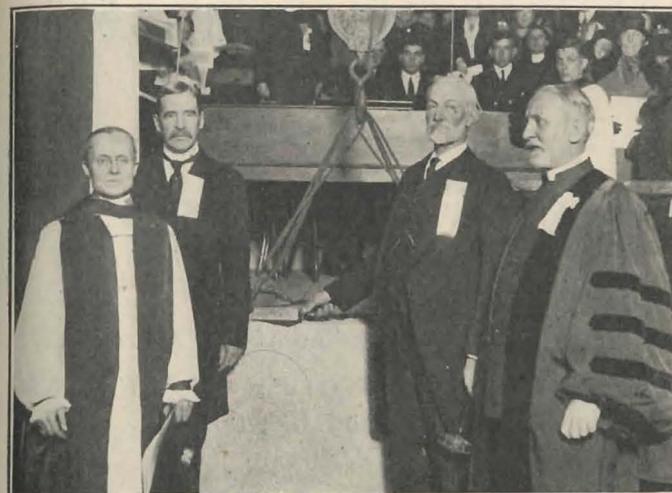
ARCHIBALD R. MANSFIELD, D.D.

Superintendent

*or*

Editor, The Lookout

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Rear Admiral William S. Sims, U.S.N.  
lays the cornerstone to the Annex  
November 5th, 1925.

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*Right Reverend William T. Manning,  
Honorary President of the Institute,  
Mr. Edmund Lincoln Baylies,  
President,*

*Rear Admiral William S. Sims, U.S.N.,  
and*

*Reverend Archibald Romaine Mansfield,  
D. D., Superintendent.*

*Editor's Note*

*The entire ceremonies on the laying of the foundation stone of the Annex to the Institute are produced in this number of The Lookout so as to give not only the entire program but the complete addresses that were made on that occasion.*

## Ceremony

on

Placing The Foundation Stone  
of the

## Annex

to the Building of the

SEAMEN'S CHURCH INSTITUTE OF NEW YORK  
South Street and Coenties Slip  
New York City

Thursday, November 5, 1925

RT. REV. WILLIAM THOMAS MANNING,  
D.D., LL.D., D.C.L.  
*Presiding*

Hymn . . . . . Fling Out the Banner

Good people, we are gathered together in the Name and Presence of Almighty God, to begin a new sowing for the Master and for man. We have come here to place the foundation stone of this Annex to the Building of the Seamen's Church Institute of New York. Wherefore I beseech you to call upon God our Father, through our Lord Jesus Christ that He would grant that this humanitarian enterprise may prove a distinct and

positive gain to citizenship, to country and to civilization and that He would bestow upon it of his gracious mercy, the highest influence and the widest usefulness, both in the immediate present and in all the years to come.

*Then, the Minister and People, still standing, repeated the Lord's Prayer, the Minister first pronouncing—*

Let us pray.

Lord, have mercy upon us,  
Christ, have mercy upon us.  
Lord, have mercy upon us.

Almighty God, who in the beginning didst lay the foundation of the earth, who has built all things, and Thyself inhabitest Eternity; we praise Thee, we bless Thee, we worship Thee, we acknowledge Thee to be the Lord. Thou art in Heaven, and we upon earth, yet hast Thou made us in thine image and formed us for Thy praise. When Thy word goeth forth, it giveth understanding. Through Thy holy inspiration men are taught the truth. Be pleased to bless the efforts which, in accordance with Thy will, Thy people, who love and serve their fellow men, make for the salvation of seamen. Grant that Government Officials, Legislators, Shipowners and all who affect directly and indirectly their lives, may employ the power and influence wherewith Thou hast endowed them, to Thy glory, by dealing with their seafaring brethren in a Spirit of equity and Christian love.

Grant, we beseech, Merciful Father, that this new structure being builded for the greater benefit of the Merchant Seamen of the World, here and now so auspiciously begun, will be guided to a happy completion.

Give patience, skill and courage to all whose hands are busy with this task. Promote goodwill between employers and those whom they employ. Mercifully protect from harm the workmen at their work; may no mishap befall them; encourage them to do their best; safeguard their footsteps, and, in time of peril be to them a shield and a defence.

Even, in this time of beginnings, withhold not, we entreat Thee, Thy favorable aid. They build in vain who do not build on Thee.

Let Thy blessing be upon all who may dwell within this greater Institute and may it continue to be to them a safe haven from the troubles of life and a shelter from the world's dangers and temptations, a home of all good thoughts and kindly deeds; a place which shall remind those who go down to the sea in ships and occupy their business in great waters of the haven of everlasting rest, and the house not made with hands, eternal in the heavens. To those who govern its affairs give sound discretion; to such as shall seek its benefits, willing acceptance; to all who may serve beneath its roof, cheerfulness and the spirit of brotherliness and of service.

Gratefully we remember before Thee, O God, the benefactors of this work, who having served their fellows in time past, have fallen upon sleep and gratefully do we remember the living who today emulate the good examples of those gone before; and grant to us who are here gathered that having sought with all sincerity of heart and honesty of purpose to do Thy holy will, we may, through the dimness of this life present be brought, at last to the city of which Thou hast declared that there be no night there. We humbly ask it in the name and for the sake of thy blessed Son, our Lord and Saviour Jesus Christ. Amen.

### *Introductory Address*

BISHOP OF NEW YORK

*Honorary President*

RT. REV. WILLIAM THOMAS MANNING, D.D.,  
LL.B., D.C.L.

Dear Friends, we are here to express our interest in and to pledge our support to one of the most important civic and religious institutions of our great city. When we think of what this work means and is accomplishing for the seamen, who, by the circumstances of their lives, by the dangers and hardships which they encounter, and by the service which they render, have so placed themselves upon our interest and consideration, we must all of us feel thankful that this work is being done. I say without qualification that I know of no more practical, effective, and beneficent work that is being done in the name of Christ and of humanity than the work of the Seamen's Church Institute.

Wherever the work of the Institute is going on, the conditions of life for the sailor, while he is on shore, are completely transformed. Here in our own port of New York, this work has driven completely out of business the dens of vice and crime which used to flourish and abound and were lying in wait for the sailor the moment he landed and ready to do everything in their power to ruin him both in body and soul.

Today when the sailor comes to our port, he finds himself in the hands of friends, with wholesome, clean, and friendly influences surrounding him, instead of being left literally to fall into a den of thieves. It is the very success and need of this work which has compelled its enlargement and required that great extension for which the cornerstone is to be laid today. There is no

better work, no more truly religious work than that which is being done through this Institute for the sailor.

I hope, and I am sure, that the people of the Church and our citizens generally will not allow this work to lag, but that they will give generously to it of their means to carry it forward, so that no longer shall men be turned away as they now are every day; but that the accommodations shall be increased to still further extent.

Hymn . . . Eternal Father! Strong to Save

I am not going to introduce the next speaker, for that would be superfluous. But I am going, in my own name and in yours, to pay to him our tribute of honor, affection, and admiration for the idea for this work, which was upheld from the beginning, and for his unceasing and unremitting devotion to it. His name will be forever associated with the work of the Seamen's Church Institute. Mr. Edmund Lincoln Baylies.

### *Address*

EDMUND LINCOLN BAYLIES  
*President*

Bishop, Members of the Board of Managers, our Guests, Ladies and Gentlemen, and above all I want the seamen in the distance to hear what I say. I cannot see them, but I know they are there, and I shall try to speak so that they can hear, for with them my heart is always.

I propose to speak to you today of what is partly history and partly looks toward the future—the past, the present, the future.

First, as to the past. On April 16, 1912, the foundation of the existing Seamen's Church In-

stitute was laid. It was opened in September, 1913, just about twelve years ago. During that period it has afforded sleeping accommodations for over 2,800,000 men. From that time to the end of the present year it will have received the enormous sum of seven millions of dollars in savings. These it has safely guarded for the seamen, sending money to their families, giving it to them when they wanted it, when they went away, or depositing it in savings banks.

Think of what happened during the years of the great war, of the men of the merchant marine who found their lodging with us, of the shipwrecked crews who came to us for safety at night, how they were taken care of, and what we owed them for their wonderful work to bring about final peace. A memorial to those men stands in Jeanette Park less than fifty yards away from where I stand now, and those of you who do not know its meaning, who have not yet seen it, look at it as you go out. Go in front of it and go behind it and read the inscriptions in honor of those men who died for us, and of those who are still living and who work for us. That is their everlasting memorial nearby the place where they liked to come when they were in port.

The most important thing that we have done during the past twelve years that we have been here is—I was going to say invent—social service, a thing formerly wholly unknown to the seaman who found himself in a strange port with no friends. Board and lodging he had had in some form or other for many years but where was he to go for help if he had lost a friend, or his family, or if he himself were lost; if he was sick and needed a doctor's advice; if he was in trouble because he had been injured at sea? And many

other things which it is needless for me to enumerate.

There was no place in this city or in any city where men could go to find the answer to any prayer they might make, to any request for information that they might put forward. We are so organized that there is nothing that a seaman may properly want which is not found within the walls of our present Institute. The variety of things is enormous. Formerly a man at an institute found a bed, a book, a chair, perhaps a chapel. Now he comes into this building and finds what is more important than all that—a friend.

Consider some things that we have done for him during the past twelve years. Our post office has received over 1,400,000 letters and other postal matter. Our average last year was 230,000, and it is increasing yearly.

We are the means of identification for every sailor who comes to this Institute. Though he be at the furthest points of the world, he can still be in touch with a place where he can ask for letters or where he can have his letters sent.

Then, the sailor's baggage we keep for him an indefinite time—as long as he chooses to leave it with us.

We have an employment agency, barber and tailor shops in which tips are not permitted; amusements of various kinds, a navigation school, a doctor's office. To give you an idea what they all are, let me tell you these things, in addition, a general information bureau, a missing men's bureau, bureau for lost and found articles, for legal advice, naturalization, immigration, entertainment, collection of wages, compensation and salvage, prison service, foreign letter translation, soldiers' bonus (State and Federal), convalescent placement, hospital and other references, deposi-

tary of unclaimed telegrams, placing in institutions of aged seamen, their wives and children, magazine distribution, letter writing, composition of affidavits, passport identification, furnishing stationery and giving relief either in lodging, meals, money, clothes, and other articles whenever the men needed them. We never said no.

An interesting thing as to one of those bureaus is the department of missing men. In the last four years we have had over four thousand requests from families or friends of the missing seamen. And we have succeeded in locating over two thousand of these men. Had we not insisted in organizing that department, the greater part of those men would never have been put again in touch with their families, and would have drifted along the face of the earth not knowing where their families were, nor would their families know where and how these men were.

Since we started this bureau for missing men, we send out every month bulletins to every section of the earth to 252 different ports. In that way the names of the missing men are scattered world wide and reach the men who are traveling on the sea, as no other agency that exists could possibly succeed in doing. Our little system is not expensive, but enormously valuable in its results and enormously helpful to the seamen.

In connection with this, I would be doing a great injustice if I did not allude to one of the most striking things in our work and that is having for the first time, so far as I know, in the existence of seamen's institutes, a house mother, Mrs. Roper, a wonderful person who is a mother to all seamen. They will consult her where they will not consult any of our brother employees, when they will not consult their own fellow-seamen. But they will go to her for the things that are tender-

est to them, closest to their hearts. They know that she will give the right answer and always listen as only a mother can. And the number of thousands of seamen that she has dealt with in that way is so large that I hate to tell it to you because you will think I am not telling you the truth, but it aggregates over 50,000 men during the last ten years.

I have given you the past. Now for the present. But first I want to mention a word of explanation about the flag that we fly, and which is called the Flag of the Seamen's Church Institute of America. It is due to our inspiration that that separate corporation was formed, of which I happen for the moment to be president. It was formed in 1920. We designed the flag, which is now flown in New York, Boston, Newport, Philadelphia, Charleston, Tampa, Florida; Mobile, New Orleans, Houston, Port Arthur, St. Pedro in California, San Francisco, Tacoma, and Fort Stanton for sick seamen in New Mexico, and in distant Manila. There are sixteen different stations, either organized under us or affiliated with us because they thought that the system that we had started here was the best. They were glad to follow it, to fly the flag of the national institution, the Seamen's Church Institute of America.

That society is supported partly by personal contributions, but almost entirely by the nationwide campaign of the Episcopal Church.

One other interesting thing about the seamen who come to this Institute—you probably haven't heard it, but it is extremely interesting to know—in the last year, of the men who lodged in our Institute, 85 per cent. were men who were sailing on American ships. It shows that the men who sail on those ships expressly prize the sort of re-

ception that they can get in our Institute, and that is why they come.

At present we are suffering from too great success. In a building erected for 510 men, there now sleep every night 836. The game rooms have been given up as well as the larger part of the reading and lounging rooms. If you were to go into the lobby of our hotel, especially on a stormy day or in winter, I can assure you that the men are standing up packed almost like cattle. There is no other word to describe it. That is especially true in winter. All I can say is that the Seamen's Church Institute of New York either had to expand or bust.

Do you realize what New York owes to the seamen? First and last, New York's growth and prosperity is due to the sea. Its men have served her faithfully. From the ends of the earth they have brought her cargoes. They have taken her wares wherever steam and sail have gone; have helped to make her the marvel of the age, the greatest port in the world.

Unheralded, unacclaimed, the seaman's unswerving service was one of the magnificent acts of the war. He carried armies, provisions, machines. He was the living link across the seas. His was a vital responsibility splendidly discharged.

So he carries on in storm, clear skies, peace or war; he is the great common carrier of our civilization. Your products, your work, your world is thus hedged in by steam and sail.

Now in conclusion, a word about the future. Of course, we had to begin by buying additional land for the new building. But it was not owned by us until we bought it piecemeal. That land cost \$238,000. To put up the present building, the steel work that you see, the foundations

and to close the whole building in so it will be weather proof, will cost us \$894,000. The balance to complete the building, including the fees of the architect and of the builder, will cost \$1,316,000. That is what we have had to face, and now I give you for the first time these figures, for they have never been put in anything sent out to indicate what we needed. But I thought on this day, as we are putting our foundation down, we should not close our eyes to what we have to meet.

Before the building is completed, we need the sum of \$2,448,000. Those are outside figures, I think. Perhaps we can save on that, but it is well to look at the most difficult side. But with furniture, and with the savings that we can make, the building can be completed, as I told you, for about \$2,500,000.

Up to the present time we have been organizing. We have made very little effort, other than by circular correspondence to our people who have known us in the past, or to the world at large. But we have already received \$215,000.

Now I want to tell you a most extraordinary thing that happened the last days of September after I returned from Europe where I had gone for my health. Two days after I arrived in New York I saw a few lines in a newspaper which called attention to the fact that someone had recently died in St. Louis, Missouri, leaving us a considerable amount of money. The amount was larger than any one single gift ever given to us by anyone. It came from a man whom I had never met, whom none of us knew. Before I speak of it, let me say I had verified by correspondence with St. Louis, the amount the man left. He was

a druggist. He gave us one-fifth of his entire fortune. His fortune will be over a million dollars after all expenses and other minor bequests are paid. So that what we receive will be \$200,000. That will be paid within the current year. They settle their estates more quickly in Missouri than they do here.

Gentlemen—and especially ladies, because we appeal to their sense of feeling, and they can sometimes influence their husbands—that means that we really need to raise about \$2,000,000, or between two million and two million one hundred thousand, and, if possible, within the next year.

We need the best team work. We need the inspiration that comes with prayer. I do not hesitate to say that I pray for the success of the Annex daily, both morning and evening. And I ask everyone here who wishes for the success of our building to do likewise. Consider how much better off we are now in trying to raise funds for this Annex than we were for the old Institute. Although it only cost half of what we need now, I think all of us are better off now than we were then. It took us ten years to raise the million and a quarter that the old building cost. Now we are asking twice that, but I firmly believe that the necessary funds can be raised and that we can pay for the Annex in the next two years. 1925 is almost ended and 1926 should complete the work.

Let us not forget the motto that the Presiding Bishop of our Church pronounced the other day in New Orleans when he was addressing the General Convention of our Church there. Let us remember the motto which he then used, and which we can with slight changes apply here to all of us who wish to help and to build this Institute: "Pay—Pray—Perform."

*Bishop Manning*

I feel sure that Mr. Baylies' vision will be realized as his visions heretofore have been. Let us all do our utmost to that end. I want to pay tribute, as I am sure you do, to the Rev. Dr. Mansfield whose ability, devotion, and vision have been and are a great factor in this work. Dr. Mansfield has taken a very modest part—which is quite characteristic of him—in the program. It is, however, a very interesting one. He will now describe for us the devices carved on the stone and the articles to be deposited within it.

*Rev. Archibald Romaine Mansfield, D. D.*

Before doing so, I should like to say that many messages of good will and congratulations have been received from all over the world which time will not permit to read, except the following.

During the war, one of the most interesting, if not the most interesting, visitors to this Institute was the Archbishop of York, who cabled this message:

"The Archbishop of York sends his best wishes and blessing for the work of the Institute."

Then there came this morning from Admiral Fremantle, President of the Missions to Seamen, one of the greatest organizations in the world, of the Church of England:

"The Missions to Seamen sends warmest congratulations to sister society of New York on splendid progress and praise for God's blessing on its efforts to complete its great undertaking."

"The Bishop of the Philippines regrets exceedingly inability to be present today. Accept my cordial congratulations and warmest good wishes."

The Chaplain of the Institute in New Orleans, which is represented here today by one of its directors on the platform, Mrs. Anderson, sends:

"Congratulations on laying cornerstone. Regret cannot be there."

From Los Angeles, the San Pedro Institute, from its Board of Managers:

"Heartiest congratulations and best wishes for continued growth and everlasting service to seamen and to community."

And from the Philadelphia Institute which has just completed the first unit of its new building, which sent a committee of three to represent it here on this occasion, sent this resolution, under the direction of Mr. Alexander Van Rensselaer, its President, Officers and Board of Managers:

"Seamen's Institute of Philadelphia extends heartiest congratulations to the Seamen's Church Institute of New York and to its Superintendent upon the splendid task they have set themselves in extension of the organization of their society by erecting an addition to the building at 25 South Street. The laying of this new corner stone bears witness to a great vision and its practical realization, and the fact that the work, so well established, has been recognized by those for whom it was planned as meeting their requirements and eliciting their approval. May the blessing of the God of land and sea, Father of us all, rest upon the new undertaking and the larger work through all the years to come."

Signed by Mrs. Alice Jackson, Chairman of the Women's Auxiliaries, Philadelphia Institute, and Charles Ryan Chandler, a member of the Board of Managers, and Percy H. Stockman, Superintendent and Chaplain. Mrs. Jackson is here in person; and Reverend Stockton, too, representing the Philadelphia Institute.

And from Mr. George Gordon Battle, a paragraph in a letter explaining his inability to be here:

"I wish to take this occasion to congratulate you and the other officials of the Institute upon its fine achievement; its beneficent influence is felt in many lands and over many seas."

The devices on the cornerstone are the seal of the Society and the Arabic numerals for the year 1925. We will now place in this cornerstone box

the articles which I will enumerate as quickly as I possibly can.

First, coins of this country, 1925 coinage.

Book containing the Act of Incorporation, Constitution and By-laws of the Seamen's Church Institute of New York, edition, January 24, 1924.

The 68th to and including the 80th annual report of the Seamen's Church Institute of New York publishing the laying of the cornerstone of the present building on April 16, 1912.

Twenty copies of the "Lookout."

Miscellaneous literature and photographs respecting the Institute.

Copy of manual on sanitation and first aid for merchant seamen, published by the Seamen's Church Institute of New York. This is published in cooperation with the United States Public Health Service.

Constitution and by-laws of the Seamen's Church Institute Associations of Seamen organized and constituted by authority of the Board of Managers of the Seamen's Church Institute of New York for the purpose of cooperating with the said Board in accomplishing its work for seamen in the Port of New York.

A publication entitled "Christian Social Service" published by the Seamen's Church Institute of America, a national organization, which had its beginnings in the New York Institute, with which are affiliated sixteen other Institutes, some of which are represented here today, as I have already said, notably the Seamen's Church Institute of Philadelphia and also of New Orleans.

Third Annual Report, 1924, of the American Merchant Marine Library Association, which is doing one of the most important and far-reaching pieces of work for seamen while aboard ship.

The 1924 annual report of the Church Periodical Club which helps to keep the reading rooms of our Institutes throughout the entire country supplied with literature.

Annual reports of the Department of Commerce, Steamboat Inspection Service, and the Treasury Department, United States Public Health Service, which departments of the Government have cooperated most splendidly and effectively in making possible first aid knowledge to all licensed officers of the American Merchant Marine, and wireless medical service to ships while at sea, now rendered in five languages.

A publication, "World Wide Wireless," published by the Radio Corporation of America.

The most recent copy of the "Nautical Gazette," the "Marine Journal," the "New York Maritime Register," and the "Neptune Log," the last published by the Neptune Association of Licensed Marine Officers.

Journal of the Convention of the Diocese of New York, the "Churchman" and the "Spirit of Missions."

Journal of the General Convention of the Protestant Episcopal Church of the year 1922, a copy of the Diocesan Bulletin, October, 1925 issue.

Copies of the "New York Times," the "New York Herald-Tribune," morning and evening "World," the "Journal of Commerce" and other publications of the New York Press.

A book of common prayer.

A Hymnal.

Copy of the King James version of the Holy Scriptures, inscribed especially for this occasion by the New York Bible Society.

A program of this ceremony, and finally the list of articles placed in this box, covered by the American Flag.

### Trinity Church Choir

CHANNING LEFEBVRE  
*Organist and Choirmaster*

Anthem—

"FIERCE WAS THE WILD BILLOW"

—T. Tertius Noble.

### Bishop Manning

The next speaker is one whom I have long claimed as a dear friend, and whom I regard as a magician because he has the magic secret of finding time to help every good cause that comes along, and in addition to write those editorials which we read with such delight in one of our daily papers. I often wonder how he does it, and how he does it all so well. Dr. John H. Finley.

### Dr. John H. Finley

Bishop Manning, Members of the Board, Admirals of the United States Navy, and Ladies and Gentlemen:

I may be a magician but I am not much of a sailor. And I am not very comfortable even in trying to talk about the sea. When I am on ship



The Seamen's Church Institute of New York will appear when the Annex is completed.  
Its completion and furnishing approximately \$2,500,000.

board, I generally spend most of my time walking. I crossed a little time ago and I walked one hundred miles aboard the ship. I went to the Captain and I said to him I thought I should have a rebate, because I had walked part of the way across. He was an Irish captain. He said: "If you put in a claim for a rebate, I will put in a claim for damages to the deck." So we called it even.

I am only hoping you might hold this box open until tomorrow morning, so you can have tomorrow's paper instead of today's. Bishop, I am sure it would be much more interesting than today's papers.

Out on the prairie, a thousand miles from the ocean, in my boyhood, wandering peddlers used to carry with them for sale to the scattered settlers shells in which, when put to the ear, the voice of the far away sea could be heard; or so these vagrant inland merchants insisted.

When I came later to read of Homer's "Resounding Sea" on which the Greeks struck their oars, or the sea of violet blue over which Ulysses made his immortal journey, it was the sea whose voice I had heard in the shell. And I have wondered if it was not some such alluring sound that the lad, Josef Konrad Korzienowski, heard, for that was Joseph Conrad's name, far from the sea, back in Poland. Or was it only the atavistic call of the sea from which, as some American—Bishop, I don't hold you responsible for what I am saying—as some American scientists say, we emerged in the pre-Cambrian days bearing in our bodies the potassium, magnesium, and calcium in the same proportions in which they appeared in the waters of that far away period.

The literate world, in any event, will be forever grateful that the sea *did* call back to herself

this Polish boy, Joseph Conrad, and sharing with him her most intimate thoughts in solitude, taught him to tell her stories in a language strange to his own mother, made him the "first creative artist of his day," and put his books upon the immortal shelves.

"Don't talk to me of your Archimedes' lever," said Conrad. "Give me the right *word* and the right *accent*, and I will move the world." And he has found that lever and fulcrum in his books.

It is a fitting memorial to him that here in this place by the sea there should be a haven of books and comradeship for those who pause in their voyages on this island of hurry and noise, where "in desperate ardor" we struggle for fraternity against the invincibility of the solitariness of the individual. "For books, of all the inanimate objects and of all man's creations," said Conrad, "are the nearest to us." Here, this *sometime* master of ships and *all-time* master of words will be saying to seamen as long as this building stands what an English captain once said to him when, at the end of a voyage of eighteen months, they fetched up at Dundee, the young second mate, Conrad, was leaving the ship to take his examination for master's papers. The captain asked him whether he had another ship in view, and when told that he had not, said: "Remember, as long as I have a ship, you have one too." And I am thinking that Conrad, to whom the great room upstairs is to be dedicated, would wish to have such a welcome written on its walls to the seamen: "As long as I have a place here, you have a place too."

And along with him, those whose books he would wish to sit with him on the shelves or about the tables: Sir John Franklin, David Livingstone, Balzac, Henry James, the great artist

and faithful historian, Anatole France, Poe, Walter Scott, and above all, Fenimore Cooper who, as he said, had "fine and true feeling for the sea."

I hesitate to select his further company for him, but it should comprise only those whom he would think worthy of regard and admiration, and worthy of companionship with the seamen of all the seas.

It was suggested when I was asked to speak here that I might bring some lines in rhyme to grace this occasion, and I promised to move in a metrical direction; but I regret to say, Bishop, and I hope you will forgive me, it is not my fault that all the sea-going muses have been out on the ocean or in other ports when I have been free, which has not been often. I am therefore unable to present anything worthy of such an occasion that has a tang of the sea and a rhythm of its voice.

In this emergency I have brought with me a ballad which I wrote myself without any assistance from the muses, I think you will say when you hear it. I wrote it during the war in tribute to a British sea captain. We were on a very placid sea. The captain was in command of a collier in which I traveled across the Mediterranean from Salonica to Port Said. I was the only passenger and the captain gave me his quarters for he was day and night on the bridge or in the chart room, since we did not know at what moment a submarine might come our way. We were going, he said to me once, at such a pace—we don't say pace on the sea—that a submarine could come along and feel of us with her periscope. I paid the four shillings a day, which the skipper was regretfully obliged to charge me. But learning that I was a writer as

well as an officer he asked if I would not write a few lines for his two little daughters back in England—this man who had had one ship shot from under him and had gone back in another. No one, whatever his lack of poetic ability, could refuse such a request. So I wrote them. It is a simple ballad, as you will see, gathered about the events of this memorable voyage—memorable for me, at any rate—the name of the captain very happily lending itself most readily to rhyming with the sea. His name was Lee.

I make the ballad my tribute not only to him, and to all who sail under the "symbolic protecting warm bit of bunting" which was for many years Conrad's only roof, as he says, but to all who make the ships of whatever flag pass over what Masfield calls "the fatal floor," the speechless sea, and who alone commune there, jesting with death, that ever-open door. I have kept the ballad from you as long as possible. "To Captain Lee—" but you understand this is addressed to all who go down to the sea in ships.

### To Captain Lee

If I must leave my native land  
And journey toward a foreign strand  
I pray my lot may haply be  
To sail the seas with Captain Lee.

With Captain Lee

A D. S. C.

Should be upon his breast.

He can't be downed,

He won't be drowned,

He's Britain at its best.

He's had one ship shot under him,

But that did not his ardor dim,

He got another ship, did he,

And sailed the same torpedoed sea.

Did Captain Lee

A D. S. C.

etc.

I sailed with him from \* \* \* \* \*

(A town that rhymes with Amerique)

I couldn't put that in because this was in the war.  
I couldn't identify the place of our location.

"He gave his cabin up to me,  
And stayed on deck for days twice three."

Of course, I might have said for six days.  
Or seven days and seven nights, but one night we  
were in port and the captain occupied his quarters  
that night. So it was six days and six nights that  
he was on the watch.

"Some day when this dread war is o'er,  
If he will come to our far shore,  
We'll give him hospitality in our best port."

In "our best port," I am referring there to New  
York.

" . . . in our best port, to Captain Lee."

That is the end of the ballad. But I did not  
then dream of such hospitality as this Annex is to  
proffer to officers and seamen alike, or I should  
have substituted this for the last stanza:

"Dear Captain Lee, and such as ye,  
Where'er ye sail the hostile sea,  
Or soon or late, come moor your ship,  
In our benign Coenties Slip."

"Cras ingens iterabimus aequor." As Horace  
said—"Tomorrow we will journey the vast sea."  
But today, and that is our concern, let us make  
a place of wholesome comradeship for the sea-  
men here on shore, for those who must go out  
upon the vast sea tomorrow.

May God speed this work and may we all help  
Him to do it.

### *Bishop Manning*

Dr. Finley's ballad reminds me of some very  
lovely lines that he wrote on the pastoral staff  
which was presented to me from the Diocese of  
London. And when a Presbyterian Elder writes  
a poem in praise of a Bishop's pastoral staff, I  
think we can feel that Christian unity is well  
under way.

I now present to you one who has every right  
to speak to you of whatever affects the welfare of  
the American sailor, one whom we honor for  
his own sterling character as a man, one whom  
we admire for his good old-fashioned habit of  
telling the truth, whether it happens to be popular  
or not, and to whom we are grateful for the  
service that he rendered when, at the greatest  
crisis in history, he upheld at their highest the  
noble traditions of the American Navy. And I  
have the great pleasure of presenting to him this  
mallet which is to be used in laying the corner-  
stone. Admiral Sims.

### *Admiral William S. Sims, U.S.N.*

Bishop Manning, Members of the Board, La-  
dies and Gentlemen: When I was asked to take  
part in this ceremony, I consented at once be-  
cause I wanted to do anything I could to benefit  
the sailor man. On the other hand, I always  
accept an invitation to speak with a certain  
amount of regret because we military men have  
no training or experience in that line. I don't  
need to say to you that my experience in speak-  
ing has not been uniformly successful. I don't  
know whether Bishop Manning was anxious as to  
whether I should say the wrong thing or not, but  
I want to relieve his mind by saying that for fear  
I should, I have reduced this to writing, so that  
there should be no mistake.

I think I was invited to speak on this occasion  
in order to tell you something that you don't  
know about the sailor man. In the minds of  
nearly all civilians there is a picture of a sailor,  
and I want to tell you right now that it is wrong.  
I have been associated with those men for some-  
thing over fifty years, and I know both the old  
and the new kind. As such a very small propor-

tion of the people of this great country of ours are interested in maritime enterprises, relatively few indeed know the seamen and understand their value to our national welfare. Many who are fascinated by the romance of the sea do not realize the influences of the life the sailor leads upon his nature and his needs. His life is passed largely outside of the sphere of our social atmosphere. His activities at sea are strictly regulated. His discipline is necessarily rigid and sometimes very harsh. His voyages are often long and monotonous. He has few distractions. He is a stranger in most of the ports he visits.

Now I wonder how many of these people realize the utter loneliness of a seaman in a great, strange city, without a home, friends, or even acquaintances. It is less lonely in desert places where at least there are no people preoccupied with their own business and pleasure to emphasize his lack of companionship. Is it any wonder that when a young man steps ashore in a strange, large city after weeks and even months of the routine grind of ship duties, he should be easy prey for those ever ready to lead him into evil ways?

Think what it must mean to such young men to find a home atmosphere, wholesome companionship, recreation, opportunities for moral, physical and intellectual improvement, and material assistance when necessary, awaiting them in this great institution—an institution established and maintained by people who have made it their business to understand the needs of the sailor, and what his well-being means to all of us.

Unfortunately there are many people who do not understand; many who are convinced that the sailor of the present day is an undesirable citizen, unworthy of such efforts, such convictions having

been derived from the old classics of the sea which depict the seafaring man as the ne'er-do-well of the days of hemp and oak, ill-treated by harsh masters, earnings scanty wages by hard work at sea, and spending them in riotous living, a victim of the harpies of the shore. It is true that in the days of the windjammer he was a member of a polyglot floating population that left a great deal to be desired in the way of observance of the laws of morality. They were skillful, fearless, and hardy seamen, indispensable to the success of our ocean borne commerce; often a terror to law-abiding citizens during his time of relaxation on shore. Intellectually, the old-time shell-back was a pure barnacle. He neither knew nor cared much of anything outside of his own job. He was proud of his nautical skill and rather despised the land-lubber. But though a fish out of the water when on shore, he was a tower of strength in the "roaring forties." Commanded by able captains, his hardihood and expert seamanship made possible American supremacy on the sea in the days of the sailing ship.

Who has not been thrilled by the exploits of the tea clippers and of such famous vessels as the clipper ship "Dreadnought" under Captain Samuels. Relying upon the daring skill of the crew he called the "forty thieves" he guaranteed passage to England in twenty days, or no freight money. This meant carrying light sails until they blew away and hanging on to heavy sails until reefing would have been too dangerous for less fearless men. Though not very desirable citizens, those hardy, skilled men were the backbone of American sea power before the steam freighter replaced the graceful clipper.

Largely on account of ignorance of the nature and necessities of these men their interests were

disregarded at that time and they were inadequately protected by law, both on shore and afloat. The hardships they suffered, and the books written about them, notably Dana's "Two Years Before the Mast," with which you are doubtless familiar, aroused public sympathy in their behalf, and the commercial value of their well-being began to be recognized by those financially interested in their employment. This resulted in wise laws to protect the seamen's rights and improved the conditions under which he lived and worked.

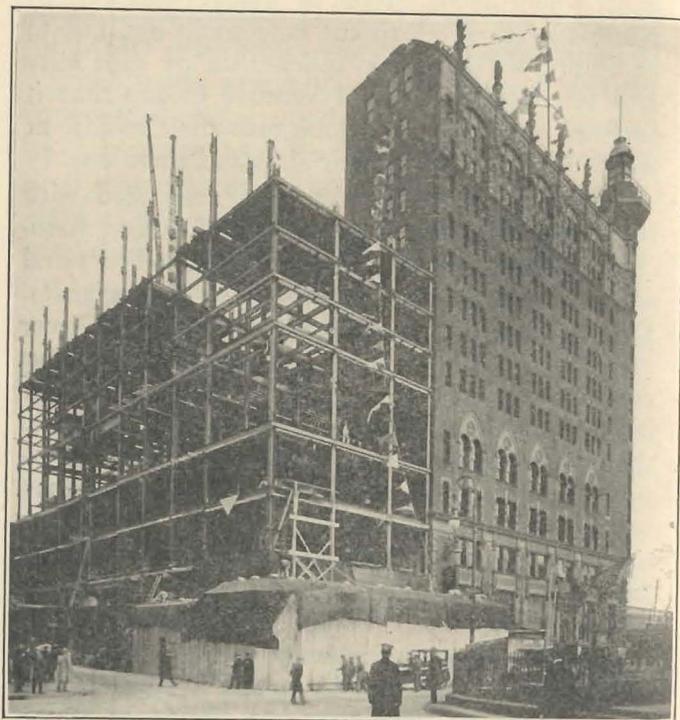
But this is what I want particularly to accentuate—what is not generally understood—that a really fundamental change has taken place in the character of our sea population. The old sea dog has been replaced in these days of steel ships and steam propulsion by a class of men the equals in character, intelligence, and good citizenship of those employed on shore in the mechanical and scientific trades. This change is a logical result of the great material improvement that has been made in shipping. The clipper was a scientific creation designed to employ the forces of wind and tide, and the trained muscles of men, in the service of international trade. But compared with the modern liner, or even with the tramp steamer, she was a simple structure dependent for her means of locomotion upon seamanship, upon the skill of man in taking advantage of elemental forces.

The steamer requires relatively little seamanship on the part of the crew, but vastly more scientific knowledge and trained experience. Her crew comprise few seamen of the old type. They consist of engineers, firemen, boiler tenders, water tenders, coppersmiths, boilersmiths, radio operators, and so forth. Manifestly men who can ful-

fill these requirements must be greatly superior in knowledge and character to the old time sailor.

The sea now attracts many of our most intelligent young men. Even a casual observer of schools of these clean cut lads could not fail to be impressed by their appearance of capability and intelligence. And I venture to say that if such an observer could look into their minds, he would be surprised at their aims and ambitions.

For some years I have been associated with the American Merchant Marine Library Association which supplies libraries to the officers and crews of the merchant vessels that visit our ports. During 1924, 3,800 libraries containing over 180,000 books, were placed on our merchant ships and vessels of the Coast Guard. Since the inception of the service in 1921, four hundred thousand books have been issued. The Association supplies ships the kind of books the men want. These orders are indicated by requests made by the crews, and the nature of these requests is very significant indeed as showing the really fundamental change in the character of American and other seamen of the present day. I am sure that you and the public in general will be surprised to learn that in addition to novels and books of travel and adventure, there is a very constant demand for books dealing with such subjects as the following: steam engineering, electricity, radio, school composition, how to write clearly, English grammar, books on journalism, the Diesel engine, trigonometry, naval artificers' manual, marine and naval boilers, Law, Problems in Navigation, Knight's Seamanship, Outline of Science, European history, elements of mathematics, psychology of public speaking, lessons in contentment, ocean transportation, reciprocating engine, the steam turbine, and principles of commerce.



The Institute as it appeared  
November 5th, 1925,  
the day the cornerstone was laid.

*The ceremony took place in  
the enclosed portion shown  
in the immediate foreground.*

Now this indicates more clearly than anything else could indicate the class of men with whom we are now concerned and for whose benefit this splendid Institute is maintained; that these men are of a character to deserve the guidance and assistance of such an institution is evident. Moreover, from a utilitarian point of view, such guidance and assistance is of great value indirectly to all people of the United States, in so far as it increases the usefulness of these men whose efficiency is so essential to our commercial prosperity. All recognize that this is true as respects the people of the seaboard states, but few realize that all engaged in producing material for transportation abroad or who need articles brought from abroad, the farmer of the west as well as the people living within sight of the sea, are to a certain degree as dependent upon the efficiency of our ocean transportation as upon the efficiency of our railroads.

But in my capacity as a naval officer I wish also and very particularly to stress the fact that seamen are wholly indispensable to our national defense. My association with seamen as a class has necessarily been extensive both in peace and in war. Thirty-five years ago I spent three years teaching navigation and seamanship on the Pennsylvania Nautical School ship, *Saratoga*, one of our old sailing frigates. She carried a crew of about twenty men. With almost no exception those able seamen joined the boys' classes and sweat blood to learn first arithmetic and then navigation. This gave me my first insight into the aspirations of the average sailor. Many of these men rose to important commands under sail and steam. Some are still afloat, but most of them have retired.

During the great war the conduct of seamen excited the admiration of all naval officers of all the belligerents, and especially the soldiers whose lives they so efficiently guarded in the troop convoys. It gave us a new light on the sterling qualities of these men, upon their steadfast courage and devotion to duty.

It is believed that the Germans confidently assumed that the intensive submarine campaign, the torpedoing of vessels without warning, would drive merchant seamen off the sea and thus effectively cripple our sea lines of communication. Of the innumerable mistakes made by the Germans during the war, none was greater than this: the belief that seamen lack the courage to face any dangers that were necessary to the fulfillment of their duties. Lacking the traditions of the sea, the Germans did not understand that seafaring people necessarily acquire a calmness and fortitude in the face of danger that comes through familiarity with the perils of the sea. To the civilian who reads the accounts of the conduct of these men during the war, it must seem as if they had no nerves at all, or else nerves of stiffer fibre than those of the land-lubber.

In the footnote of a little book published in March, 1917, the "Merchant Seamen in War," giving typical instances of courageous devotion to duty, Admiral Jellicoe says: "On every side there are evidences of a devotion to duty and much that is heroic and splendid is brought into prominence every day; the officers and men of the British merchant marine have founded a new and glorious tradition in the face of new and undreamed of perils and have borne the full brunt of the enemy's illegal submarine warfare." Submarines and torpedoes had no terrors for such men. Rescued from torpedoed vessels, they

shipped over at the first opportunity, and some men went through this experience four or five times.

After our entry into the war, American seamen made an equally glorious record, and the same is true of the seamen of other nations whose duties required them to face this same undreamed of peril. Their loyalty, devotion, courage enabled us to keep open the sea lines of communication. If these had been interrupted, the armies of the Allies could not have continued the war, and our two million soldiers could not have been sent to their assistance. If these splendid men had failed us, if they had shown the white feather by abandoning the sea, the great war could not have been won.

Without a merchant marine to transport its supplies, a Navy cannot operate outside of its own home waters. To supply our fleet during war operations abroad would require the delivery of 30,000 tons of fuel supplies every day. Without trained and loyal seamen, we cannot have a merchant marine. That such men are an indispensable national asset is now slowly becoming recognized.

All measures, laws and organizations are worthy of public sympathy and support that tend to increase their efficiency as men, as seamen, and as citizens. Fortunately, in the past, this support has been sufficient to establish and maintain this splendid institution. It is the greatest of its kind in the world, but because of the increased ocean commerce, it is now inadequate to meet the demands of seamen for its invaluable service.

It is therefore in the confident hope that the public, realizing the importance of this great work, will respond to this demand that I gladly take part in the ceremony of laying the corner-

stone of the Annex that will enable the Institute to extend its services to twice as many of our worthy seamen as heretofore. I thank you.

While the architect, builder and workmen made ready, the following hymn by Marie E. J. Hobart was sung:

Corner Stone Hymn

Creator of the wide, salt sea  
And God of seamen true,  
We offer Thee our work today,  
Bless us in this we do.

Beneath Thine eye, we meet, O Lord,  
This cornerstone to lay.  
Bless now the building that shall rise  
Upon it day by day.

Bless those who build and those who give  
And those who plan and guide,  
And give us grace in love's great strength  
To labour side by side.

And bless the men from every clime  
Who hither come with claim  
Upon this Port's wise friendliness,  
Fulfill for them our aim.

Keep them from perils of the land,  
And when sin's turbid wave  
Would overwhelm them with its flood,  
Oh, show us how to save!

Then when they take their ships and fly  
Through the white-crested main,  
Sweet Spirit, brooding o'er the deep  
Oh, follow in their train!

*Declaration*

By ADMIRAL WM. S. SIMS

*In the name of God and of humanity*

I do pronounce and declare duly and truly placed this Foundation Stone of this Annex to the Building of the Seamen's Church Institute of New York to be builded for the further benefit

and larger use of the Merchant Seamen of America and of the World. May the fear of God and brotherly love continue to abound in this Institute forever, and always remain a place for the formation of Christian character, a home with friends and a safe harbor while ashore.

Other foundation can no man lay than that is laid, which is Jesus Christ.

*Bishop Wm. T. Manning*

The Lord be with you.

Answer: And with thy spirit.

Minister: Let us pray:

O Eternal Lord God, Who alone spreadest out the heavens and rulest the raging of the sea; Who hast compassed the waters with bounds until day and night come to an end; Be pleased to receive into Thy Almighty and most gracious protection the persons of Thy servants who are on the deep. Preserve them from the dangers of the sea, and from the violence of the elements; that they may in peace and quietness serve Thee our God; and that they may return in safety to enjoy the blessings of the land, with the fruits of their labors, and with a thankful remembrance of Thy mercies to praise and glorify Thy Holy Name; through Jesus Christ our Lord. Amen.

Almighty God, the father of our Lord Jesus Christ, we implore Thy blessing upon the Seamen's Church Institute of New York and all similar Christian welfare organizations for Seamen throughout the world. Endue with wisdom, judgment and strength from on high all who are in any way engaged in directing or administering their interests: direct and prosper all their doings to the advancement of Thy glory and for the salvation of our seafaring brethren in the faith

of Thy blessed Son, Jesus Christ our Lord. Amen.

O Lord, without whom our labor is but lost, and with whom Thy little ones go forth as the mighty; be present to bless all the works which are undertaken according to Thy will, and especially that to which we set our hands this day, granting to us a pure intention, patient faith, sufficient success upon earth, and the bliss of serving Thee in heaven; through Jesus Christ our Lord. Amen.

Minister: Lift up your hearts.

Answer: We lift them up unto the Lord.

Minister: O sing praises, sing praises unto our God.

Answer: O sing praises, sing praises unto our King.

Hymn . . . Now Thank We All Our God  
Amen.

*Benediction*

Pronounced by BISHOP WM. T. MANNING.

Unto God's gracious mercy and protection we commit you. The Lord bless you and keep you. The Lord make his face to shine upon you and be gracious unto you. The Lord lift up his countenance upon you, and give you peace both now and evermore. Amen.

*To Remind You—*

*That the Holiday Season is near at hand, that despite the pressure of our building work we are not forgetting the men. If you will send your gifts for holiday dinners, we will do our part to turn them into real holiday cheer.*

Seamen's Church Institute of New York

Incorporated 1844

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