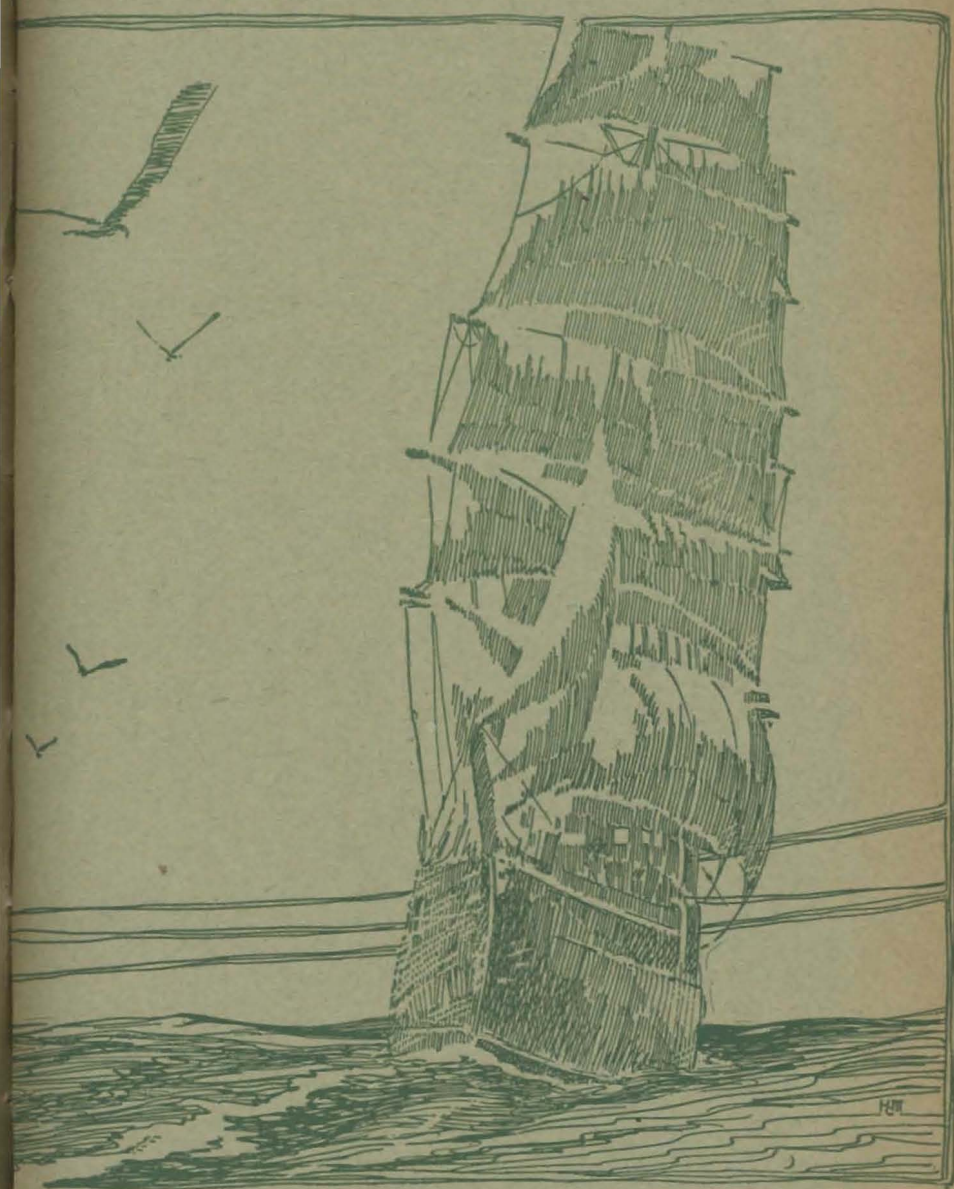


The LOOKOUT



SEAMEN'S CHURCH INSTITUTE OF NEW YORK

The Lookout

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The LOOKOUT

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The Chamber of Commerce and The Seamen's Institute

The Chamber of Commerce of the State of New York has twice endorsed the work of the Seamen's Church Institute. It is, of course, a logical action on the part of this body whose interests are so inextricably interwoven with the shipping of the Port of New York.

Early in the campaign to raise funds for the Annex now under construction, a request in the form of a memorial was presented to the Committee on the Harbor and and Shipping of the Chamber of Commerce of the State of New York by Mr. Edmund L. Baylies, President of the Seamen's Church Institute of New York and Chairman of its Building Committee.

The Chamber was prompt to act, referring back to its first endorsement of the Institute, and its most recent report runs as follows:

“Reference to the Chamber's proceedings will show that the Cham-

ber has supported the Seamen's Church Institute over a long period of years. In this connection the report adopted February 2, 1911, and referred to by Mr. Baylies, is so instructive that we herewith quote it in full:

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

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

scribed by many of the leading men and women of this city, and

"Whereas, New York has now outstripped all of its rivals in the amount of its entered tonnage, becoming the world's greatest shipping port, and should, therefore, lead all others in its provisions for the well-being of seamen, therefore,

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

"This report of 1911 is as pertinent to the situation today as it was then, and your Committee on the Harbor and Shipping feels that there should be no hesitation in endorsing the present project to enlarge the facilities of the Seamen's Church Institute.

"Practically everyone connected with ocean shipping will testify to the great value of the Institute. One of its outstanding services is a free employment bureau. Shipowners now quite generally engage all labor through the bureau maintained by the Seamen's Church Institute or similar organization. The best men are obtained there. The service protects the men from unscrupulous agencies, promotes good feeling, and at the same time is a practical, direct help to the employer.

"Your committee therefore offers the following resolution:

"Resolved, That the Chamber of

Commerce of the State of New York approves and endorses the project as set forth in the memorial presented at the meeting of the Chamber on May 7th, 1925, to enlarge the Seamen's Church Institute, and urges its members as well as others to give their support to the plan under way for enlarging the facilities of the Institute."

Respectfully submitted,

J. BARSTOW SMULL,

Chairman

HERBERT B. WALKER,

MARCUS H. TRACY,

CHARLES H. POTTER,

ELIHU C. CHURCH,

LOWELL L. RICHARDS,

of the Committee on
the Harbor and Ship-
ing.

The New York Produce Exchange, another representative group of large business interests, passed a similar resolution:

"Whereas, a review of the achievements of the Seamen's Church Institute on behalf of the seamen of the Merchant Marine since the establishment of the Institute in 1913 reveals the capable execution of a large and important philanthropic undertaking and further manifests a pressing need for additional space and facilities for the extension of the work so well performed;

"Whereas, it is now proposed to erect an annex to the present Institute building which, when completed, will furnish nightly fifteen hundred lodgings, be it,

"Resolved, that the Board of

Managers of the New York Produce Exchange heartily endorses the highly laudable purposes of the Seamen's Church Institute and commends to the members of the Exchange engaged in shipping and transportation interests, and all others interested in the comfort, care and protection of seafaring men, this great philanthropy as one worthy of their full sympathy and support."

Numerous individual members of the Chamber of Commerce and of the Produce Ex-

change have expressed their approval of the work of the Institute in a very substantial way. One insurance company has just made a generous contribution to the new Annex as a matter of business, although they admit their sympathies cannot but respond to our philanthropic efforts amongst our sailormen.

Helping the worthy merchant

(Continued on page 20)



A TYPICAL GROUP OF OFFICERS AND SEAMEN WHO FOLLOW THE AMERICAN FLAG

Courtesy of U. S. Lines

*With the Associations*BY CLARA M. DIBBLE, *Secretary*

THE LOOKOUT, as promised in a letter sent to each Association member a year ago, has now been sent to each person not already a subscriber for more than a year. This generous impulse of Dr. Mansfield's was carried out in order that each person paying dues as an Association member might know the Institute as it is revealed in this little sheet. We let you "taste our wares" without asking that you "show us first your penny." We hope that this sample of fourteen months of free LOOKOUTS has been sufficient to create a taste for more and that you are not going to be without the necessary "penny" wherewith to buy. A year's subscription costs a dollar and a subscription blank is at your service in this issue. Won't you do the rest?

THE YEAR'S WORK

Statistics seem the driest kind of reading in the entire category of literature. If, however, you do go beyond this first rather damning sentence, pray listen to a few facts and figures concerning the accomplishments of

these women's Associations during the year 1926.

First, they have bettered their 1925 record by about \$3000.00. In the course of the year three associations, those of Staten Island, South Shore of Long Island, and Brooklyn have completed their pledges of \$1000.00 each for a Seaman's room in the New Building.

The Central Council, by means of profits from the sale of rummage, has also contributed a \$1000.00 room. Besides this help toward the New Building Fund, \$3654.01 (one cannot accuse us of not counting the pennies), the Associations have contributed to the Institute \$3147.18. This latter contribution has been used variously; for the Social Service Endowment Fund, relief work at Marine Hospital No. 21, summer entertainment of seamen, upkeep of the Apprentice room, holiday fund and general expenses. Nor is this all. They have made brave efforts to keep the linen chest filled. Household linens contributed have meant a saving to the Institute of nearly

\$700.00, and woolen garments, laboriously and lovingly knitted stitch by stitch, have been equal to a contribution of nearly \$600.00. Add to this \$397.38 paid in dues toward the expenses of the Central Council and you see that the Associations have meant to the Institute \$8500.00 or thereabouts, not to be too statistical. These cold figures take on a positive warmth when one considers how much they have helped in making our boys and men of 25 South Street, warm, comfortable and happy.

BENEFITS

Before we go a line further we feel we ought to bestow a blessing on the inventor of "bridge." We do not refer to that ancient bridge builder, Caesar, whose efforts in construction we certainly did not bless at our first reading at least, but to that master of the intellectual pastime "bridge"—both pleasurable and profitable. Surely the Institute has profited largely by the many bridges held for its benefit in 1926. There were at least six (6) parties which realized anywhere from \$50.00 to \$500.00 each and twice that number of smaller parties where the returns,

though less individually, amounted *in toto* to a considerable sum. Therefore, let us on with the bridges, large or small, as long as they be more and merrier. Let us continue to amuse ourselves and benefit the Institute simultaneously. Of course they must all be *toll* bridges.

Two very unusual benefits given were those of the Grace Church and the South Shore Associations. The former conducted a party at the Café de Paris which netted nearly \$800.00. The latter hired the Jitney Players, itinerant actors, to give a performance at the Babylon Theatre last September and thereby cleared over \$600.00. Gatherings of people to listen to Institute enthusiasts, as for instance one meeting in Elizabeth and another in Syosset at the home of Mrs. Francis Smyth, have doubtless benefited 25 South Street quite as much but in a less tangible way. They have stimulated interest in the work and thereby have justified the existence of the Associations whose purpose is "to co-operate with the Board in accomplishing its work for seamen in the Port of New York."

TEAS AND TOURS

Another sure way to stimulate interest, and the best way we know of, is to make a trip to and inspection of the Institute. The Central Council with the help of the Associations is trying to do this by inviting people to visit on days when the tour will be followed by tea. On January 20th two groups of visitors made a tour of the premises and seemed to thoroughly enjoy the tea and social hour made possible by volunteer hostesses of the day, the Elizabeth Association. On February 3rd and 17th the Seamen's Benefit Society will serve and on March 3rd the Robert Rogers Group. Visitors need no other invitation than this announcement in the LOOKOUT. They are not only welcome, but urged to come.

THE HOCKEY GAME

Echoes of the Princeton-Dartmouth Hockey Game, played January 3rd, 1927 at Madison Square Garden are still heard. Everyone who went seemed to enjoy both the contest and the skating ballet to the full. We know that to many this was a brand new experience and that to the usual excitement

of the game was added the thrill of the first experience. The language of these for-the-first-timers was graphic if not exactly technical. One on-looker "didn't see how they were ever going to get that cake of tar soap into the fireplace if that man with the wide pants stood in front of it all the time." But this seemingly impossible feat was accomplished more than once and thus the query of one little lady as to whether the "little red light at her end worked too" was answered.

The Chairman of the Hockey Committee, Mrs. David Leavitt Hough, who worked so untiringly for this Benefit, wishes to thank all those friends who helped support this venture and takes pleasure in announcing that their co-operation has enabled the Hockey Committee to turn over to the Institute \$2167.80.

The Captain: "Another point a-port, quartermaster."

Fair Passenger (overhearing): "Gracious, that's the second pint of port he's called for within a few minutes! How these sailors do drink, to be sure!"

Jack Says a Mouthful

Jack Tar of the Merchant Marine is very much like some of the rest of us. There are times when he likes an audience, and if it is seemingly an appreciative audience—well, he is very much like some of the rest of us.

Only perhaps there is more excuse for Jack Tar of the Merchant Marine. He finds less opportunity to "hold forth" and

express his views, especially to the fair sex. So the Institute considers it a privilege to lend an appreciative ear when lonely old Jack drops in for a chat in which he does most of the chatting. A shipmate might tell him to "hire a hall," but the Institute doesn't feel that way about it.

The Jack who descended upon us the other day was in-

spired to discuss sailor life in general. We pass along his views, for although they may not be those of all sailormen, at least they represent some of his own honest convictions. As he said frequently during his recital, "Lady, I'm talkin' to you straight from my gizzard." So here it is from the source he mentioned, relayed to you via THE LOOKOUT.

"The chief trouble about bein' a sailor is this lady business. A girl don't want to keep comp'ny with a guy she never sees, now does she? And s'posin' you're married. Of course no woman wants a man around the house all the time, but then she doesn't want a man who's gone all the time neither. Am I right?"

"Trouble is, a sailor can't have no home. You think you've got it fixed. You get a short run so's you can see your wife and kids once in a while, and then what happens? You get shifted to a forty-day run to Australia or some other blame place.

"The Britishers and some other nationalities has it all worked out somehow. They gets home reg'lar, but then I guess us Americans has got the most

sense after all. We know better'n to get married if we're goin' to sea. And, Lady, I'm goin' to say a mouthful—when you gets goin' to sea, you're goin', and you can't stop. The salt water gets you worse than lick'er gets most guys.

"They's one good thing about goin' to sea, though—you don't worry. You can't worry. Y'ain't got time. You're on one watch and off two. While you're on, you're too busy to worry, and while you're off, you sleep. Maybe the sea's so rough the cups is flyin' all around the place, but you don't mind the cups. You goes to bed. And when it's time to go to work, you knows all about it. The guy that's goin' off watch informs you, no fear.

"Things ain't so bad for us sailors as they uster be. I guess you Institute folks fixed some o' that, but of course you'll never quite fix the home question. You does the best anyone could without the real thing—kids and a garden and all those fixin's. But what I means is someone put the crimps outa business. They tells me it's you folks. I don't know because I've been goin' to sea only ten years. Anyways, I know New York ain't like a lot

of foreign ports. If you gets gypped in New York now, it's mostly your own fault.

"Take the guys that calls themselves tailors. They're the worst nowadays. They gets you to go look at clothes and before you're through you buys a bum watch. Awful saps, we are, but what we goin' to do? We don't know where to go shoppin' like you lady folks, so when these 'tailors' makes it easy for us, we falls. We pays all-wool prices, and they slides us cotton slops. But what's the diff? They last while we're ashore, and they's no place to keep swell rags in the fo'c'stle anyways.

"But, lady, lemme tell you somethin'—they's nothin' like the sea. I'm sorry for you because you can't go yourself—they's nothin' like it. I don't know why it is—whether it's the stars at night or the swish of it, but anyways it gets you, lady, and that's straight from my gizzard."

THE NEW ANNEX

The New Annex must be opened to the sailormen of the Merchant Marine by next Christmas.

We say this with all the de-

termination of Cato, whose immortal "Carthage must be destroyed" has survived the ages *because it came true*.

The new Annex must be opened by next Christmas!

The shell of the building is complete. It is now a question of transmuting carefully worked out blueprints into plaster and woodwork and equipment. And this transmutation needs not the gold of the alchemist but the gold of friends of the seaman—to the amount of \$1,312,145.19.

It is a great deal of money, and it will require a great many individual gifts to aggregate it.

There are still a number of interesting memorial units available, as noted on the following pages. Seamen's and officer's rooms are very satisfactory gifts from several standpoints. In the first place, there is something intimate about them which makes one feel that his gift is directly benefiting some one individual sailorman each day in the year.

Please think over the list of memorial units, and see if there is something you can do to help open the doors of the new Annex to Jack Tar of the Merchant Marine by next Christmas.

Memorial Units in Annex Building

Item	Cost	Total Number	Number Subscribed	Number Available	Amount Required
Conrad Memorial Library					
Construction	\$50,000				
Endowment	50,000	\$100,000	1	\$32,989.58	\$67,010.42
Auditorium	75,000	1	0	1	75,000.00
Reading Room and Lounge...	50,000	1	0	1	50,000.00
Dispensary, Fully Equipped...	50,000	1	0	1	50,000.00
Laundry	50,000	1	0	1	50,000.00
Seamen's Rooms—Block of 34, each with running water, 9th floor	30,000	1	0	1	30,000.00
Main Entrance Lobby	20,000	1	1	0
Apprentice Room (Enlarge- ment)	20,000	1	0	1	20,000.00
Seamen's Rooms—Block of 34, 6th floor	15,000	1	0	1	15,000.00
Organ for Auditorium.....	10,000	1	0	1	10,000.00
Seamen's Rooms—Block of 19, each with running water, 9th floor	15,000	1	0	1	15,000.00
Illuminated Cross					
Construction	\$5,000				
Endowment for Main- tenance	7,000	12,000	1	1	0
Main Stairway	10,000	1	1	0
Rest Room for Women Cler- ical Employees—Mary Louise Bennett Memorial	10,000	1	1	0
Motion Picture Equipment ...	10,000	1	0	1	10,000.00
Officers Rooms—Block of 10, each with running water, 12th floor	10,000	1	1	0
Seamen's Rooms—Block of 19, 6th floor	7,500	1	0	1	7,500.00
Dormitory—70 beds	7,000	1	1	0
Dormitories—42 beds each....	5,000	6	4	2	10,000.00
Convalescent Rooms (includ- ing Endowment)	5,000	10	9	1	5,000.00
Dressing Room for Volunteer Women Workers	5,000	1	0	1	5,000.00

Item	Cost	Total Number	Number Subscribed	Number Available	Amount Acquired
Bowling Alleys	5,000	1	0	1	5,000.00
Dormitory—28 beds	3,000	1	1	0
Dining Room—Enlargement...	2,000	1	1	0
Officers' Rooms	1,500	32	15	17	25,500.00
Seamen's Rooms	1,000	142	39	103	103,000.00
Drinking Fountain	700	1	1	0
Drinking Fountains	500	4	3	1	500.00
Seamen's Rooms	500	154	36	118	59,000.00
Drinking Fountains	250	8	6	2	500.00
Name on bronze tablet in En- trance Lobby as Founder....	10,000 and over				
Benefactor	3,000-10,000				

Chapel of Our Savior

Item	Cost	Total Number	Number Subscribed	Number Available	Amount Required
Chapel Construction	50,000	1	\$13,413.60	1	36,586.40
Chapel Vestibule	20,000	1	0	1	20,000.00
Chapel Screen	4,000	1	1	0
Chapel Chairs	50	200	55	145	7,250.00
Chapel Windows and Doors— Character and design to be determined in conference with Donors					

Total to be subscribed in Designated Gifts	\$617,346.82
Total to be subscribed in Undesignated Gifts	698,522.37
Total subscribed up to January 12th, 1927.....	1,434,130.81
	<hr/>
	\$2,750,000.00



An Old-time Payday

The Institute has from time to time in its published literature attempted to give some idea of the old conditions along New York's waterfront. Captain Felix Riesenbergh has done it vividly in his "Under Sail," which is his own log of a sailing trip around the Horn back in 1898 in an American three sky-sail yarder. Ancient history? Not altogether, for there are still landsharks eager to ply their trade where opportunity offers—which is beyond the shadow of the Institute.

Captain Riesenbergh describes with photographic accuracy, and still with dramatic effect, the anticipation of payday during the greater part of the nine months' voyage, and then the disastrous event come true.

For the reader who is interested in the Herculean task which the Institute has performed during the past thirty years in cleaning up the Augean stables of New York's waterfront, we reprint certain poignant excerpts from the last chapter of "Under Sail."

Captain Riesenbergh's ship, the *Fuller*, has arrived in the

Harbor. An army of crimps boarded her before she reached her moorings and personally escorted all but a few of the gullible crew to their sailor boarding houses.

"On Monday, Sept. 26th, 1898, three days after our arrival in the bay, we were paid off before the United States Shipping Commissioner, the short interval having worked a deplorable change in the crew. Whoever was responsible for a condition so well calculated to cause the downfall of the returning deepwaterman, has a great weight of iniquity resting against his eternal soul; no doubt this responsibility was so well divided that each and every one of those guilty felt that his individual part in the great scheme of debauchery would go unnoticed.

"I like to believe that all of them, boarding masters, crimps, runners, politicians, shipping officials, owners, managers, and masters who were parties to the fate that befell the men of the *Fuller*, have long since received their due reward in full consciousness of its meaning. Now-

adays things are managed better, thanks to the greater influence of such noble establishments as the Seamen's Church Institute, on South Street, where sailors are given room and board, are outfitted, and are able to bank their payday. Healthful amusements and recreation are provided, without that sanctimonious atmosphere that seems to curdle well-meaning attempts of this sort, and most of the shipping companies secure their crews through the Institute.

"But in 1898, the deepwater sailor was at the mercy of the hungry sharks who had full sway in the vile business of ruining the souls and health of sailors in order to rob them of the few dollars earned during a year or more of cruel labor on the sea.

"I have forgotten just where the shipping office was located, but it was somewhere near Beaver Street and the waterfront. I was on hand bright and early, anxious to see the crowd. The three days of rest and



THE INSTITUTE NEIGHBORHOOD IN THE OLD SAILING DAYS

good food, and wholesome amusement, those happy days at the home of my uncle, had put me in fine condition; I never felt better in my life, and I was looking forward to a visit with the old gang. I wanted to take a trip around the waterfront with Frenchy and Australia, as we had often planned, and have a good dinner ashore, such as Frenchy and Tommy and I enjoyed in Honolulu.

"The shipping office, as I remember it, had a dingy outer room in which the crew to be paid off awaited the pleasure of the haughty officials. One must be a sailor about to receive the scant reward for a year of toil, to fully appreciate the high and mighty character of such minor public officers as waited upon us on that bluest of all blue Mondays.

"A gruff understrapper told me where to wait, and in the course of a half hour the crew, in tow of the crimps appeared on the scene; I would like to draw a veil over this part of the story and leave the reader the simple picture of the men rowing toward the Battery, with Scouse shaking his fist at the ship, but realism, which in itself

constitutes the highest romance, bids me tell things as I saw them, and the final tragedy is a part of the old days under sail that none of us wish to see return.

"I looked for Frenchy but hardly knew him. His beard was trimmed close to his chin, he wore his old cap but had on a cheap new suit of clothes, wrinkled as though he had slept in them, and his eyes were bloodshot. He seemed to avoid me, as he hung in the rear of the crowd. For every man to be paid off, at least two crimps were on hand.

"All were more or less under the weather, the smell of cheap whiskey permeated the room, and the ribald jests of the crimps, the constant whooping up of an ill-sustained merriment, gave the gathering a ghastly character that drove home to me with peculiar force. No doubt the close approach to the money caused the robbers more than a passing thrill. A couple of special bouncers from the inner office appeared when the gathering became too obstreperous, and I had a chance to say "hello" to the gang. Peter was there, sober, and wide-eyed with

astonishment, having come from the house of Mrs. Burdick, the good angel of the waterfront. Australia, in a new rig, derby, watch, and soiled linen, kept bursting into song; not the songs of the sea, but some cheap new airs picked up along the Bowery.

"I owe them half of what's coming to me," he whispered, as if this was something to be proud of; a crimp slid up, and he at once ceased his confidences; all hands acted as though they were in charge of jailers, which in fact they were.

"Brenden, Charlie Horse, and Tommy sat in a corner, sullen, and I judged partly sober.

"Their attendants were anything but friendly. Martin, Fred, Tony, and Old Smith had given themselves over, body and soul. Smith was already promised to a ship, to sail in a week, so he had seven more days of hilarious living to look forward to, and then another drill, around the Horn or the Cape of Good Hope; another such voyage as we had just passed through.

"Axel and Hitchen were in their old clothes; they had seen

the sights, but seemed far steadier than the rest.

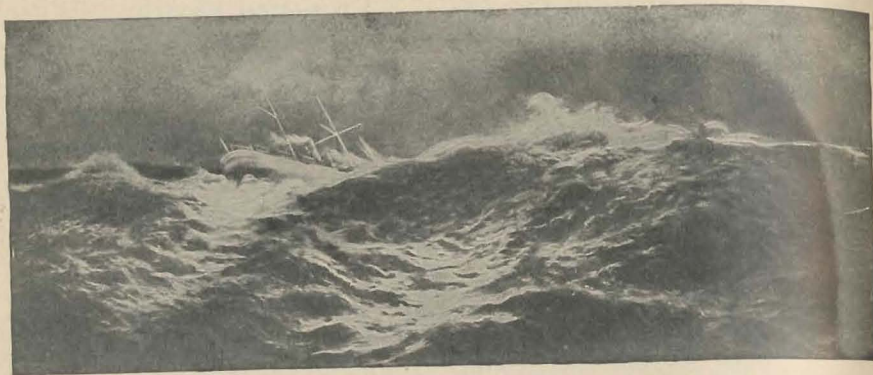
"I cornered Frenchy. 'What are you going to do when you get your pay?' I asked.

"I will pay up what I owe and ship for England or France.'

"Better buy a steerage passage for Havre,' I reminded him, when the crimp who owned him closed in, and a bull voice from the back room ordered us to line up for our pay.

"My name was one of the last to be called, and as I got my pay, something over one hundred and twenty-five dollars, with slops and allowance given in Honolulu deducted, I returned to the outer room and found most of the men gone. As fast as they had got their money, the crimps had hurried them off to their respective boarding houses.

"Presently I was on the street. The crew of the *Fuller* had vanished. I looked for Peter; he was gone. I stood alone and strangers passed, bumping into me, no doubt thinking me a sunburned country yokel, stranded in those busy, narrow streets."

The Sea Confesses at Last

Forty years ago Captain John Lee set sail from Halifax on his last voyage. But of course he didn't know it was his last voyage. He was a Master Mariner and he was young. In all confidence he bade his widowed mother good-bye, with promises of his return in due time.

Then came silence. The gay young Captain did not come back as he had promised. After five years of watching and waiting his mother died. Captain John Lee's story seemed closed.

But the sea has written an epilogue for his tragedy after forty long years.

Quite recently a German officer on the Island of Bockum in the Baltic fished a sealed bottle out of the water with a stick.

It was curious looking glass, worn opaque by long exposure to salt water, and it yielded up this message on badly faded paper:

"May 17, 1887. To whom it may concern: Tell Mother I died fighting. John Lee, Master Mariner, Halifax."

The message was sent to officials in Halifax, and old friends of Captain John's furnished enough facts to authenticate it.

Captain John Lee's mother never received his message; but, being his mother, she doubtless knew in her heart that her John stood on his bridge game to the last.

And now word comes to the world that Captain John Lee, Master Mariner, died fighting.

(Continued on page 20)



THE JOLLY JACK TAR

Oh, sing out a song for the life of a Tar,
A-roaming all over the seas near and far,
Neath calm silvery moon, or skies of bright blue,
Over seas like our jumpers, deep blue, Navy Blue.

We sails o'er the briny, from this port to that,
All peaceful, but ready at drop of a hat
To show our front teeth, and to bite if we must—
And sometimes we leaves you our widows, in trust.

And when some poor heathens kicks up a furore,
We picks up our guns and we all goes ashore.
And folks yells "hurray" for the jolly old Jack—
But some of us stays there—never comes back.

And sometimes we faces a rip-snorting gale,
The fury of tempest with death in its trail;
And if we comes through, "carries on" just the same—
But if we goes under, it's part of the game.

So sing out your song for the life of a Tar.
It isn't all butter and honey by far,
But I wouldn't change for shore job, not I—
When up goes his number, a man can but die.

"Worcester."

Our First-Aid Manual

The Institute has just published the third edition of its Manual on Ship Sanitation and First-Aid for Merchant Seamen.

The original by Dr. Robert W. Hart has been thoroughly revised under the direction of Dr. Mansfield of the Institute in cooperation with the United States Public Health Service, represented by Dr. Hart and Surgeon General H. S. Cumming, and in personal collaboration with Senior Surgeon C. H. Lavinder, also of the U. S. Public Health Service.

The book is unique among first-aid manuals, for it is designated primarily to meet the needs of emergency cases at sea where it may often be the sole arbiter between life and death.

Legislation brought about through the efforts of the Institute demands that each candidate for officer's license pass an examination in first-aid; and as a basis for this examination, the authorities have selected the Institute's First-Aid Manual. It is used as a text book by Public Health Service instructors as well as in the Merchant Marine

School of the Seamen's Church Institute.

Surgeon General Cumming points out that in his opinion the Manual stimulates and promotes an intelligent relationship between the American Merchant Marine and the United States Public Health Service, and that it further "supplies valuable information and gives excellent counsel to masters and others which, if properly heeded, would do much for the maintenance of a sanitary vessel, a healthy crew, and the obviation of delays at quarantine."

Part I of the book is devoted to general sanitation and hygiene, including directions for the prevention of certain diseases. There is also a section on maritime quarantine, its purpose, scope and uses, together with a resumé of the United States Quarantine Regulations. Some space is devoted to the subject of fumigation and disinfection of ship's compartments, blankets, bedding, etc. Most of the remainder of the book is devoted to simple anatomy physiology, the principles of medi-

cine, surgery, and to first-aid.

When illness or accident occur at sea it may be a matter of days or weeks before medical aid is available. For this reason certain items of instruction and certain remedies are included which are usually omitted from books designed for those living where the services of a physician are available within a few hours.

The work is couched in simple language. Technical medical terms have been used only when unavoidable for the sake of clarity and when such terms are used they are explained fully either in the text or in the glossary.

The Appendix contains, perhaps, the most unique feature of all—a section giving complete instructions how to obtain radio medical service at sea.

In 1921, through the efforts of the Seamen's Church Institute of New York, in cooperation with the United States Public Health Service, the Radio Corporation of America undertook to furnish *free of charge* radio medical advice for the benefit of sick and injured persons on ships at sea. At first this service was furnished to Amer-

ican ships only, but later was extended to all vessels regardless of nationality.

In addition to the marine coastal stations furnishing this service, all vessels served or controlled by the Radio Corporation of America and the United Fruit Company, or the Tropical Radio Telegraph Company will assist in the transmission of messages, or if carrying a doctor, will furnish radio medical advice—all without charge of any kind—and such messages take precedence over all others, except distress calls.

Just what this service means and what a working knowledge of first-aid on the part of all ship's officers means may perhaps best be imagined after reading Eugene O'Neill's one-act play, "Bound East for Cardiff." Mr. O'Neill gives a vivid gripping picture of life in the fore-castle before first aid was required of officers and before radio medical service had been instituted.

Yank has fallen down a hatchway and has been suffering excruciating pain for several days. His pal, Drisc, and the kindly Captain and Mate are helpless to do anything except

to take his temperature, and give him water and words of encouragement. Yank knows he is dying. He doesn't regret leaving his sailor life, which has been hardship for the most part anyway, but he does shrink from starting off on "such a long voyage" all alone. Thus he muses while the heart-broken Drisc reflects that Cardiff with its hospital is only five days away.

It is to save the lives and spare the sufferings of the "Yanks" of the Merchant Marine that the Institute Manual has been prepared.

CHAMBER of COMMERCE
(Continued from page 3)

sailor is a matter which should also appeal to the American business man's sense of fair play. Jack Tar is his champion on the seas. He protects the landsman's property even to the extent of giving his life when necessary. He endures the hardships of the sea and receives less pay than would accrue to him for similar labor on land.

Perhaps the least the business interests of the country can do

for Jack Tar is to make it possible for the Seamen's Church Institute of New York, in the world's greatest port, to protect him from land-sharks in their various guises, and to provide him a decent comfortable home ashore where he may save his hard-won earnings.

Jack Tar is the strong right arm, if not the back-bone, of the nation's prosperity. Would not our business interests therefore be warranted in taking a stand with the Chamber of Commerce of the State of New York and with the Produce Exchange in supporting "the plan under way for enlarging the facilities of the Institute?"

THE SEA CONFESSES

(Continued from page 16)

The dramatic circumstances impress upon us even more forcibly, perhaps, the truth of the tragedies that are being enacted almost daily, quite unknown to the world at large, wherein the brave men of our Merchant Marine are fighting the seas to the end to protect the landsman's cargo.

Officers and Managers of the Society

Chosen at the Annual Meeting, January 28, 1926

Honorary President

RT. REV. WILLIAM T. MANNING, D.D., D.C.L., 1908

President

EDMUND LINCOLN BAYLIES, 1885

Clerical Vice-Presidents

RT. REV. ERNEST M. STILES, D.D., 1902	REV. CALES R. STETSON, D.D., 1922
RT. REV. EDWIN S. LINES, D.D., 1908	REV. W. RUSSELL BOWIE, D.D., 1923
REV. S. DEL. TOWNSEND, D.D., 1900	REV. FREDERICK BURGESS, 1923
REV. WILLIAM TUFTS CROCKER, 1903	REV. ROELIF H. BROOKS, D.D., 1926
REV. FRANK WARFIELD CROWDER, D.D., 1916	VEN. ROY F. DUFFIELD, 1926

Lay Vice-Presidents

CLARENCE G. MICHALIS	1924
JOHN A. MCKIM	1902
ROBERT L. HARRISON	1901
BENJAMIN T. VAN NOSTRAND	1887
HENRY L. HOBART	1907

Secretary and Treasurer

FRANK T. WARBURTON, 49 Wall Street, 1888

Managers

AUGUSTUS N. HAND	1902	CHARLES E. DUNLAP	1915
HERBERT L. SATTERLEE	1902	GEORGE W. BURLEIGH	1915
EDWIN A. S. BROWN	1904	EDWIN DeT. BECHTEL	1915
BENJAMIN R. C. LOW	1905	BERNON S. PRENTICE	1915
FRANKLIN D. ROOSEVELT	1908	JAMES BARBER	1916
ATMAR JOHNSON	1908	JOHN J. RIKER	1916
ERNEST E. WHEELER	1908	ALLISON V. ARMOUR	1917
ROBERT McC. MARSH	1908	F. KINGSBURY CURTIS	1920
CHARLES W. BOWRING	1909	EDWARD J. BARBER	1920
ORAME WILSON	1910	JUNIUS S. MORGAN, JR.	1920
FRANKLIN REMINGTON	1911	WALTER WOOD PARSONS	1921
J. FREDERIC TAMS	1911	HARRY FORESYTH	1921
BAYARD C. HOPPIN	1911	HENRY DEARBORN	1922
OLIVER ISELIN	1912	KERMIT ROOSEVELT	1923
SIR T. ASHLEY SPARKS	1912	JOHN JAY SCHIEFFELIN	1923
MARINUS W. DOMINICK	1912	THOMAS A. SCOTT	1924
JOHN S. ROGERS	1913	LOUIS B. McCAGO, JR.	1924
LEROY KING	1913	GEORGE GRAY ZARRISKIE	1925
LOUIS GORDON HAMERLEY	1913		

Honorary Members

JOHN H. MORRISON	1877	LISPENARD STEWART	1883
FRANCIS M. WHITEHOUSE	1917	REV. HENRY LUBECK, LL.D., D.C.L.	1889
JOHN E. BERWIND			1927

Superintendent

REV. ARCHIBALD R. MANSFIELD, D.D., 1895

NOTE: Dates refer to year of election.

"Now this business of the Income Tax is very distressing to two classes of people—those who have to pay it and those who do not. However, it is an ill wind that does not blow some good and we fancy that there must be some who if they did not have this annual reminder that they must take account of their oxen, he-goats, olive-yards and vineyards, the latter for jelly purposes of course, would not know where they stood.

"This accounting we can imagine, because the experience is one that has never been ours, sometimes shows more wealth than one realized. If that should happen to you we would be bold enough to ask about your will because of course you have made one out. Is the abundance which has been given to you to be kept intact for those who do not need it or is some of it to do for you the things in the future that you are now doing yourself? Now do not make any mistake, we do not feel that the Seamen's Church Institute is the most vital and important thing in the world. Far from it—but we are trying and we hope we shall always be able to continue to try to help, in a helpful way, men and boys of the sea, and we can assure those who remember us in their wills that we firmly believe that they will never have cause to be sorry they did so either in this world or the next."—*The Mainstay*.

LEGACIES TO THE INSTITUTE

The INSTITUTE has been greatly aided by this form of generosity. No precise words are necessary to a valid legacy to the corporation. The following clause, however, may be suggested:

FORM OF BEQUEST

I give and bequeath to the "SEAMEN'S CHURCH INSTITUTE OF NEW YORK," a corporation incorporated under the LAWS of the STATE OF NEW YORK, the sum of Dollars to be used by it for its corporate purposes.

If land or any specific personal 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."

