
THE LOOKOUT



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

AN APPEAL

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

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

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

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

In making this appeal we confidently believe that those who help to make the new Institute possible will find it a continual source of honor and pride, and that, in the future, they will be grateful to us for persuading them to have a part in the building of it. Can you not persuade yourself and others to help us now and generously. You will find a description of the building on another page.

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Published by the Seamen's Church Institute of New York

Rt. REV. DAVID H. GREER, D.D., LL.D., President

FRANK T. WARBURTON, Secretary-Treasurer

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Institutes on the Great Lakes

Did you ever stop to think about how little is being done for the men who handle our ships, and do you realize that the seaman of today needs to have more done for him than the seaman of yesterday?

When philanthropic societies first began to work among the men of the sea they planned a ministry to their souls. The life of the time was not as complicated as it is now and the necessities of the seamen were not as great. But since that day steel ships have been invented, sails have been exchanged for turbines and the carrying trade of the world has been organized upon another basis. The seaman's job is very different from what it was then, and his fitness for his job has to be acquired in other schools.

It is no longer the boy who grows up on the edge of the water, who learns to sail his ship and then passes on to a life before the mast, that handles the ships by which we and our freight are transported. In those old days there was work to do during the winter months, overhauling, caulking and repairing the ships. By this work the seamen became familiar with their vessels. But ship repairing is the business now of a separate trade, which neither requires nor imparts any knowledge of navigation; and it is partly because of this situation that the work among the seamen must develop other branches than

those with which it was originally organized.

On the Great Lakes the carriers have learned that in order to raise the efficiency of the seamen to a standard satisfactory both to the employers and the men, practical institutional work must be done in the shipping centers. The Lake Carriers' Association has instituted club or assembly rooms for the use of sailors at the various ports upon the Great Lakes. These rooms are furnished with current literature, writing facilities and means of enjoyment. A small annual fee is charged for these privileges and the funds so acquired are used for the extension and improvement of the assembly rooms and the expense of their operation and maintenance.

At the beginning of the season of 1909 the Association put into effect the Welfare Plan and Bureau of Registration. In the annual report of last year the Association says that the cardinal objects of this movement are the betterment of working conditions aboard the ships, the improvement in the character of men employed, and consequent increased efficiency in the operation of the ships.

During the winter of 1908-09, assembly rooms were maintained in the quarters occupied by the shipping offices at Buffalo, Cleveland, Detroit and South Chicago. The shipping masters were retained during the winter at these offices for the care and regulation of the club rooms and to render such assistance

as was desired by the men patronizing them. The privileges of these rooms were offered freely to all sailors. They were put to such general use that last winter the assembly room feature was greatly extended and eleven assembly rooms are now in operation. In ports where a large number of licensed officers reside, special club rooms have been provided for their use. The use of all the rooms thus provided is limited to members of the Welfare Plan. Almost 10,000 seamen are now enjoying the privileges of this membership. This is nearly 90 per cent. of the employees on the 507 steamers and barges of the Lake Carriers' Association.

When this Welfare Plan was adopted, provision was made for the payment, without charge to the employee, for death or total disablement occurring to a registered employee aboard or directly in the service of any vessel in the membership of the Association. Benefits were graded according to the grade and capacity of employment at the time of the accident and this payment was to be made to any person or persons designated by the employee at the time of registration. It was also provided that in case of shipwreck, the Association would be responsible to secure to each registered member of the crew transportation to his place of shipment or its equivalent, and if effects are lost remuneration for such losses up to \$50 in the case of licensed officers and \$30 in the case of other members of the crew.

The Association publishes a chart showing the relationship of beneficiaries to employees, and from this chart some indication of the character of the men employed may be observed. Out of 9,734 men, 2,400 have made their wives beneficiaries; 3,391 have named their

mothers; 1,171 their fathers; 1,521 their brothers or sisters; 196 their children; 411 their miscellaneous relatives; 368 their friends, and only 271 have failed to name a beneficiary.

It is significant of the friendly attitude of the men towards this general proposition and for the club room feature of it particularly, that many employees having no relatives expressed a desire that, in the event of fatal accident occurring to them, the benefit be applied to the extension of the club and designated the Welfare Plan committee as trustees of such funds. The committee, however, has decided not to accept such designations, and in the few cases where employees had no relatives, the death benefit has been used to give the employee a suitable burial. In nearly every instance the death benefit has been a godsend to the deceased employee's family and the only resource from which to defray the heavy item of expense incurred by death.

In the city of Cleveland it is now proposed to raise by subscription the sum of \$350,000, to be used for the purchase of land necessary and for the construction and equipment of a sailors' institute. The institute will be equipped with reading, writing and recreation rooms, adequate bathing and sanitary accommodations, assembly rooms in which meetings can be held, and instruction provided during the winter months.

It is also purposed to have an arrangement with some responsible bank to open a branch in the institute, to encourage men to save their money and provide facilities for transmission of savings to their families.

During the closed season it is proposed to arrange lectures in practical engineering and navigation, so as to give the

seamen every opportunity to advance in their trade.

A number of sleeping rooms are to be constructed similar to those in the Mills hotels, and to be placed at the disposal of the men at a reasonable cost.

If the building is constructed according to the plans that we have before us, it will be both an ornament to the city and a center of great usefulness.

We understand that this plan has been worked out by those who are directly or indirectly interested in the transportation on the Great Lakes. Therefore, we assume that it expresses the wisdom of those who are best qualified to interpret the needs of the seamen on the Great Lakes. It is hardly necessary to call attention to the fact that the proposed institution is in very close accord—though not as complete—with the Seamen's Church Institute.

Memorial Service

A large congregation from sea and land attended the memorial service for King Edward VII. on Sunday evening, May 20th, at the Church of the Holy Comforter, North River Station. Cards of invitation had been distributed on the ships and at the Seamen's Christian Association, 399 West St. By placing its hour of service earlier than usual, the Seamen's Christian Association united with us for this occasion. Portions of evening prayer and the burial office, hymns, anthem, contralto solo "Crossing the Bar," comprised the service, with Chopin's Funeral March as the prelude. The Rev. A. R. Mansfield, superintendent, and the Rev. C. B. Carpenter, chaplain, officiated.

Visitors

Chaplain W. T. Austin, who has been chaplain to seamen in Yokohama for thirty-seven years, paid us a visit on his way to England, where he will take a several months' well-earned vacation.

Chaplain Edgar Ealand, who is now in charge of the work in San Francisco, spent several days with Supt. Mansfield studying Institute methods.

Mr. Stanton H. King, Superintendent of Sailors' Haven, Charlestown, Mass., stopped at the Institute on his way through New York.

Mercantile Fleets of the World

The annual shipping statistics just published by the *Nautical Gazette* show that the world's mercantile fleet tonnage has increased by 628,000 net tonnage over last year. The mercantile steamship fleets of the principal nations, with their increase or decrease of tonnage, are:—

Country.	Tonnage.	Increase in One Year.
Great Britain	10,183,000	172,000
Germany	2,267,000	60,000
United States	1,263,000	55,000
Norway	841,000	66,000
France	802,000	75,000
Japan	683,000	16,000
Italy	556,000	38,000
Netherlands	523,000	13,000
Russia	483,000	22,000
Sweden	498,000	39,000
Austria	443,000	32,000
Spain	428,000	6,000
Total tonnage	18,970,000	

The North River Station was founded in 1846, with the Rev. D. V. M. Johnson as the first chaplain. Mr. Carpenter is the sixth chaplain to succeed to the work of this station, and the Society is indeed fortunate in securing his services.

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

At the installation of Rev. Ed. M. Deems as chaplain of the "Church of the Sea," April 17, 1910, at the chapel of the Seamen's Friend Society, Rev. Dr. Stoddard used the following words in his charge to the new pastor: "And so, finally, I bid you welcome to the whole Christian brotherhood of New York City. This is a cosmopolitan place. The clans and cliques which flourish in little towns find scant welcome here. Every true man and consecrated worker for the Master has all Christian denominations and societies ready to take his hand and stand beside him and bid him God-speed. The work to be done is too great for petty rivalry, and too momentous for the worker to waste energy on unimportant differences. The millennium of church union has not arrived, but the day of Christian co-operation and fellowship is dawning."

We gladly welcome Dr. Deems among the workers for seamen and bid him God-speed. We are reminded of the good work done by Rev. Dr. Stitt, long secretary of that society, at whose office in Wall St. met the delegates named by all the societies for seamen in New York City, and of the many good results from their monthly conferences. Committees were named and to them were assigned different departments of the general work for seamen. Good legislation was promoted and the needs of seamen were closely examined and provided for, thereby preventing overlapping and du-

plication of work along similar lines. The death of Dr. Stitt, who served as secretary, and of Mr. Sturges, President of the Seamen's Bank, who was chairman of the conference and of several of the delegates, ultimately broke up this co-operative work, which might well be renewed in the coming years.

The Seamen's Institute has been trying for many years to stigmatize as a crime the exaction of blood-money from sailors by landsharks, but it has failed several times because of the difficulties of obtaining evidence and of keeping witnesses until the day set for trial. In the face of all obstacles we have at last secured, through the activity and zeal of the Legal Aid Society, Seamen's Branch, the conviction and punishment of the two most persistent shipping agents, "Weinbold" and "Horn." The penalty was \$250 each, with an intimation that another conviction would result in imprisonment in addition to the fine imposed. This sentence will act as a deterrent, and aid in freeing seamen from some of their worst enemies.

Conditional Gifts

During the past month, the Building Committee has received from Mr. John D. Rockefeller a contribution of \$50,000. Mr. Rockefeller's gift is conditional upon our securing the entire \$700,000 needed to pay for the new building, together with the land, equipment and furnishing.

When the building was first projected, two years or more ago, Mr. Rockefeller made a conditional subscription of \$25,000, but this subscription lapsed by reason of our failure to complete the fund within the time named by Mr. Rockefeller. In order to take advantage of the new gift, it is necessary that pledges for

the entire amount should be secured not later than May 1st, 1911, and be payable in cash not later than May 1st, 1913.

While the building fund has been accumulating, the plan of the Institute has been expanding. It has grown in our minds. We have seen the need of doing many practical things for the seamen that did not fall within the scope of our earlier project.

In order to increase the efficiency of the seamen, for instance, it is necessary to furnish them instruction. One of the conspicuous features of the new Institute will be its educational classes. The need of this has been recognized in other cities and notably by the carriers on the Great Lakes, a description of whose efforts on the seamen's behalf appears in another column. Before a merchant marine can be built up in this country this process of education must be well established. The men who handle the ships are recruited from ranks other than those of former years. They are less familiar with ship construction and navigation and other subjects allied with their trade. Until a corps of men educated in their craft has been developed, the prospect for a merchant marine is unpromising. The necessity of this instruction extends over the whole shipping world, and this Institute realizes that it has a duty both to the seamen and the shipping interests, and to the country at large, to undertake, as far as it is possible, courses of instruction.

It is very likely that the larger development of the Institute's plans has influenced Mr. Rockefeller to double his original gift, but this gift is still conditioned and in order to take advantage of it, we must secure pledges for the entire amount during the coming year.

A few weeks ago, Mr. J. Pierpont

Morgan made a like increase in his subscription to the building fund. \$25,000 of this gift is also conditioned upon our securing the balance before May 1st, 1911.

In order, then, to get this \$75,000, we must secure the entire amount before May 1st, 1911, and in this emergency "he gives twice who gives quickly."

Notes

Mr. H. O. Wood, a member of our staff, has just completed seven years' faithful service. Mr. Wood's work is especially among the officers and apprentices and in the hospitals.

On the evening of May 24th the Hope Club, an organization of women connected with the floating Church of Our Saviour, gave a reception to the Rev. Mr. Kleinschmidt and presented to him a green stole.

The *Sentinel* is again in commission. During the month of April she underwent a thorough overhauling. We realize more and more how indispensable to our work is this boat.

Extensive renovations are being made in the chaplain's residence, at the North River Station. Chaplain Carpenter will go into residence in September.

Superintendent Mansfield presented the work of the Society to the morning congregation at the Chapel of the Intercession, Trinity Parish, on May 1st.

During the month of May the following named churches and chapels have financially remembered the work of the Society: All Angels', Holy Apostles', St. Thomas', Trinity, St. Peter's, The Messiah, Rhinebeck, N. Y., St. Augustine's Chapel, Trinity Chapel, St. Luke's Chapel, St. Chrysostom's Chapel, St. Agnes' Chapel and Chapel of the Intercession.

We are very glad to welcome to the Institute staff Mr. Charles P. Deems, son of the Rev. Edward M. Deems, D.D., chaplain of the American Seamen's Friend Society, and a grandson of the Rev. Charles F. Deems, D.D., founder of the Church of the Strangers, in this city, who was for many years its pastor. After graduating from Princeton University, Mr. Deems worked among seamen for two years on the staff of the City Mission Society at its station, St. Mary's, East Boston, Mass. His experience well fits him to undertake the special field of work that has been allotted to him, viz., the religious and social work among the men at the "Breakwater," 19 Atlantic avenue, Brooklyn, which is our home and hotel for seamen.

The Rev. Charles B. Carpenter, our new chaplain, in charge of the North River Station, began his work on Sunday, May 1st. Mr. Carpenter graduated from St. Stephen's College, Annandale, in 1893, and from the General Theological Seminary three years later. He has entered upon his duties with earnestness and enthusiasm, with a love for institutional work.

The Rev. William F. Kleinschmidt, who has been associated with the work of this Society for two years, in the capacity of lay reader at the floating Church of Our Saviour and as head of the Department of Ways and Means, was ordained to the diaconate on Trinity Sunday, and will at once go to Christ Church, Glendale, Ohio, as curate. Mr. Kleinschmidt's services have been eminently satisfactory, and we are exceedingly sorry to part with him and to lose his valuable assistance. He will be succeeded by Mr. Irwin St. John Tucker, who is a middleman in the General Theological Seminary.

The Work at The Breakwater

At the outset of work in "The Breakwater," our home for seamen, the committee defined its purpose thus: "Our object is to see to it that, in so far as possible, the men are brought into contact with moral and religious influences and shielded from temptations." Briefly stated, then, the aim of the work for two years and a half has been to uplift and protect the seamen. Every effort made to protect him has met with a very encouraging degree of success. Shipping bureau, lodging house and dining room unite to rear an impassable barrier between the sailor and his arch enemies. Yet though we furnish every weapon for successful self-defence, the seaman is continually falling into the hands of his temptors because he does not choose to avail himself of them. Why? There are two reasons.

In the first place, his foes, in the garb of friendship, offer constant entertainment, such as it is, and this is neither costly nor difficult from their point of view. The drunken sailor soon forgets the hardness of his lot and time becomes a negligible quantity to his benumbed consciousness. More liquor is the only form of amusement that appeals to him. The gratification of his baser lusts is the only thing that he can appreciate. Why should he shield himself from those who make these things possible?

Secondly, the conditions of his life have generally been such that his appreciation of right and wrong is woefully warped. Intoxication, immorality, dishonesty and blasphemy are the very elements of the atmosphere which he has breathed from the birth of his career as a sailor. His world ashore is the waterfront, where these things are so preva-

lent that they are not looked upon as wrong. At least, they receive little or no locally active condemnation. Can we blame him then if he does not choose to avoid them?

In days gone by, the seaman had scant opportunity to escape the intemperance that was forced upon him. Demoralizing conditions were unavoidable. Temptation and oppression pursued him. Today this is not the case. We provide comfortable, clean surroundings, whither he may resort and so avoid intemperance if he chooses. We shall continue to make that choice more possible and more distinct.

As yet, in the Breakwater, no entertainment other than the usual presence of billiard tables and reading room material is offered. The sailor has no choice when it comes to amusement. After depositing a comfortable sum in the Institute's bank, arranging for a week's board and lodging, and safely disposing of his baggage, he settles down to await shipment through our agent, whom he is sure will conduct the transaction honestly. He soon wearies of billiards. The books in the reading room are soon read through. The natural tendency is to loaf about the Breakwater corner.

What *else* can he do? From this corner four saloons' signs can easily be read. Suppose he walks around the block—a very natural thing to do—again four of those well-known gilt signs must be passed. If he starts on a little tour of investigation, before he can walk two blocks along the water front or towards the center of the town, from six to nine alluring bars must be passed. Ten minutes or so before any one of them in company with a few "old mates" will wake things up. He joins a group on a corner. They know he has money and,

like any sailor, cherishes a reputation for unselfishness. The natural sequence of events takes place. They ask for a drink. They get it and he takes one with them. Soon he comes back for a dollar, then five dollars, then ten, if he has that much left, and thus his funds rapidly disappear, although he is constantly urged not to draw upon them. All this because he had nothing else to do.

We know from experience that if any other form of entertainment had been offered him, he would willingly have accepted it and in many instances avoided such a downfall as we have outlined. We are now turning our attention particularly in this direction. A series of lantern lectures has been started. These alone are sufficient to draw many men from the corner, but we want to make this form of entertainment more lively, supplementing it with popular and comic songs, monologues or anything to help break the monotony of these leisure hours so dangerous to the sailor. The one thing we have not been doing to shield him from temptations is to present an alternative form of amusement. We may call on you to help us do this. At least, have something or someone in mind to suggest, if we should take you unawares.

With the installation of this social work we are making progress along every line of practical work for seamen. If our plans develop as we expect them to there will be no moral or decent desire which we cannot gratify for "Jack" if he chooses to put himself in our hands.

Slowly the school of experience is teaching the seamen that, while in New York at least, they are better lodged, better fed, better entertained, and better shipped if they follow the course we set for them. This is a tedious process and

places the sins of intemperance and dishonesty on the level of mere drawbacks to a comfortable and satisfactory stay on shore. We must teach the sailor that these are essentially *wrong*. Our battle, hitherto, has been waged hotly to make it possible for him to choose between good and evil. Yet he still too often chooses evil. We believe that the gospel of Jesus Christ is the only permanent means of convincing the seaman that these things are sins. It is the most effective means of guiding him to choose aright. Hitherto no attempt whatever has been made at the Breakwater to present the teachings of our Lord to the sailor.

For this reason we are endeavoring to hold a bright, short service in the dining room on Sunday mornings at 10:15 o'clock. Other plans for services and prayer meetings are on foot.

We shall need good music to hold our little congregation. We shall need staunch friends to encourage us with their presence. We shall need most of all some who are willing to become particular friends of particular seamen, with the distinct purpose of exerting that "moral and religious influence" which will arouse in him a desire to use the weapons we are providing to "shield him from temptations"; for religion has never yet found a substitute for the loving personal appeal of a friend. Its influence may be direct or indirect, but a Christian friendship can work marvels upon the character of a sailor.

Departments

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

April, 1910

Banking Department

April 1, cash on hand.....	\$15,391.74
Deposits	15,817.59
	<u>\$31,209.33</u>
Payments (\$9,984.80 trans- mitted)	14,116.22
May 1, balance.....	\$17,093.11

Shipping Department

Number of vessels shipped entire by Seamen's Church Institute.....	26
Number of men provided with em- ployment in port.....	83
Number of men shipped.....	<u>251</u>
Total	334

Reading Rooms

Total attendance	11,903
Letters written and received.....	2,497
Packages reading given	817
Number pieces baggage checked	760

Relief Department

Assisted	34
Sent to Legal Aid.....	44
Sent to Hosp. and Disp.....	6
Visits to hospitals.....	10
Sick seamen visited.....	48
Visits to ships in port.....	148

Religious Department

Number of services.....	12
Attendance, total.....	189
Communion services	2
Funerals	1

NOTE.—North River Church report not included.

Institute Boat "Sentinel"

Trips made	17
Visits to vessels.....	25
Men transported	79
Pieces baggage transported.....	79

NOTE.—Boat out of commission most of the month.