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# The Lookout

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**NEW BUILDING**

25 South Street

From a Recent Photograph

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**THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK**  
25 SOUTH STREET

# \$195,000 STILL TO RAISE

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This new building of the Seamen's Church Institute at 25 South Street is ready for seamen.

The Reading and Game Rooms, the Apprentice Room, the Shipping Bureau and Savings Department can be put in use now.

BUT, until \$195,000 is added to complete the Building Fund, the Hotel portion, the Dining and Lunch Rooms, can NOT be used.

The Institute MUST be opened free of debt. Otherwise, we we shall lose \$100,000 subscribed conditionally.

Seamen need clean beds, good food, wholesome amusements, the influences of a home.

The Lighthouse Tower is finished. The Lantern is waiting.

Will YOU help us to light that Light?

Will you give \$5,000 or more and become a "Founder"?

Will you give 1,000 or more and become a "Benefactor"?

Will you give 1,000 for one of the three Elevators?

Will you give 2,000 for the Baggage Department and Equipment?

Will you give 2,500 for the Kitchen (or "Galley")?

Will you give 1,500 for the Soda Fountains?

Will you give 1,500 for the Class Room?

Will you give 250 for an Officer's room? Only 12 left.

Will you give 100 for a Seaman's bedroom? Only 17 left.

Subscriptions should be sent to

EDMUND L. BAYLIES, Chairman Building Committee,

54 Wall Street, City.

# THE LOOKOUT

Published by the Seamen's Church Institute of New York

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

FRANK T. WARBURTON, Secretary-Treasurer

OFFICE, 25 SOUTH STREET, NEW YORK

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No. 3

## The Dirge of the Derelict.

Alone, alone, I pass o'er the wintery sea,  
For the ships I spy from my path soon  
fly;

There is never a hail for me.

Alone, alone, a water-logged hulk I ride  
And the wind that wails with the icy  
gales

Sings a song of woe betide;

Alone, alone, alone.

Alone, alone, my masts from their steps  
are torn;

The grey wave's crest like a sea-bird's  
breast

Breaks over me night and morn.

Alone, alone, no sheltering port for me  
And the swift gulls cry as they pass  
me by,

"You vagabond of the sea!"

Alone, alone, alone.

Alone, alone, my hopes are dead as my  
crew,

To my rest I go in the depths below,

So I wail my dirge to you.

Alone, alone, my life is a thing outworn,  
The silent deep shall my secret keep;

There is never a one to mourn."

Anonymous.

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## Ice Cream Money

Apprentice boys may have ice cream and fruit on hot summer Sundays if some of the people who are interested in these boys will send small sums for this purpose.

## The Confidence of Daniel

Up in Vancouver the other day, Daniel Karlburg remembered a little box which he had packed with letters and small trinkets and left in his bag which was stored at the Seamen's Institute in New York. He did not need his bag, but he wanted the box and he was not sure when he would reach New York again. So he wrote quite simply and confidently:

"Will you please open the bag I left with you a year ago this June 17th and take out a small box of letters and various articles which I need. Kindly let me know the cost of having same forwarded to me. I enclose cost of your reply."

And attached to his letter was a small coin, held in place by a strip of paper.

Among all the hundreds of bags piled in long rows from floor to ceiling we pulled out the one marked with Karlburg's name and found a tin box. On its cover in silver letters against a crimson background were the words "Navy Cut Tobacco" and thrust through its badly fitting cover was a very greasy little Prayer Book in Scandanavian. A brief glance at the envelopes and grimy picture post cards proved that it was the box which the sailor wanted and it was promptly sent to him.

In these days of intense suspicion and carefully developed incredulity the confidence of Daniel Karlburg is worth recording.

## New Boat Needed To Cost \$10,000

In a work for seamen of the sort which the Institute does a service tug, a transportation boat, is absolutely necessary.

For eight years the "Sentinel" has served. She has rushed busily about the Harbor, carrying crews and their dunnage on board ships, calling for apprentices on Sunday afternoons when they could not otherwise have come ashore to the Institute teas and Sunday "Evensong."

But the "Sentinel" is worn out. She was built in 1875 and it is doubtful if she can be made to serve another month.

We need a larger boat. The "Sentinel" is only 61 line and 13 beam, carrying but 50 persons; the new boat must be at least 70 feet long and have more beam and more deck room, so as to carry at least 100 seamen at a time, with their dunnage.

With the old "Sentinel" it is often necessary to make two or three trips to a vessel where one should be enough. A larger and swifter boat will extend the radius of service through the Narrows to Sandy Hook when necessary.

To build the kind of boat which the Institute requires will cost about \$10,000. And this will pay for itself repeatedly in the fight against waterfront evils.

A boat to call at a pier near the Institute and put a crew safe and sober and satisfied on board a ship, together with their bags and small tin trunks, does away with the "crimp's" chance to intercept the sailor and get him, drunken and irresponsible, into his power.

A boat to call at the vessels anchored in the Harbor and bring ashore young apprentice boys, some of them away from home for the first time, lessens the

chances for unhappiness and discontent among youngsters eager to be entertained, to chat with boys from other ships, to laugh a great deal at nothing in particular.

A new boat will do away with the huge bills for the repairs which the old "Sentinel" constantly required.

\$10,000 will buy a new boat. It will buy increased power and service and security against the seamen's enemies.

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## Seventeen Seamen's Bedrooms

One Hundred Dollars pays the cost of building and furnishing a seaman's bedroom in the new Institute, 25 South Street.

There are 390 of these rooms.

373 have been taken.

17 remain to be reserved.

One Hundred Dollars gives 100 sailors in a year a clean bed in the *right* surroundings.

Over the door may be placed a bronze plate bearing the name of the donor or the form

"In Memory of.....  
Given by....."

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## Only 12 Left Officers' Rooms at \$250

Twelve, large, outside rooms are still to be taken as gifts or memorials to the new Institute.

These are the rooms intended for the use of the officers, stewards, expert engineers, boatswains and better class of seamen.

A brass plate bearing the name of the donor, or an inscription containing the name of the person memorialized, will be placed over the door, if desired.

## When Chinese Meet British

As the story of Frank, the cabin boy just graduated to able seaman, is perfectly accurate it will be simpler to tell it in his words. He settled himself comfortably in a chair in the office of the LOOKOUT editor and talked about the fight with true dramatic absorption.

"Well, you see," he began, "the ship is the Bonar Law and she is in dock just now loading cargo. The crew are partly Chinamen and partly British. The other noon one of the British stevedores found a pail down in the hold and used it for drinking water. It belonged to the Chinamen but when they saw the stevedores carrying it up on deck at luncheon they did not say anything. They waited. But when half past five came and the men stopped work, the British seamen were met at the top of the companion-way with a lump of wood in the hands of one of the worst Chinese sailors on board. Then they had a regular pitch battle. I was taking a bit of a wash on the deck and before I could cross over to where my clothes were I nearly had my 'ead broke open. And I'd never 'ad nothing to do with their old pail.

"Finally the Chinese proved too strong and they drove all the British seamen off the boat, wouldn't let 'em come back for their clothes even. When we tried to, they'd meet us at the gangplank with iron bars. At last I said as we'd best come over 'ere to the Institute.

"We did, and they put us up at the 'Breakwater' until we can get police protection to go back on the ship for our clothes."

And this is what really happened in the port of New York. The Institute had to take care of the six seamen, see that they got their clothes and get them

berths on other ships. Owing to the laws regarding Chinese the Captain could not discharge, in this port, his crew of evil tempered Mongolians.

"They're a bad lot," said Frank with the wisdom of twenty-two. "Don't you ever trust a Chinese sailor. 'E ain't got it in 'im to play fair."

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## A Beautiful Memorial Custom

A comment from the "Marine Journal" of a week ago will be interesting to everyone who follows the Institute's fortunes.

"Many of the door plates of the rooms in the new Seamen's Institute at South Street and Coenties Slip bear inscriptions in memory of loved ones gone, and some refer to disasters on the sea. One of these rooms, for instance, has been furnished in memory of Capt. Charles Marshall, one of the prominent sailing-ship owners and masters in the first half of the nineteenth century. This room was furnished by his daughter, Mrs. William Allen Butler, who has had a plate placed on the door inscribed as follows:

"In Memory of Capt. Charles Henry Marshall of the Black Ball Line of Packets. Born, September 23, 1865. Died, April 8, 1892."

Another memorial tablet which has appropriately been placed on a shipmaster's bedroom door reads as follows:

"In Memory of Capt. Edward J. Smith, R.N.R., who lost his life while in command of the S. S. Titanic, April 15, 1912. He sailed the sea for forty years. Faithful in duty. Friendly in spirit. Firm in command. Fearless in disaster. He saved the lives of women and children and went down with his ship. Given by F. R. A."

### The "High Cost of Living"

He did not have the rolling gait popularly ascribed to the sailor. He walked with a shambling dejected air which was intensified by a coarse black beard at an awkward length. His neck was puffed out at either side of his jaws in a manner which reminded you strongly of the days when maintaining a large round ball of hard candy in each cheek was considered a distinct achievement.

"You should be in the hospital," hastily diagnosed the Institute worker, before hearing the man's grievance, "I think you must have the mumps."

"Well, maybe," answered the seaman, indifferently, "but I did not come here because my neck is swelled. It's because I want my \$50.00 back. I heard you could help me to get it.

"I came ashore just a week and a day ago. I met a man who runs a boarding house over here about three blocks away. He said he'd put me up, and the next morning when I drew my pay, \$50.00, he said he'd better take care of it for me. I let him. He seemed a nice spoken chap, and I'm always careless when I have a bit of money. This morning he threw me out. He won't let me stay in his house, and he won't give me back any of my \$50.00. He says the place is too crowded. I said there'd be more room when I got my money, but he just called another fellow and shoved me out on the street. For the board I had in that place one week, \$50.00 is about \$47.00 too high. What can I do?"

Inquiry at the boarding house brought forth an indignant denial, as was to be expected. And absolute proof of the man's story was lacking, except as to the date of his arrival and the amount

of money due him from the ship owners.

We sent him to the hospital where he was treated for a few days and, then, after spending a few more at the Breakwater, he disappeared.

It was just an incident. His story was probably true, but without proof or witness, the Institute could do nothing. And meantime boarding house keepers flourish as the green bay tree.

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### Class Room \$1,500

On the fourth floor, back of the Auditorium and at the left of the Apprentice Room is the Class Room.

Up here will be held lectures on First Aid to the Injured. Seamen are constantly receiving minor injuries which if treated properly at the time will heal rapidly. But in so many cases which have come to us, the seaman without any knowledge of antiseptics or the most simple medical treatment, has permitted a slight accident to grow into a serious injury. It is most important that all seamen should carry Red Cross cases and be able to use them in emergencies.

In the Class Room it is hoped also to have lectures on Navigation and general Nautical Instruction.

This Room gives the Institute the needed opportunity to help the men who want to learn, who are ambitious and eager to become more efficient seamen.

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### Elevators \$1,000

Three elevators, useful and important. Such a gift sounds the note of modern active progress.

### Because of Friendship

A very small deck boy sat on one of the benches in little Jeannette Park just opposite the Institute. He had drawn his knees up under his chin to persuade himself that one felt less hungry in that position, but he couldn't quite believe it. He was very miserable indeed and he was waiting for the only friend he had in New York.

The friend, Frank (who told us of the Chinese and British battle), was in the Institute getting help for the deck boy. He was explaining:

"He's afraid to go back on that boat, though the Captain guarantees that the Chinese won't touch him. Well, maybe they wouldn't, not while he was on shore or on the boat in port. But when they got to sea you can't tell what might happen. A little, thin deck boy like that could be dropped over the side as easy as anything. He did start to go back and the Chinese was so fierce the little feller had to slide down a rope to get ashore again.

"And he's a good deck boy, too. He has to clean brass and paint and look after the fo'castle mess, on the go every minute. The mate on this last boat was very 'ard on 'im, very 'ard, sir."

It developed that the deck boy, after sliding down the rope had been sleeping in the Park for two nights and had had no food at all for nearly three days. Too frightened to appeal to a policeman he had not known where to go for assistance.

After a while Frank came out of the Institute and going over to the bench where his small friend was huddled, he put his hand on his arm.

"Come on," he said, "they'll get you a place on another boat and put you up until she sails."

"I say," exclaimed the deck boy, straightening out at the thought of food and a place to sleep, "You are jolly good to bother about me."

"Not me," replied Frank, concisely, "It's them in there at the Institute. There's lots of people who would help out a deck boy if they knew about him. Well, the Institute knows."

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### Additional Bedrooms

Mrs. John E. Borne, In Memory of John E. Borne .....	1
Mrs. John E. Borne, In Memory of two brothers, William T. Lawrence and John E. Lawrence.....	1
The Ascension Memorial Church Room .....	1
Miss Mary P. Quincy, In Memory of John W. Quincy .....	1
Anonymous, "Thank Offering".....	1

An officer's room has recently been taken to bear the following inscription:

"In Memory of

John Wolfe Ambrose, 1838-1899.

To whom the city of New York is indebted for Ambrose Channel, and in whose honor Congress named this great waterway to the Port of New York.

Given by John F. Ambrose, Thomas J. Ambrose, Ida V. Ambrose, Mary Ambrose, and Katharine W. A. Shradly."

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### English as She is Spelled

"Dear Sir:

i am very sori tu tell you tat after i mad a arengment with Mr. Crystal for to run tat motor boat, he dident show up etal. if you would be so kindly and send me a other one.

Yours trouly."

Danking you in advans,

## THE LOOKOUT

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NOTE—Address all communications to  
ARCHIBALD R. MANSFIELD, Superintendent  
of IRENE K. LANE, Editor

### Efficiency and the Sailor

"These days" are the best days in the world, if you can believe the optimist. And possibly one of the strongest reasons is the urgent demand everyone is making upon everyone else for Efficiency.

The Institute has built this wonderful new Hotel, Club and Chapel for Seamen from every port, and convinced itself and its friends that it lays fair claim to the title of "Efficiency Expert."

The next step is to make the seaman fall into the line. He can't be made over all at once: he will evade any obvious effort to educate him. But the influence of the Institute working with its new plant, can be one of straightforward subtlety. That's a legitimate paradox.

By giving the seaman his place in the life of this port, by giving him an address he'll be proud to refer to, by giving him the chance to say, "My home in New York," we arouse his sense of responsibility. Little by little he will want to co-operate with us. He will increase our efficiency by discovering his own and bringing it forth, a little shyly but with pride. And pride, the old Scriptural proverb to the contrary, is a valuable stimulus to ambition.

When the young engineers and firemen come to the Institute and become assimilated into a life of activity in

which their brains *must* work harder than their bodies, they will awaken to something greater than they ever thought before.

They will realize that being wanderers and without a chance, usually, to become public-spirited citizens in their home towns, will not prevent their belonging to New York.

New York adopts the young clerk from Four Corners, the prospective financier from Melford Centre. She will adopt the seaman from Melbourne and the one from Colombo. While he stays in town he can be as thorough a New Yorker as the boy from the small town—the boy who, after five years, begins to believe he was born here and refers to new-comers as "those provincials."

We can do this thing for New York while we help the sailor to do his share of the amalgamation. And when he goes to sea again it will be with a memory of moments in which his brain was alive, when he thought more than he felt. To do his job at sea more intelligently, to wish to co-operate with the ship-owners rather than be content to live off his employers, will become a definite motive.

He may not say,—"Efficiency! I want it," but he'll mean that.

### Discipline

The rigor of discipline seems undesirable to many in the present generation. They are unaware that obedience is strengthening and peace giving. A military regime, with its ironclad discipline, does not break spirit. It makes men ready for forced marches and to meet death. If discipline hurt the human spirit, then soldiers would never win battles.—*Colliers Weekly*.



**To Go Home**

So much is said about the constantly multiplying wants of our modern complex civilization that it is distinctly refreshing to find a person with but one unfulfilled wish.

Jim was the name of the boy with the one desire. He wanted nothing in the world except to go home to England. He was fifteen and had shipped on his first voyage as a cabin boy. A day or two after the boat reached New York, after having been to South America, some of the seamen asked for a holiday which was refused them owing to pressure of unloading. Whereupon, with that fine disregard for restraint which is characteristic of the seaman ashore, they struck and took a holiday without permission. Jim, the cabin boy, stayed on the ship, and the following day was told that he might take some time off.

He saw as much of New York as he could in a limited period and returned to his ship at 4.30 A. M. to find that the boat had sailed without him. And there was owing him \$30.00—three months pay. Cabin boys are not paid extravagantly; perhaps too much money would be bad for them, or maybe they are a task or two short of doing a grown man's job.

Anyhow, Jim came over to the Institute and announced his one huge wish.

"I just want to go home," he said.

"But don't you want to stay here and sue for your \$30.00? You've earned it and you ought to have it," urged the Institute worker who understands cabin boys and sympathizes.

"No, sir, I don't. I am through with the sea. I've had enough. Just let me get a berth home to England and I'll

never go near the sea again. They can have my money and my clothes. I want to go home."

And Jim got his wish. Which proves the advantage of having only one, and that a simple one.

**For the Boat**

\$10.00 has already been sent in by Mrs. T. J. Radford as a first contribution toward the new boat.

We shall be very glad to raise the \$10,000 for the boat in small amounts, if this is possible, for that will mean that all the people who recognize the imperative need for a new "Sentinel" can have a share in giving it.

**Shipping Department**

Month Ending June 30, 1913

Name of Vessel.	Men Shipped.	Destination.
Christopher	33	Brazil
Afghan Prince	2	Brazil
Orange Prince	22	Brazil
Solace	25	Brazil
Aiden	8	Brazil
Perfection	1	Baton Rouge
Caesar	1	Baton Rouge
Gafsa	3	Hull
S. O. Barge No. 51	2	East
S. O. Barge No. 81	2	East
Barge Caddo	2	East
Packard Co.	3	Local
Bulgarian Prince	14	South Africa
Eocene	5	New Orleans
S. O. Barge No. 88	4	Baton Rouge
S. O. Barge No. 81	7	Baton Rouge
Louisiana	4	Port Arthur
Barge Caddo	1	East
Crispin	2	Brazil
Imperial	4	Lakes
		Light House
Gardenia	2	Tender
Byron	34	Brazil
Portuguese Prince	23	River Plate
Provided with work in port from 341 West St.	40	Various Positions
Total	244	

## Exchanges

### SAFER NAVIGATION IN ALASKA

The War and Navy Departments have made arrangements for operators in charge of the army wireless stations in Alaska to accept as official business messages regarding coast aids to navigation that need attention, from masters of steamships operating in those waters, and ship masters are requested to use this means of communication freely, so that the Lighthouse Service may be promptly informed as to any aids being out of order.—*Marine Journal*.

### TITANIC LIFE BOAT

A barnacle-covered life-boat, floating keel up, believed to have been one of the boats from the "Titanic," was passed by a North German Lloyd steamer very near the spot where the "Titanic" sank. That this boat should have remained in practically the same position for fourteen months is inconceivable unless it was held by something, perhaps a painter attached to oars and sails and caught fast in some submerged rock or some wreck upon a submerged rock. But hydrographers say that this is a place where there are no rocks and nothing but water some miles in depth. How then account for the boat being stuck there? How account for the fact that this is where icebergs seem to stick as they drift southward every spring? The only way to settle the doubt is to sweep the locality with a submerged cable between two steamers. So far, says the *Nautical Gazette*, neither Congress nor the Navy nor even a private yachtsman has been found sufficiently enterprising to attempt the task.

### BOYS EARNING WAY AROUND WORLD

Early in May a company of boys sailed on the Arabic bound around the world.

They represented the picked all-round boys of a dozen American cities, every lad a musician, an athlete and a gentleman. They are planning to earn their own way by band concerts, athletic entertainments and dramatic portrayals of American boy life. They will be gone for a year, traveling by way of England, France, Italy, Australia, China and Japan. The average age of the boys is sixteen years.—*The Survey*.

## Large Gifts

### Soda Fountain, \$1,500

Soft drinks, bar to give thirsty seamen a chance to be sociable without becoming intoxicated. Brass foot-rail as well as stools.

### Baggage Department \$2,000

Two large rooms for seamen's dunnage. Will accommodate nearly 5,000 pieces of luggage at a time.

### Magneta Clocks \$1,250

A Master clock, controlling thirty dials. Self winding. A splendid system and a unique gift.

### Game Tables \$770

Two billiard and one shuffle-board table. To use in Officers' and Apprentice's rooms.

### Staff Sitting Room \$500

Where the Institute staff can meet to discuss seamen affairs.

### Study of Ass't Supt. \$500

Where men can bring their personal problems and be sure of sane, kindly advice.

### Kitchen or "Galley" \$2,500

Equipped with most modern and sanitary methods for preparing food. Gleaming with copper, brass and spotless agate.

### Pianos—Five \$1,750

Upright Pianos for the Hotel Reading Room, the Apprentice Room, Officers' Reading and Games Room, Staff Sitting Room.

One concert piano (Steinway baby grand, preferably) for the Auditorium.

### Laundry \$1,500

To take care of all the linen of the Institute, about 3,000 pieces a day. Fresh air drying.

### Monday, September 15th

This is the day on which the bedrooms of the new Institute are to be opened for the seamen.

At that time the seamen will be returning to town from the Lakes, from summer service on yachts and similar small craft.

On Monday September 15th the first seaman can enter the new building as a lodger. He can get his key from the key board at the Hotel Desk, take the elevator to his room and go to sleep that night secure in the conviction that that he will neither be aroused by a drunken quarrel nor be robbed in the darkness.

Although it will not be possible to open the Dining Rooms and Lunch Counter until after the \$195,000 still needed has been subscribed, it was thought best to put in use the empty rooms which stand ready for the seamen guests.

Notices of the opening of this part of the Institute will be sent all over the world, together with pictures of the new building. When a sailor is leaving an Institute in Hong Kong he will have the address of No. 25 South Street, New York. He will enter this port with

the knowledge that he is to be welcomed, to be treated with consideration. He will know that a clean bed in attractive surroundings awaits him; that his luggage will be cared for, his mail received for him; that he will find amusement; that—and perhaps this will be the best part of what he realizes instinctively—he will be living in a place where people care about him as an individual, where people want him to be happy.

### The Seaman Who is Ill

Very often a ship docks with a man among the crew who must be removed at once to the hospital. The Institute keeps in touch with him and when he is convalescing someone goes to see him. He is made to feel that there is a reason for him to get well, that he will not be utterly friendless when he leaves the hospital.

Then one day he comes over to the Institute. He has a three weeks growth of—well, the other day it was red in color—beard, only one suit of clothes and a strong desire for decks and salt air.

"I'm all right now," he usually says hopefully. "I can do anything."

So, with some misgivings, he is sent along with a crew to be examined by the physician. And he is rather likely to be refused the chance to work.

"I told him I was strong," he complains to the Institute worker. "Course I'm just a little weak right now from lying in the hospital but I'd be all right after a day of two at sea."

However, he is sent over to the "Breakwater" as a convalescent and kept there until he is passed by the examining physician.

This is a problem of seaman work which is complicated by the eagerness of the men to declare themselves well enough to ship when they have not completely recovered. From the quiet routine of a hospital ward to long hours of standing before blazing furnaces or in stifling engine rooms is a change from comparative comfort to absolute torture. Only the strongest constitution can cope with it at all. And the average seaman, improperly nourished on ship board, has not a tremendous fund of vitality beneath his deceptive bronze skin.



### Before The War

If it be true, as we have often contended, that New York is the "Port of Missing Husbands," then surely the Institute must have a reputation as the Lost and Found Department for sailor men. We have hundreds of inquiries, full of intense anxiety and touchingly certain that the Institute can help. Disappointing replies from the Inquiry Department are as infrequent as possible, of course, but to the inquiry which follows there seems but one answer.

"Would it be possible for you to give me any information concerning my brother, Patrick Wingle, alias "Peter Wing? The last I heard from him was in April, just before the Spanish American war, (15 years ago).

"I had a letter from him then from Belfast, Ireland, in which he said:

"It looks as if we were going to have war. If we do, I am going in the navy."

"That was the last I heard from him. He said he'd be in New York in about ten days. He had his mail sent in care of the Institute.

"A few years ago I was told he was

on a ship that met with disaster and all on board were drowned, but not being very definite, I paid no attention to it.

"Please try to help me find where he is. I was told that you would give me an answer to the very best of your ability."

Fifteen years is an almost impossible barrier in work of this sort, particularly since seamen have a nonchalant habit of assuming different names when—Even an almost illegible scrawl, sent to their relatives once a month, would make no such man had ever enlisted.

Seamen, more than any other class, need to cultivate the letter-writing habit. Even almost illegible scrawl, sent to their relatives once a month, would make years of grief and suspense impossible in most cases.

To make a man write home when the sight of ink fills him with dread and the touch of a pen causes him acute distress! That is one of the big things the Institute must accomplish.



In the whelming waves of woe,  
Beaten and tossed about  
By the bitter winds that blow,  
From the desolate shores of doubt.

When the anchors that faith has cast  
Are dragging in the gale,  
I am quietly holding fast  
To the things that cannot fail.

I know that right is right,  
That it is not good to lie,  
That love is better than hate  
And a neighbor than a spy.

Washington Gladden.

**Founders and Benefactors**

Contributing the sum of \$5,000 or more entitles one to be known as a "Founder." The names of the "Founders" will be inscribed upon a large bronze tablet to be placed just inside the main entrance to the new Institute, corner South Street and Coenties Slip.

**List of Founders**

J. Pierpont Morgan.....	\$100,000.00
John D. Rockefeller.....	50,000.00
Henry C. Frick.....	25,000.00
Henry Dexter (Legacy).....	25,000.00
Frederick W. Vanderbilt.....	20,000.00
Mrs. William Douglas Sloane...	15,000.00
William Douglas Sloane.....	15,000.00
Edward S. Harkness.....	15,000.00
Charles W. Harkness.....	15,000.00
Mrs. E. Henry Harriman .....	15,000.00
Lispenard Stewart .....	11,000.00
Andrew Carnegie .....	10,000.00
James Stillman .....	10,000.00
William K. Vanderbilt.....	10,000.00
Alfred G. Vanderbilt.....	10,000.00
Edmund L. Baylies.....	10,000.00
Mrs. Nathalie E. Baylies.....	10,000.00
Mrs. E. Henry Harriman.....	10,000.00
Mrs. H. McK. Twombly.....	10,000.00
Miss Cornelia Prime.....	5,210.00
Harris C. Fahnestock.....	5,100.00
Mrs. Richard T. Auchmuty.....	5,000.00
George F. Baker.....	5,000.00
Frederick G. Bourne.....	5,000.00
Mrs. Edward N. Breitung.....	5,000.00
Robert S. Brewster.....	5,000.00
Cleveland H. Dodge.....	5,000.00
Mrs. William E. Dodge.....	5,000.00
William A. Du Bois .....	5,000.00
D. Willis James.....	5,000.00
James N. Jarvie.....	5,000.00
Mrs. Morris K. Jesup.....	5,000.00
Augustus D. Juilliard .....	5,000.00
Ogden Mills .....	5,000.00
Mrs. Whitelaw Reid.....	5,000.00
Mrs. Frederick F. Thompson...	5,000.00
Jacob H. Schiff.....	5,000.00
Mortimer L. Schiff.....	5,000.00
Robert E. Tod .....	5,000.00
Mrs. Joseph M. White.....	5,000.00

To become a "Benefactor" it is necessary to contribute the sum of \$1,000 or more (but less than \$5,000) to the new building.

The names of the "Benefactors,"

added to the following list, will be inscribed upon another bronze tablet similar to that provided for the "Founders."

**List of Benefactors**

William G. Low.....	\$3,000.00
James May Duane.....	2,500.00
George J. Gould.....	2,500.00
M. Guggenheim's Sons.....	2,500.00
Archer M. Huntington.....	2,500.00
Francis Lynde Stetson.....	2,500.00
Mrs. Samuel Lawrence.....	2,300.00
Allison V. Armour.....	2,000.00
George S. Bowdoin .....	2,000.00
Percy R. Pyne.....	2,000.00
James A. Scrymser.....	2,000.00
Henry A. C. Taylor.....	2,000.00
Mrs. Anna Woerishoffer.....	2,000.00
Funch, Edye & Co.....	2,000.00
Henry Lewis Morris.....	2,000.00
Barber & Co., Inc.....	2,000.00
John E. Berwind.....	1,500.00
Miss Katharine Du Bois.....	1,500.00
Mrs. William Alanson Abbe.....	1,000.00
Walter C. Baylies.....	1,000.00
Edward J. Berwind .....	1,000.00
Matthew C. D. Borden.....	1,000.00
Frederick F. Brewster.....	1,000.00
C. Ledyard Blair.....	1,000.00
Crossman & Sielcken.....	1,000.00
R. Fulton Cutting.....	1,000.00
W. Bayard Cutting.....	1,000.00
James Douglas .....	1,000.00
W. L. Harkness.....	1,000.00
Edward H. Harriman.....	1,000.00
George A. Hearn.....	1,000.00
Augustus Heckscher .....	1,000.00
Francis L. Hine.....	1,000.00
Johnson & Higgins.....	1,000.00
Henry L. Hobart .....	1,000.00
Anson W. Hard .....	1,000.00
Otto H. Kahn.....	1,000.00
George Gordon King.....	1,000.00
Charles Lanier .....	1,000.00
Lazard Freres .....	1,000.00
Sir Thomas Lipton.....	1,000.00
Charles W. McCutcheon.....	1,000.00
John A. McKim.....	1,000.00
Levi P. Morton.....	1,000.00
Wilhelmus Mynderse .....	1,000.00
Mrs. Edwin Parsons.....	1,000.00
William A. Read.....	1,000.00
John J. Riker .....	1,000.00
Henry Seligman .....	1,000.00
Simpson, Spence & Young .....	1,000.00
Isaac Seligman .....	1,000.00
Mortimer M. Singer.....	1,000.00
Mrs. Anson Phelps Stokes.....	1,000.00
Mrs. Russell Sage.....	1,000.00
Ormond G. Smith.....	1,000.00
Samuel Thorne .....	1,000.00
Henry M. Tilford.....	1,000.00
Edward H. Van Ingen.....	1,000.00
Felix M. Warburg.....	1,000.00

DONATIONS RECEIVED DURING THE MONTH OF JUNE 1913.

<b>B</b>	Bernheimer, Mrs. _____	Magazines.
	Bull, Mrs. W. L. _____	Books and magazines.
	Burchard, Miss Anna T. _____	Magazines.
	Bussing, Mrs. John _____	Magazines.
<b>C</b>	Carter, Mrs. Edward _____	Magazines and books.
	Corbett, Mrs. Sidney _____	\$5.00
	<b>Church Periodical Clubs.</b>	
	C. P. C. Ascension Memorial Church, N. Y. _____	Magazines.
	C. P. C. Calvery Church, Brooklyn, N. Y. _____	Pictures and books.
	C. P. C. Christ Church, Poughkeepsie, N. Y. _____	Magazines.
	C. P. C. Christ Church, Bayridge, B'klyn, N. Y. _____	Magazines.
	C. P. C. Church of the Messiah, B'klyn, N. Y. _____	Magazines.
	C. P. C. Grace Church, Middletown, N. Y. _____	Magazines.
	C. P. C. St. Ann's Church, B'klyn, N. Y. _____	Magazines.
	C. P. C. St. Bartholomew's Church, Brooklyn, N. Y. _____	Magazines.
	C. P. C. St. George's Church, Maplewood, N. J. _____	Magazines.
	C. P. C. St. George's Church, B'klyn, N. Y. _____	Magazines.
	C. P. C. St. George's Church, Astoria, L. I. _____	Magazines.
	C. P. C. St. John's Church, B'klyn, N. Y. _____	Magazines.
	C. P. C. St. Lydia's Church, E. Orange, N. J. _____	Magazines.
	C. P. C. St. Michael's Church, N. Y. _____	Magazines.
	C. P. C. St. Philip's Church, B'klyn, N. Y. _____	Magazines.
	St. Mary's Missionary Guild, St. Mary's Church, Brooklyn, N. Y. _____	Magazines.
	Church of the Ascension, "Gleaners," Mt. Vernon, N. Y. _____	Magazines.
	Kent Pl. School, Summit, New Jersey. _____	Books.
	Protestant Aged Women's Home, Pittsburgh, Pa. _____	50 knitted scarfs.
	Through Mrs. J. Franklin Robinson	
	de Peyster, Miss Augusta _____	Magazines.
<b>H</b>	Hardie, Miss Isabelle H. _____	Books.
	Hinshaw, Mr. _____	Books and magazines.
	Hist, Rev. A. M. _____	Magazines.
<b>J</b>	Jarrett, Mrs. R. E. _____	Magazines.
	Kitching, Mrs. George _____	Books and magazines.
	Knote, Miss F. _____	Magazines.
<b>M</b>	Mabertman, Mr. _____	Books.
	Mac Kinnon, Miss _____	Magazines.
	Mount, Mr. R. T. _____	London Times.
	Nazro, Miss Julia _____	Magazines.
<b>P</b>	Palmer, Mrs. H. _____	Magazines.
	Potts, Mr. Thos. _____	Magazines.
<b>R</b>	Roberts, Mrs. _____	Magazines.
<b>S</b>	Satterlee, Mrs. H. L. _____	Magazines.
	Simmons, Mrs. J. F. _____	Magazines.
<b>T</b>	Tappan, Mrs. Charles _____	8 pair wristlets.
<b>V</b>	Wallen, Mrs. _____	Magazines.
<b>W</b>	Weed, Mr. Geo. E. _____	Magazines.
	Young, Mrs. Mason _____	Magazines.

**Anonymous Donations from**

June 7th	1008 State St., Schenectady, N. Y.	Magazines.
June 10th	Adams Express Co.	Magazines.

## REPORT FOR MAY 1913

### DEPARTMENT REPORTS FOR MAY.

The following synopsis of the work done in the various departments during the month of May gives a fair idea of the working of the Institute.

MAY, 1913

#### Savings Department.

May 1st, cash on hand.....	\$19,085.39
Deposits .....	14,355.54
	\$33,440.93
Payments (\$6,588.75 transmitted)....	15,269.87
May 31st, cash balance.....	\$18,171.06

#### Shipping Department.

No. of vessels shipped by Seamen's Church Institute.....	23
No. of men provided with employment in port.....	93
No. of men shipped.....	316
Total (number of men).....	409

#### Reading Rooms.

Total attendance .....	13,894
Letters written and received.....	2,957
Packages reading given.....	371

#### Relief Department.

Assisted .....	60
Sent to Legal Aid Society.....	0
Hospital visits.....	8
Visits to ships in port.....	112

#### Religious and Social Departments.

Number of services.....	7
Attendance total.....	230
Communion services..	2
Weddings .....	1

#### Institute Boat "Sentinel."

Trips made.....	35
Visits to vessels.....	133
Men transported..	175
Pieces baggage transported.....	299

## BUILDING COMMITTEE

EDMUND L. BAYLIES, *Chairman*  
54 Wall Street

HERBERT BARBER

CHARLES W. BOWRING

HENRY L. HOBART

BENJAMIN R. C. LOW

A. T. MAHAN

HENRY LEWIS MORRIS

J. FREDERIC TAMS

JOHN SEELY WARD

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IRENE K. LANE, *Secretary*

## ADVISORY COMMITTEE

ROBERT S. BREWSTER

CLEVELAND H. DODGE

FRANCIS LYNDE STETSON

WM. DOUGLAS SLOANE

**Contributions to the Building Fund should be sent to Mr. EDMUND L. BAYLIES, 54 Wall Street.**