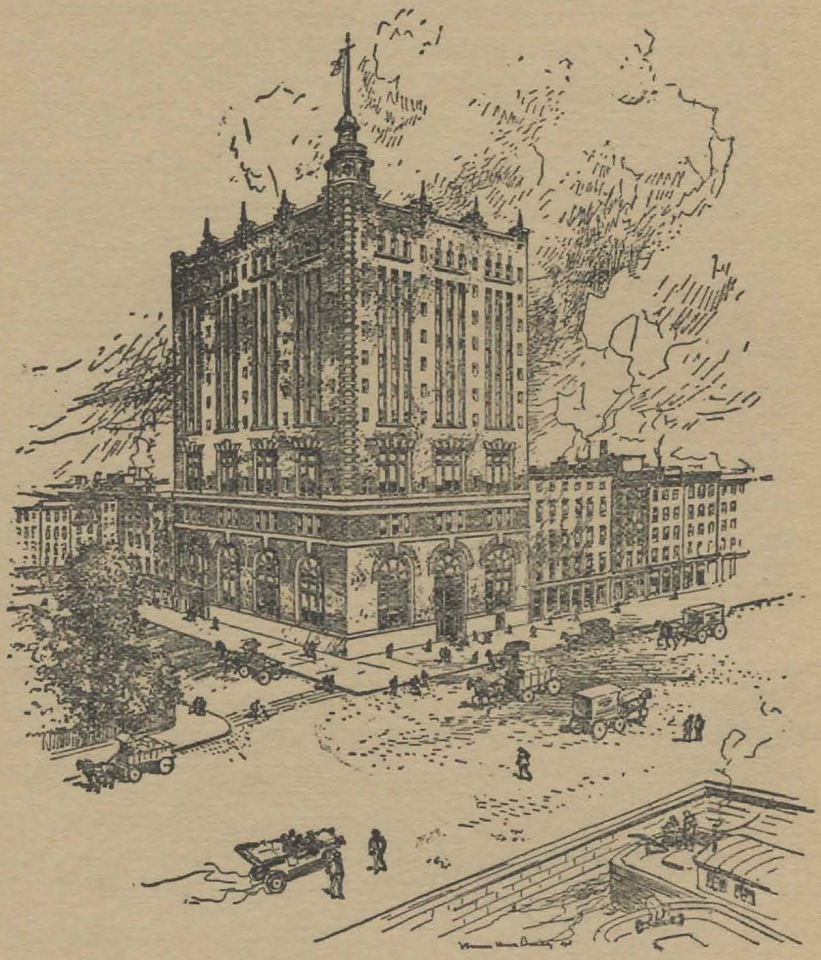
Volume II AUGUST, 1911 Number 4

THE LOOKOUT



Proposed New Building

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

AN APPEAL

WE HAVE begun to build our new home—a twelve-story, fireproof structure that will be a model of its kind for all the world.

We have begun to build, although a portion of the money required has not yet been subscribed. The success of our work demands it. We believe it to be our duty to our subscribers.

To gather up the residue of a large fund like this would be an arduous task were the circumstances less favorable. Subscriptions to this fund have been accompanied almost invariably by a very genuine interest in the success of the undertaking and a pride in its future. A very pleasant and confidential relation seems to exist, and where the supporters of a society have its welfare so genuinely at heart, it is incredible that the work of gathering up the remnant should be unduly difficult.

We appeal, therefore, to the supporters of the Institute to continue their activities and generosities until the entire fund is completed. We appeal to those who have not contributed to join us in making this great work an unprecedented success.

Will you not aid us by bringing this work to the notice of your friends—personal contact is always helpful—in order that we may proceed with the building, assured that the money will be on hand to pay for it when it is finished?

A description of our specific needs will be found in the June issue.

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, One State Street, New York

Vol. II. AUGUST, 1911 No. 4

The Second Step

The "Second Step" in the work for seamen is only chronologically second, not second in importance.

We have dwelt often upon the seaman's need of protection, and if ashore he is not kept from the huge drag net of temptation there will be no need of any future steps at all for his welfare except such as the police and the philanthropic societies may take to repair damages.

Protection, as we understand it at the Institutes, is first for the seamen and retroactively for society, of which it must not be forgotten that he is a constant if kaleidoscopic part. Five hundred thousand men a year passing through the ports of a great city can not fail to make their impress upon it. The corrupted sailor it need not be reiterated may himself become corrupting.

So we follow the time-honored recipe for rabbit pie: "First catch your rabbit."

To review rapidly the seaman's career we must first of all bethink ourselves that it begins early, anywhere from fourteen to eighteen years of age. He may have had an elementary education but he more probably has had none to speak of.

If he has not, what are his chances?

The general education insisted upon by the British Board of Trade is by no means true of other countries to an equal extent. Seamen under the flag of Great Britain can scarcely evade some education and that of a practical nature. Navigation is taught with thoroughness and there is no escape by "pull" from the examinations which are essential to a sub-officer. Recently some knowledge of first-aid to the injured has been compulsory and an officer must be a member of the St. John's Society.

Right here we would like to interpolate that we have instituted classes in First-Aid at the "Breakwater" under the supervision of physicians from the U. S. Navy-yard.

All British tramp ships carry a certain number of what are called "apprentices" to the trade of navigation.

Now this is the cream of a sailor's educational possibilities. No other country can rival the "right little, tight little island" in its advantages to her seagoing sons.

As for ourselves, of course we do not count. American sailors are not many. We do not breed them; we accrue them from foreign ports, and marine schools are not necessary where there is no merchant marine.

The American and Ward Lines of steamships do, however, carry a certain number of cadets who are taught navigation. Actual nautical education is almost negligible, however. The Board of Education's school ship, *The Newport,* affords a common school education combined with navigation to a limited

number—who very seldom go to sea, it must be said.

Captain Patterson's excellent marine school has now been taken over by the West Side Y. M. C. A. and is largely patronized by intelligent young yachtsmen and not very much by the fo'c'sle lads. Add to this a small—very small—school by Capt. Pugsley and you have about all that can be said for marine education, little of it sifting to the common able seaman.

We supply colored stewards from America and we are getting into our ports, through our shipping, Arabs, Turks, Orientals and what not. So the problem comes back like many American problems, not so much to a race question as to a necessity to deal without racial prejudices with a universal problem.

These men are often firemen; but they do not always remain firemen. They come ashore, especially through the winter months, and act as firemen in large boiler rooms. Stewards, encouraged by our banks to save their money, have been known to set up bake shops and restaurants with their funds.

This brings our "Second Step" into its due importance.

Having taken the initial and fundamentally necessary step of protecting these men in a strange port we have next to study their needs. They must be saved to something as well as from something unless we are willing to keep up the social waste which is responsible for so much lost manhood.

As we have frequently stated, the new Institute is designed to accommodate about fifty thousand men a year. Surely no institute intelligently conducted can fail to come to a wise understanding of the needs and possibilities of these men.

From this point of view our work becomes national rather than local; municipal rather than parochial. And it is not beyond the limits of modesty to say that its influence will be world-wide in its scope.

The land which creates no merchant marine of its own but receives the output of all countries must necessarily have a problem in many ways different from and more difficult than that of the countries with an indigenous supply of sailors which it sends forth to the corners of the earth.

To meet concretely this point and show one alone of the possibilities of usefulness, it is only necessary to recall the reader's attention to the recent need for the Institute to become the intermediary between the seamen and the shipowner in order to put an end to the graft and corruption of unscrupulous crimps.

Disinterested outsiders thoroughly conversant with the shipping situation have declared without hesitation that the wholesome competition of the Institutes has been of incalculabe benefit in wiping out the old, bad conditions. The need for a go-between is permanent and the Employment Bureau sits at the very heart of our aggressive work.

It is for this reason that we again call attention to the room in the new building assigned to this department with the earnest hope that some practical philanthropist will wish that room.

Its cost is estimated at $2,000, and any one subscribing that amount will be privileged to attach his or her name to it.

On general principals we can say that in these days of economic disturbance any institution that makes an honest effort to secure employment for a large body of men deserves support and encouragement. The Institute helps be-

tween four and five thousand a year in this direction, entirely without cost to them. What this means is proved by the fact that private employment agencies have become extortionate so frequently that the Government has seen fit to regulate them, going so far in some instances as to stipulate what charges they may make.

It is contrary to law now to receive money from seamen for securing employment for them. This, of course, removes private employment enterprises from the field unless they can extort a recompense from the shipowners sufficient to give them a livelihood. It is needless to say that the Employment Bureau of the Institute is not conducted at a profit; it is simply a part of this institutional work conducted because corrupt conditions have compelled us to take this step for the emancipation of the seamen.

It is a way of escape from the clutches of those who could not have power without abusing it. And as long as human selfishness and greed exist philanthropic institutions will need to act in restraint of such unbridled power.

It is the aim of the Government to give to the seaman a free opportunity to secure employment and through its free employment bureau the Institute is working to uphold the Government and carry out its wishes. Consequently, support given to this phase of the work is a personal indulgence in patriotism.

It must not be lost sight of that even the Government's protective policy only secures free employment to sailors reengaging upon vessels. There is a broader field of employment for the sailor wishing to abide on shore where he is still at the mercy of exploiting agencies, and this is a unique need which the Institute alone can fill.

Mr. Tristram Johnson

A sudden and overwhelming disaster cutting off a young life like that of Mr. Johnson is hard to comprehend.

Mr. Johnson was Solicitor of the Navy Department, and while playing golf on the Chevy Chase links near Washington, D. C., on Monday, July 17th, he was struck by lightning. He was a native of New York and was a son of Mr. J. Augustus Johnson, who is also a valued member of the Seamen's Church Institute.

Mr. Johnson was a very young and rising man, being at the time of his death but thirty years of age. He had already attained a position of eminence in his profession and had become a recognized political force. He was the Republican leader of the Twenty-Fifth District and served as Alderman in the City of New York in 1908 and 1909. He had only recently been appointed Solictor of the Navy Department, but his work had been praised highly in the short time allotted to him.

It is hard to see how such a personality can be spared from its activities. Such men as he are needed in work like that of the political party which he served cleanly, the Department where wholesome effort is demanded and philanthropic interests like the Legal Aid Society and Seamen's Church Institute, where his public loss will be keenly felt.

Privately his loss will fall on many, as he leaves a young wife and two little children besides his devoted father and mother.

THE LOOKOUT extends its sympathy to his sorrowing family.

Sunday morning services have been resumed in the dining room of the Breakwater.

THE LOOKOUT

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Subscription Price - - One Dollar a Year

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

Institutes in Retrospect—1868-1911

In a quaint old book published in 1868 called "Sunshine and Shadow in New York" one finds this:

"Among the most neglected of the population of New York the sailor will be found. Something is done for him, not much, and few avail themselves of the little assistance that is presented." A few chapels called Bethels are along the North and East rivers. There are a few Homes; but the charges of extortion and cruelty are so great that even the moral sailor is driven to the common seaman's boarding house. . . . "Poor Jack's millenium is far in the future."

After a vivid picture of the "Land Shark," who pursued the sailor to the deck of the ship, having robbed him well, the writer of this book states that of the 150,000 sailors belonging to the port of New York scarce one thousand could be found in the Bethels or religious societies for seamen, and then he paints a sad picture of the Water street brothels. "From these stews and dens," he continues," the men are taken upon whose fidelity the lives of thousands depend. They furnish the means by which men roll in wealth, sit in their crimson pews, and live in lordly dwellings. But few think of the sailor to whom the metropolis is indebted for its high place among the nations of the earth or attempt his elevation."

And yet the welfare of the sailors was among the first concerns for social betterment which occupied the minds of early New Yorkers and Bostonians.

In 1770 the Marine Society was begun, with Captain Thomas Randall, the father of Robert Randall, benefactor of the Sailor's Snug Harbor, for one of its founders.

In 1801 Robert Randall left twenty-one acres in the Fifteenth Ward—a tract of land between Broadway and the Bowery and Seventh and Tenth streets; four lots in the Fourth Ward; $7,000 worth of Three and Six Per Cent. stocks; and fifty shares in the Bank of Manhattan to found the Sailor's Snug Harbor. Captain Robert Randall, himself a merchant and shipmaster, left his legacy in trust with the Mayor and Recorder of the City of New York, some other dignitaries, and the senior clergymen of the Episcopal and Presbyterian Churches. There was a delay before a decision was reached as to which could be accounted the "senior" clergymen of these two denominations, and the purchase and building of the sailor's home was deferred some years. The gift, originally generous, has now become princely, having an income of more than $300,000 a year.

In 1754 the municipal authorities of Manhattan, in establishing quarantine measures, demanded a tax on all persons entering the harbor, both seamen and passengers. This was called the Mariners' Fund. A quarantine hospital was built, first on Governor's and then on Bedloe's Island, in which, of course, sick sailors received some care.

Some of the fund was for a time used to aid the "House of Refuge for Juvenile Delinquents."

The manifest injustice to seamen be-

came apparent, and in 1830 the tax was repealed on masters, mates and seamen, and the unexpended funds belonging to them, amounting to some twelve thousand dollars, were put into the hands of trustees for a marine hospital.

The Board of the Hospital consisted of the Mayor and some of the Council, Captain John Wheaton, President of the Marine Society; Captain Alexander Thompson, President of the Nautical Society; Najah Taylor, President Seamen's Savings Bank, and Dr. John Westervelt, Health Officer. Its other Trustees were sea captains in the main with the Collector of the Port and Dr. Peter Townsend as resident physician.

This was the Sailor's Retreat Hospital, whose last president was Hon. Clarkson Crolius, Jr. It was closed in 1882, but the accompanying home for mariners' families is still retained. The receipts from the sale of the hospital property were divided between the Family Asylum, the Marine Society and the Seaman's Orphan Asylum.

The first mariners' magazine was published in 1825.

The Seamen's Friend Society was begun in 1825, and the Port Society seven years earlier, in 1818. A Home for Seamen's Children was founded in 1846 and the Reading Room for Seamen at Houston and West streets, our North River Station, was opened in 1841.

There were several seamen's libraries in the early part of the last century and many chapels.

The City Hotel, between Cedar and Thames streets, on Broadway, was the most famous public house in the Union, and in its parlors in 1825 the Seamen's Friend Society was inaugurated at a meeting of several clergymen of different denominations. Its first president was Honorable Smith Thompson, ex-Secretary of the Navy, and the Rev. Charles P. McIlvaine, afterward Bishop of Ohio, was its first corresponding secretary. This Society sent agents out all over the world, Rev. David Abeel being its first agent to China.

So it would seem that there was no scarcity of efforts for seamen in 1868 when the author of "Sunshine and Shadow" wrote his book. It is only in the past two decades that churches have found a field in social work and so Jack had the gospel handed to him by the churches, some care of his body in hospitals by municipal or private donations of funds and a security that his old age and his orphans and widows would be looked after by the Sailor's Snug Harbor and the Mariners' Family Asylum; but for his daily social needs there was only the Devil, the Crimp and the Land Shark to care.

This is why the Institutes have found a great untilled field and one they need the co-operation of all Christians to work. From these rather narrow beginnings has grown the completely developed aggressive work whose origin has previously been traced on these pages. The wisdom of expanding the Institute's policy to meet the social needs of the seamen is clear enough when one remembers that with its present meagre and altogether inadequate facilities the Institute comes in contact with fifty thousand seamen a year, which is a vastly higher percentage than all the societies taken together when "Sunshine and Shadow" was written. It is too late now to debate the obvious fact that when a philanthropic society touches the practical and pressing needs of those for

whom it is intended there will be no lack of patronage and appreciation of its beneficient activities.

An enterprise for social betterment must fit itself like a garment to cover the social destitution which it finds existing and no such enterprise ignoring actual conditions has a right to a tug at the public purse strings.

Whoever studies the water front with a clear eye and open mind will surely acknowledge that we have endeavored to adapt ourselves to the conditions as they actually exist and to improve them by reconstruction.

For instance, through our Employment Bureau we can say with all due modesty that we are helping to reconstruct the whole employment situation. Through our Savings Bank Department we are affecting the industrial independence of the seamen while relieving the destitution and suffering of their dependents. It is on such broad lines as this that the Institute has developed out of the early missions for seamen—a rather natural process, indeed, as many of our most practical and progressive modern social movements stem from the missionary societies of our consecrated grandfathers and grandmothers.

So it always happens that one's incentive to work for his fellowmen leads him to study their needs, and from an understanding of these needs to develop his work in more and more practical ways. It may be that "Jack's millenium" is not as "far off" as the writer of "Sunshine and Shadow" pictured it to be.

"Law," roared Captain Sproul, "law will tie more knots in a man's business than a whale can tie in a harpoon line. There ain't no justice in it, only pickings and stealings."

The American Merchant Marine

One of the most astounding and puzzling facts of which the student of American industrial and commercial affairs become aware is the absence of a national merchant marine worthy of the name. Taken as a whole, our commercial progress for a century past is unparalleled.

Not the least among our successes is the flourishing export and import trade our efforts have created, and by means of which we have established the name of our nation high in the ranks of the great trading peoples of the world.

Yet, in the face of all this, we must admit that in one most important respect we are put to shame. The paltry merchant marine that we possess is the butt of many an international jest. There are only ten vessels flying the American flag which share in the transfer of our fast foreign cargo; and it might be added that these are neither the fastest nor the best eqipped at the service of our merchants This state of affairs cannot continue to exist. The demands of our nation for a merchant marine of our own are becoming more and more urgent. The time must come, and that in the not far distant future, when the United States will be compelled to carry her own goods in her own ships or suffer such losses as will cripple her trade, destroy her commercial independence and render her navy inefficient in time of war.

There are those who contend that as long as the rates are satisfactory it is more profitable to pay foreign carriers than to build ships and man them here in our own country where iron, steel and labor are so much more expensive than in other countries. For the time being this is true. But it is a short-

sighted policy, for it is an attested fact that the foreign-carrying company can and will discriminate against us whenever a question arises with regard to rates for transportation of goods competing with those of its own nation. When this occurs we must have ships of our own to rely upon or suffer great loss, for our goods can be kept out of the market by prohibitive freight rates until our rivals, whose vessels once carried our goods, fill their holds with the same goods from their own country and set sail. Therefore, unless we in turn are ready to enter the contest with our own ships, we must helplessly watch our marchants driven from their present advantageous and profitable position in foreign business affairs.

The loss will not only be a material one. Hon. Charles Nagel, Secretary of the Department of Commerce and Labor, points out this interesting phase of the subject: "Impressions and sentiments are not to be disregarded. Foreign countries with whom we seek to establish intimate commercial relations will not be convinced of the earnestness of our purpose until our country is prepared to have its consignments come into foreign harbors under our flag, to be delivered from our decks. Such a pledge of our determination to sustain lasting relations would be accepted above all others. This is particularly true of the South American republics—the most natural market for our goods. Yet it is difficult for one to realize that we have any commercial interest whatever in these rich lands, for the sight of an American flag waving from the stern of a vessel is almost a curiosity. The ensigns of England, France and Germany abound. The thought may well cause us to become anxious, but we need not despair so long as American goods line the bottoms of these foreign ships, for these and many more like them might just as well belong to us and carry the cargo as cheaply—if not more cheaply—than the present condition permits. When the Panama Canal opens and the ships begin to ply between our western coast and the eastern coast of South America, and when all our eastern ports are opened to the ports on the western coast of South America, what nation will line its coffers with the profits of the resulting transportation? Under present conditions it may be England, France, Germany or Japan. Why then have we spent precious millions digging in Panama? Is it not, in part at least, that we might retain and increase the six hundred and fifty millions of dollars annual value of exports and imports exchanged between us and our sister republics to the South?

Furthermore, consider the effect of our present policy upon our relationship with our territorial possessions. When they buy or sell with the mother country who carries the goods exchanged? Again the answer is, as a rule, England, France, Germany or Japan. What the Hon. John Barrett, Director of the Pan-American Union says regarding steamship connections between North and South America is more true applied to the relations existing between the United States and her possessions. He states: "There stands out a fact which is pre-eminently true. First-class steamship facilities for the exchange of trade products and the carrying of passengers and mails are just as necessary between countries separated by the high seas as first-class railroad facilities for similar purposes between countries and states separated only by boundary lines. The better the railroad facilities the greater

the trade exchange, the more travel and the more frequent the mails. Correspondingly, the better the steamship facilities the greater becomes the commerce and the more frequent the communication between countries and peoples widely apart." The reverse is just as true, and we stand to lose our grip, commercial and patriotic, upon our oversea possessions unless we furnish them with favorable and distinctly national facilities for business transactions with the home country direct.

When we consider the effect of our meagre merchant marine upon the strength of our army and navy we are struck with the seriousness of the condition. We have but four ocean liners which could be converted into auxiliaries. We ought to have 171. We are so poor in colliers that when the fleet sailed around the world forty-nine foreign ships were called upon to carry our coal. There are statistics in abundance to show how helpless we are to transport our army or dispatch our navy to any distant point without foreign assistance.

Even if we could purchase the necessary ships at a great and unnecessary expense, who would man them? Where are the trained American seamen to come from to whom we should be able to turn at a moment's notice? There are almost none, is the deplorable answer, for we have no ships to train them on.

Now if we will not hear the call of danger to our commercial interests, if we ignore the preservation of our close contact with our possessions, if we are willing to confess that our army and navy are impotent beyond our own shores, then indeed the people of the United States have lost their self-respect and are no longer worthy of their noble traditions. Is it because we have no longer any national pride that we suffer our merchant marine, once the boast of our people, to become the laughing stock of traders the world over?

Certainly not. We are still a proud nation, and more than ever determined that our commerce shall flourish, our lands over the seas be fully developed and our national defence be kept increasingly worthy of respect. We would be true to our traditions. One of the grandest of them is our supremacy at one time on the great deep. The revival of our merchant marine is therefore inevitable.

When that revival comes it means that New York will be belted with a line of docks filled with American ships waiting for American seamen. They will surely come to meet the demand. Where will they live? Who will care for their money? Through whom will they secure employment? The Seamen's Church Institute is the answer we intend to make when the time comes. If we do not—then we must see the seamen fall once more into the hands of the boarding-house master, the shipping master, the crimp and the bartender.

We must be ready. The new building must open its door to the men of the new merchant marine.

During these Midsummer months when so many of those who are interested in the work of this Society are away, we find that it becomes difficult at times to secure all the magazines that we need to keep our reading rooms replenished and our ships supplied.

Reading material is *essential* to the attractiveness of our public rooms, and therefore we must keep an ample supply on hand. Send barrels, boxes or packages to No. 1 State street, New York City.

REPORT FOR JUNE

Report for June

DEPARTMENT REPORTS FOR JUNE.

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

JUNE, 1911.

Savings Department.

June 1, cash on hand	$13,243.33
Deposits	6,618.12
	$19,861.45
Payments ($2,221.08 transmitted)	7,070.52
July 1, balance	$12,790.93

Shipping Department.

Number of vessels shipped entire by the Institute	24
Number of men provided with employment in port	78
Number of men shipped	245
Total	323

Reading Room.

Total attendance	10,356
Letters written and received	2,909
Packages reading given	697
Number pieces baggage checked	772

Relief Department.

Assisted	97
Sent to Legal Aid Society	16
Visits to hospitals	7
Visits to ships in port	106

Religious and Social Departments.

Number of services	9
Attendance total	291
Communion services	2
Funerals	1

Institute Boat "Sentinel."

Trips made	36
Visits to vessels	54
Men transported	142
Pieces baggage transported	238