

VOL. XXVII NO. 10

OCTOBER, 1936

The LOOKOUT



SEAMEN'S CHURCH INSTITUTE OF NEW YORK

THIS MONTH'S COVER is entitled SETTING HEADSAILS. The picture was taken by Morris Rosenfeld on board the "MIGRANT", owned by Mr. Carl Tucker, and is used here by special permission of the owner.

The
LOOKOUT

VOL. XXVII, OCTOBER, 1936
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by the
SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
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SEAMEN'S CHURCH INSTITUTE
OF NEW YORK
25 South Street

LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we submit nevertheless the following as a clause that may be used:

I give and bequeath to "Seamen's Church Institute Of New York," incorporated under the laws of the State of New York, located at 25 South Street, New York City, the sum of.....
.....Dollars.

Note that the words "Of New York" are a part of our title.

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No. 10

The Ways and Means Committee takes pleasure in announcing that plans have been completed for the Institute's

TWELFTH ANNUAL THEATRE BENEFIT

to be held on

MONDAY EVENING, NOVEMBER 9th at 8:15 o'clock

At the Martin Beck Theatre

45th Street, West of Eighth Avenue

We have reserved the entire theatre for the

D'OYLY CARTE OPERA COMPANY'S final presentation of

Gilbert and Sullivan's "THE GONDOLIERS"

with the complete cast from the Savoy Theatre, London

Orchestra Seats are \$12.50 (first five rows)
\$10.00 (6th - 12th rows)
\$ 7.50 (13th & 14th rows)
\$ 5.00 (15th - 18th rows)

Mezzanine Seats are \$ 7.50 (first row)
\$ 5.00 (2nd & 3rd rows)
\$ 3.30 (4th & 5th rows)



Martyn Green and Evelyn Gardiner as the "Duke and Duchess of Plazo Toro"

We consider ourselves fortunate in being able to secure this performance. If you have attended any of the other operas presented by the D'Oyly Carte Company, you will know how popular they are, and how they have received a shower of superlatives from all of the dramatic critics.

"The Gondoliers" is a lively show. It bubbles over with laughter and melody.

Tickets will be assigned as reservations are received. Please make checks payable to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK and mail to the Benefit Committee, 25 South Street, New York. We are counting on your usual generous support.

Our Superintendent has an Anniversary



Mr. Kelley at Shipline

THE insistent LOOKOUT Editor calls for a word about the completion of my second year as Superintendent of the Institute. I like to think of it as the commencement of my third year, September 28th, and thus constructively to envisage the Institute's future and increasing ministrations to merchant seamen.

Looking backward, this past twelve-month has been a bridge between our intensive collaboration with the Government in the relief of some 1200 unemployed seamen and our normal service to active, employable seamen. Having crossed this bridge—my family smiles at my enthusiasm for bridges as engineering achievements—I pause and study it. First I think of my morning and evening salute to the Institute from the ferry, for now I “ship” back and forth from Staten Island, as did Dr. Mansfield for twenty-seven years. Whereas my brethren in parish work see their crosses on steeples, our forty-foot

cross, flood-lighted at night, surmounts our thirteen story structure. Near it shines the green Titanic light. These are my beacons as they are those of seamen, and they raise a note of inspiration for the day's work begun or then partly finished; the cross for sacrifice, the green light for home-like welcoming to seamen in the Master's name. Our other cross, like those of parish churches, shines on our Chapel altar, its reedos a lovely lighted seascape, and before it rise our daily prayers to help permeate the Institute with spiritual power.

On this year-bridge I see also my devoted co-workers, about 190 of them, doing all sorts of tasks from maintaining and keeping clean the building to highly specialized duties of helping lonesome and troubled seamen, visiting the sick, providing recreation, and raising the funds needed for our varied activities. This staff is substantially that inherited from Dr. Mansfield, except as reduced in accordance with lowered lodgings and other changed conditions. On this bridge I see also our sterling Board of Managers, generous in gifts of time, ability, and money. Then even the bridge itself would not have been possible without the devoted prayers and gifts of our thousands of other friends. Even the smaller population of seamen crowds the bridge, men whom we served and who have responded. Our Employment Bureau doubled in jobs supplied seamen over the preceding twelve months. More money was deposited by and transmitted for seamen. Services increased and methods and equipment were improved in the Religious and Social Service Department, the Hotel and Commissary. The Chapel grew as the center for inspiration. *Laus Deo!*

Looking forward, I feel that the Institute, representing the public-spirited citizens who so loyally support it, now has a unique opportunity to help improve the standards and personnel of our merchant marine by providing increased facilities for studying seamanship and navigation at our Merchant Marine School, by developing adult education courses in English, Literature, History, arts and crafts, and in many other ways offering useful activities for seamen when they are ashore between voyages.

Virtually all American seamen today have some public school education, many in high school, and not a few even have had college courses. Here is the basis for further and more technical training. Also, the sea need no longer be the catch-all for ne'er-do-wells and casuals. The men of our merchant ships will compare favorably with those of most trades ashore.

Although under the exigencies of the Federal relief program it was necessary to classify seamen as “transients,” the term is a misnomer if synonymous with casual “bums” and loafers. The seaman is “transient” merely because the chief tool of his trade, a ship, moves, differing from a train only because it floats freely, instead of being confined to rails. Whoever

would call a railroad conductor or a locomotive engineer a “transient”? or for that matter, a navy blue-jacket a transient? The job moves, so does the man. As the navy, through careful selection and technical training has provided able and loyal personnel for our men-of-war, so should we win for our ships-of-peace the best and worthiest of crews and respect them as craftsmen fit and ready to cooperate with their employers and with their patrons, the public.

Recent Congressional legislation should help greatly in this, and especially the new national Marine Commission just appointed.

Many citizens and organizations, sincere in their eagerness to improve our merchant marine, and especially to properly help seamen, are coming to us as a center of experience, knowledge and advice, and we continue to be truly a clearing-house in maritime matters ashore.

The Institute has always recognized its responsibility to seamen as persons, and I am simply piloting it on its regular chartered course of nearly a century, an adventure in Christian neighboring on this danger-beset waterfront. Again I ask the “Lookout Family” to keep us in your thoughts and prayers.

Harold H. Kelley

Names of Ships

By Tom Gullette*

SHIP names are funny. Or rather, the method of naming ships. There seems to be no set rule for choosing a name, each company having its own policy—most of them having a touch of patriotism or a direct advertising appeal—and the result is a great deal of

duplication and some exceedingly trite names.

... Across the river, there is the Manhattan, the 24,000 ton flagship of the United States Lines. And there are five ships named New

*Reprinted from “A Line On Liners”, Brooklyn Daily Eagle.

York, with their home ports listed as Hamburg; Wilmington; Portland, Oregon; Portland, Maine, and Portsmouth, N. H. Then there is the New York City from Bristol and the New York News from Montreal and the New York Society, which, of course, is a tanker. And, finally, there is the City of New York of the American-South African Line.

Other cities of the world are well represented on the seas. There are 180 vessels listed in Lloyd's that are named the city of something or other. Ships named after a princess, prince, duchess, president, viscount, count, earl, or empress take up four pages in the register. . . And there are no less than 99 ships using the word British as a prefix, ranging all the way from British Commodore to British Corporal and from British Viscount to British Yeoman. The Quaker City, naturally, is from Philadelphia, but the Bronxville is from Oslo. The New Haven is from Dieppe, France. And there is a ship named the Sonora, but we doubt if it is named after the small sun-baked town on the plains of West Texas.

Longest name we have encountered is the good ship Prestolonaslednik Pedar from Susak, Yugoslavia. When the Queen Mary came into port for the first time the radio announcers used the words Queen Mary countless thousands of times. We wonder how often they would have used the name of the ship had it been the Prestolonaslednik Pedar. In contrast to that name, the shortest one we know about is the Ek from Oslo.

But, all in all, it seems to us that when they can name ships such things as Fido, and Felix, and the Pilot Whale, the Borough of Brooklyn or some variation of Brooklyn

would be far more appropriate.

Editor's Note: We are inclined to agree with Mr. Gullette that there are many ships with trite or even ridiculous names. Once we saw a gorgeous white yacht with the odious name "BUZZARD" on her bow, and not far off, swinging at anchor in New York harbor was a garbage scow named "THE SNOB." Captain Felix Riesenbergh has often lamented the fact that romantic, picturesque names like "Glory of the Seas", "Flying Cloud", "Sovereign of the Seas", and such, are no longer used.

Many ships, not satisfied with the names with which they have been christened, have changed them. The Seeadler, famous full-rigged ship commanded by Felix Count Luckner during the World War was originally christened the Pass of Balmalia. The frigate Bounty (on which the Mutiny occurred) started life under the name of Bethia. Cunard Line's Berengaria (named for the wife of Richard the Lion-Hearted) began her career as the Emperor. The Leviathan was once called the Vaterland under German ownership, and the Majestic was once the Bismark. The cruise liner Columbia (which recently was broken up in Glasgow shipyards) was once the Belgenland and before that, the Belgic.

With all the lovely names in Greek mythology to choose from, we cannot understand the reason for listing forty-three vessels of Greek or Turkish register all with the same name: Evangelistria. Where is their owners' imagination? The proposed new sister ship to the QUEEN MARY, now known only as a number, will probably be named KING GEORGE V.

Parrot Patter

By Jack Stinnett*

ALTHOUGH our only knowledge of what the waterfront was in other days is gleaned from fiction and sessions with ancient shellbacks, we are beginning to agree with old Cap'n Bill Brennan: "The waterfront ain't what it used to be."

It was our youthful conviction, established somewhere between "Robinson Crusoe" and "Treasure Island," that every true toiler of the sea rolled along on the foam or ashore with a parrot perched on his starboard shoulder.

But there is nothing to it. Seamen, nowadays, are as pet crazy as ever. And down South Street way, where waters of the bay slap the piers, they'll tell you it's a doomed ship that up-anchors without a mascot. But by far the favorite of all those who fit their gait to the roll of the sea is a cat.

Numerous inquiries at the grog shops and inns along the waterfront did result in our meeting John Maddox, who "used to have a parrot" but doesn't any more. It was big John Maddox, however, who confided he knew where there was a parrot. And along with him we went to the Seamen's Church Institute* for a look at "Popeye" . . . who is far from a pleasant bird and has never been to sea.

Only eight months old he is . . . and the gift of a woman who preferred to remain an anonymous donor. But he is learning fast and already manages a prolonged gabble which Maddox assured us is early parrotese for "Blow, blow, blow the man down."

Even Maddox, however, who "used to own a parrot" has trans-

*Of New York.



Steward Jimmy Cruickshank and his parrot "Laura"

ferred his affection . . . as was proved when "Topmast Tommy," a stoke-hole feline which would be just a plain alley-cat anywhere but on the waterfront, put in his appearance. . .

*Reprinted from The Associated Press.

Editor's Note: "Topmast Tommy" is the Institute's Cat of the Moment.

Our animal department is functioning once more. An African parrot has been found in response to a request for one from a Staten Island lady who wanted one that was "nicely spoken." We are now advertising that a seaman has a monkey that he wishes to sell. People who have a fondness for strange pets often ask the Institute to post notices on its bulletin board so that

(continued on page 9)



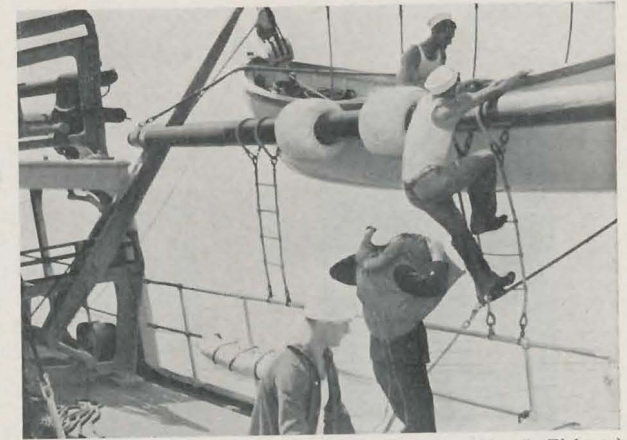
"General Bottra", in Capetown, South Africa

LIFEBOAT DRILL
Aboard a Training Ship



(Photo Jeannette Griffith)

GOING AHOIST
Aboard the Frigate "Constitution"



(Photo by John J. Floherty)
Reprinted from "Guardsmen of the Coast".

LIFEBOAT DRILL
Aboard a U. S. Coast Guard Vessel

IN former times, the only requirement asked of a man applying for the job of a sailor was that he be "orderly, faithful, honest and sober." In 1936, a man must have these characteristics as a matter of course. But he must have much more—requirements which his sailing ship ancestors would never have dreamed of.

His technical training and his years of actual sea experience are important qualifications, not only in becoming a ship's officer but even in obtaining an A.B. certificate, entitling him to pursue his career as an "Able Bodied Seaman".

No longer can any "greenhorn" expect to hold such a certificate. Each year the requirements are stricter and the examinations stiffer. Each major ship disaster has stirred the U. S. Steamboat Inspection Service to demand more and more training and experience of merchant seamen.

Today, an O.S. (ordinary seaman) desirous of improving his sea rating, to qualify for an A.B. certificate must show ship discharges covering one year's actual sea experience and must then undergo an examination in practical seamanship. After the *Vestris* disaster, the Steamship Companies required also a test in lifeboat handling (instruction for which is given at the Institute's Merchant Marine School) and since the *Morro Castle*, the Companies require every member of the crew to pass this lifeboat test.

The Institute is proud of the fact that its Merchant Marine School has played such an important part in helping to qualify seamen for higher ratings, thus improving the personnel of ships and assuring greater safety of life at sea. The credit for this goes to Captain Robert Huntington, Principal of our School.

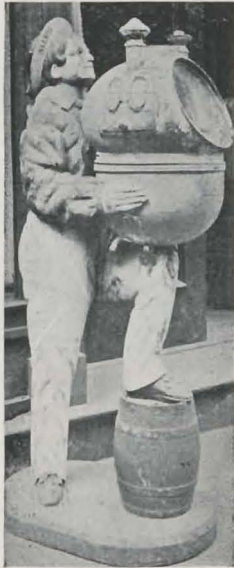
THE new Shipping Act requires continuous discharge books which will help to improve the standards of the American merchant marine. Every seaman will find it increasingly difficult to get jobs unless he has the proper qualifications. The Institute wants to encourage these men to study and help them get work when they are qualified. In order to do this, the facilities of our Merchant Marine School must be enlarged to meet the increased demand for instruction.

We need additional instructors; more equipment; we desire to give instruction in fire-fighting, so that fires on shipboard may be extinguished more efficiently. All lectures for unlicensed men are entirely FREE. The only income the School earns is from candidates for officers' licenses. Daily lectures are given in lifeboat handling and rowing, seamanship, navigation, first aid, wire-splicing, signalling, safety engineering, etc., ALL DESIGNED TO PROMOTE SAFETY OF LIFE AT SEA AND TO PROTECT PASSENGERS AND CARGO.

It is the unlicensed personnel who have to operate the various apparatus and equipment on ships and to carry out the orders of the officers. Here is an opportunity for Institute friends to help—in an immediate and practical way—to provide proper training for seafarers. With such knowledge, they can become self-supporting with better chances for steady work aboard ships. We need \$3,000. to develop this program adequately. Every contribution, large or small, will directly benefit these seamen.

Kindly send donations to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK and designate them "Merchant Marine School".

The Negus Sailor Boy



Binnacle
Ship N. B. Palmer

THE Negus Sailor Boy—familiar figure in the window of the firm of T. S. and J. D. Negus, makers of nautical instruments, at 69 Pearl Street—has just celebrated his 85th birthday. This wooden mariner, holding a ship's binnacle in his hands, was carved in 1851 and mounted on the tea clipper, N. B. PALMER. She was as trim a ship as ever came out of the yard of Jacob Westervelt, her builder. She was owned by the Low Brothers (the family of Seth Low, famous mayor of New York City). Her commander, Captain Charles Porter Low, the younger brother of the owners, used to bring a million dollars worth of tea to this Port from Canton, China. He and his beautiful wife lived aboard the vessel and entertained lavishly the elite of New York, and, in foreign ports, royalty.

The sailor boy was built by Tom Negus, great-grandfather of the present J. D., but after using him as a compass on the N. B. PALMER for two years, Captain Low brought the figure back to Negus and said: "Tom, I'll swap this for an ordinary binnacle. That sailor boy's a hoodoo. My sailors claim that his eyes move and they can't watch the compass properly." Negus agreed to the swap. Just recently, the present generation of Negus's turned down a \$10,000. offer for the wooden sailor boy from an antique collector.

The figure used to stand on the sidewalk at the Negus's old shop at 140 Water Street, and before that at 100 Wall Street. When it was moved inside, it caused a great commotion on the waterfront. Sea captains with a poor memory for addresses complained that they couldn't find the Negus shop without the sailor boy.

Another famous compass made by the House of Negus is that embedded on the floor of the main lobby of the Institute. When it was set in the floor on February 20, 1928, Mr. J. C. Negus gave his personal attention to adjusting it—a most intricate procedure. Bearings were taken from the sun—a perverse sun that kept going behind the clouds. Mr. Negus suggested that hundreds of years hence archaeologists in their digging may unearth the Institute's building and some astronomer, by sighting the sun and comparing the Magnetic North of this compass, may determine the exact date on which it was set! This remarkable procedure would be possible because of the fact that the Magnetic North changes constantly and will never again be in just the same place.

"Jonah"

Seaman George Gardner Elvin dedicates the following verses to a parrot called "Jonah".

Although I am a parrot, I'm a deep
blue water Jack
And I have been round the Horn to
San Francisco and back.
My boss he calls me "Jonah," why,
it is not plain
Because I have never used a whale as
a subway train.
We've rambled round a lot, he and I
together
Shipmates in both foul and fair
weather.
We almost parted once when he
couldn't get a ship
And his landlady hung on to me, and his
"grip."
But I saved the situation when I said
a naughty word
She said to him "Get out of here with
that heathen bird."
Then Bill had some luck, he chanced
to meet a mate
And that night we sailed, for the
River Plate.
The crew was a decent one, the cook
was a "darky."
And with his corn-cob pipe, rejoiced
in the name of "Sparky."
Bill was full of mischief, and he put
me wise
How we could get one of the cook's
pies.
He put me in the ventilator of the
galley coop
And I whispered ghostly "Of your
bones I will make soup."
"Sparky" he went flying out with a
wide, startled eye
While Bill slipped in the weather side
and "borrowed" a pie
"Sparky" returned to the galley, it was
Saturday night.
And trembling he told us that even
the beans turned white.
Then I noticed one day, as he appeared
on the deck,
That a rabbit's foot was suspended on
a string round his neck.
We again played the trick and he never
found out
And on the extra rations I began to
get quite stout.
Until one day the ship rolled in the
roughest weather

So that I fell upon the stove, and
almost lost a feather.
I avoided the galley, and the voyage
was soon o'er
And when Bill and I met "Sparky"
on shore
He gave one look at me, and said
"As for you—
If ever I meet you again you'll end
up as stew."

(continued from page 5)

some sailor, outward bound for far East ports, may keep these requests in mind and earn a neat penny on return. The last such attempt, however, proved disastrous; a sailor named Whitey tried to bring home a rattlesnake but the ship's galley ran out of the supply of raw meat so the snake pined away and finally succumbed on the homeward voyage. Sailors often check their personal pets — kittens, marmosets, canaries, white mice,—in the Institute's baggage department while they are ashore seeing the sights of Broadway. Recently, a seaman said: "Can you help my little friend? He jumped out of a window and injured his leg." The "little friend" turned out to be a Scotch terrier. The Institute sent him to a dog's hospital.

We were told by a ship's captain that the reason why cats are so much more popular on shipboard than dogs, among the crews, is that dogs cannot stand or walk comfortably on iron decks. In the old days, when ships had wooden decks, the percentage of dogs and cats on board was about even. But today, there is a preponderance of cats. Parrots, too, used to be in high favor among seafarers, but the U. S. Public Health officials are so strict about admitting parrots into the Port of New York (because of the danger of psittacosis (parrot fever) that of late they have lost their popularity.

In Thankfulness for Good Seamanship

ONLY rapid rescue work, splendid discipline and good seamanship averted a major marine disaster on the night of September 9th when the 4,989-ton vessel "New York" of the Eastern Steamship Lines rammed and sank the excursion boat "Romance" during a thick fog at the entrance to Boston's outer harbor.

In the collision the sharp steel bow of the "New York" cut well into the side of the excursion steamer, but her skilled master used this situation by ordering full speed ahead to keep the two vessels united, plugging thus the gash in the smaller vessel's side, and facilitating also the rescue of the excursionists and crew. Members of the "Romance's" crew soon allayed the fears of the women and children and distributed life preservers. Hysterical passengers were prevented from jumping over the side and the officers succeeded in calming them and persuading them to descend the ladders which led to safety on the "New York". All of the 212 on board

were saved. Twelve of the crew of the "Romance" were injured but none seriously. Our chaplain, the Rev. David McDonald, was well acquainted with several members of the crews of both the "New York" and the "Romance", as they frequently visit at the Institute when in New York.

One of our contributors sent in a check in addition to her regular subscription and this note: "I send an extra five dollars in thankfulness for my safe return for about thirty-five days under the care of seamen in a trip to South America and back. I hope others will send in 'extras' when they return from sea voyages."

It is the good seamanship of officers and crews which keeps the number of marine disasters relatively small in comparison with the thousands of ships that sail the high seas, and we hope that some of our LOOKOUT readers will want to send extra gifts "in thankfulness" for good seamanship and safe arrival.

Ships on Postage Stamps

WHILE it is general knowledge that most of the maritime nations of the world have issued at some time or another postage stamps picturing a ship, perhaps it is not so well known that the United States heads the list of nations with the greatest number of ship designs on stamps. Portugal is a runner-up for this title. Curiously enough, Great Britain, prime maritime nation, has never issued a design

showing a ship. The only design that British stamps show of any maritime connection are the dolphins under the head of King George V, and two anchor watermarks in issues between the years 1853 and 1883.

In a collection of United States stamps which was shown to us by an able-bodied seaman who has made stamp collecting his life's hobby, we saw recorded on stamps



Letters From Home—Wherever Home May Be*

Hendrik Hudson's vessel and Robert Fulton's "Clermont." This was issued at the time of the Hudson-Fulton celebration in 1909. We also saw a stamp of 1892 which depicted the caravels of Columbus, one of a series of stamps issued during the Columbian Exposition at Chicago to commemorate the discovery of America. The famous "Mayflower" that carried the Pilgrim Fathers in 1620 is illustrated on a stamp, issued in 1920 for the Tercentenary.

A collection of these ship stamps provides a painless way of learning a great deal about history. For instance, if you should acquire one of the "Golden Gate" stamps issued by the U. S. between 1922 and 1927, you would see a reproduction of a clipper ship entering the Golden Gate in the California gold-rush days, and then you would want to own a Panama Canal stamp commemorating the opening of this famous water passage from the Atlantic to the Pacific in 1914. Even the Parcel Post is memorialized in a stamp showing a steamship and mail tender, and a Norse-American stamp, issued in 1925 shows a Viking ship.

**Editor's Note:* Many a sailor is a stamp collector. We wish that we could reproduce here some of the interesting stamps which seafarers have picked up in the course of their wanderings, but a ruling of the U. S. District Attorney's office forbids the reproduction of any American stamps.

The earliest sea-going vessel was a tree trunk hollowed out into the shape of a canoe, similar to the native canoe shown in a fifty-cent stamp issued by Liberia in 1921. A terra-cotta model of this canoe was found by archaeologists while excavating in Egypt. It is known to have been used about 5000 B.C.

By comparing the Mayflower and Columbus stamps we learned to our surprise that the design and rig were scarcely altered. The Mayflower has the same spritsail, the same square-rigged foremast and mainmast, and the same lateen mizen as Columbus had in 1492. The only difference is in the setting of a topsail above the foresail. It was not until a long time afterwards that improvements in rig were made by the use of lines staying the foremast so as to carry a jib-sail between the top of the foremast and the jibboom, and the first stamp to illustrate this change shows a Bahamas stamp, (1929).

By studying the ship stamps issued by other countries: Greece, Italy, China, Turkey, Roumania, Liberia, New Caledonia, Egypt, etc. one may trace a complete pictorial history of the development of ships from the earliest times.

Book Reviews



Courtesy, The Ocean Ferry, United States Lines

Chief Engineer J. J. Ganly of the Manhattan went dog-shopping in Hamburg recently, fell for a pure white wire hair fox terrier pup and bought it. He named it Mischief, and before the homeward voyage was ended he'd been a good prophet, for young Mischief began carrying his shirts out of his cabin onto the deck and ended by chewing up winches, anchor chains and stanchions. In spite of this the Chief was looking pretty pleased with his dog when they were photographed on their arrival at New York.

THE ENCHANTED VOYAGE

By Robert Nathan

Alfred A. Knopf Price \$2.00

Here, as in his memorable success, "One More Spring", Mr. Nathan writes in that enchanting blend of fantasy and irony that makes his books so fascinating. The story tells of a sea-struck carpenter who builds a sailboat in his back yard. Mounted on wagon-wheels, it sails down through the Bronx one rainy evening and rescues a lonely young girl, and later, as the curious sailboat proceeds South, a young man who had capsized in New Jersey. "Captain" Hector Pecket is a strange and lovable little man whose philosophy is that "a good sailor never meddles with other people's lives. He can leave them be as God made them, because all he asks for himself is leeway and headway." This is a delightful story, curiously mixed with salty sea terminology and landlubber expressions.

M. D. C.

ODYSSEY OF THE ISLANDS

By Carl N. Taylor

Published by Scribner's Price \$3.00

This is an important travel-adventure book, because it is principally concerned with those parts of the Philippines and their phases of savage life that have hitherto not appeared in travel books. It was written by a young faculty member of the University of the Philippines, who spent more than a year in his Odyssey and writes of it with enthusiasm and modesty, backing his descriptions with many amazing camera pictures. The most diverse types of people were visited, beginning with the boat villages of the sea gypsies, once master boat builders, but now a perplexed, pagan group. Most colorful of all, is the description of Mountain province, where dwell the virile Igorotes, who during the last 4,000 years have gradually girdled the mountains with 14,000 miles of stone walls and terraced these jagged ranges into a tremendous breath-taking rice granary. Mr. Taylor showed great courage in his next trip, among the cowardly, elusive pygmies of Zambales, where visitors are often greeted with long barbed arrows shot neatly through the neck. Back to Manila in time to see the gripping ceremonies of the Brotherhood of Flagellantes and on to Luzon's last frontier in an unsuccessful first search for gold, ends this absorbingly interesting journey.

I. M. A.

THE MASTER OF THE MAYFLOWER

By Henry Justin Smith

Published by Willett, Clark & Co. Price \$2.00

In his last and best book—completed shortly before his death—Mr. Smith has told for the first time the real story of the voyage of the Mayflower and the heroic captain, Christopher Jones, who navigated her. For over 300 years his name was unknown; in fact, the famous vessel was thought to have been piloted by a notorious pirate, Thomas Jones. This injustice to Captain Jones has now been revealed by Mr. Smith with aid of scholars here and in England. The book is revolutionary in its reversal of popular judgments and it is also a thrilling tale of the sea and of the hazards endured by the Pilgrims. The author has gathered together the threads neglected by historians, and has woven a new, vivid and exciting picture of that historic voyage.

M. D. C.



(Photo by Jeannette Griffith)

A "Bear's Eye" View of Downtown Skyscrapers from the S. C. I. Roof

AN
EIGHT MONTHS' RECORD
of
SERVICE
to
MERCHANT SEAMEN
by the
SEAMEN'S CHURCH
INSTITUTE
OF NEW YORK
From
January 1st to September 1st,
1936

136,366	Lodgings (including relief beds).
82,428	Pieces of Baggage handled.
441,737	Sales at Soda Luncheonette and Restaurant.
143,581	Sales at News Stand.
13,260	Patronized Barber, Tailor and Laundry.
7,514	Attended 345 Religious Services at Institute and U. S. Marine Hospitals.
1,993	Cadets and Seamen attended 298 Lectures in Merchant Marine School; 55 new students enrolled.
57,384	Social Service Interviews.
10,043	Relief Loans.
4,927	Individual Seamen received Relief.
38,994	Books and magazines distributed.
2,419	Pieces of clothing, and 1,501 Knitted Articles distributed.
1,356	Treated in Dental, Eye, Ear-Nose-Throat & Medical Clinics.
64,700	Attended 94 entertainments, moving pictures, athletic activities, concerts and lectures.
222	Referred to Hospitals and Clinics.
3,084	Apprentices and Cadets entertained in Apprentices' Room.
186	Missing Seamen found.
2,414	Positions secured for Seamen.
\$227,054.	Deposited for 2,853 Seamen in Banks; \$28,855. transmitted to families.
11,989	Used Joseph Conrad Memorial Library.
7,524	Telephone Contacts with Seamen.

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