

994.7

302101

THE HISTORY
of the
Catholic Sailors' Club
of **Montreal**

By **WILLIAM HENRY ATHERTON**



BIBLIOTHÈQUE
SAINT-SULPICE

HISTORICAL SOUVENIR
1893 - 1924

**With the Official Reports of the Thirty-second
Navigation Season for the year 1924**

To the Bibliothéque St. Sulpice

~~So 21st~~

unrecognised

W. H. H. H. H. H.

REVOLUTIONARY
LIBRARY

✓
1
A7
S

B. Q. R.
NO 2470



THE CATHOLIC SAILORS' CLUB OF MONTREAL

On an historic site, corner of St. Peter and Common Streets. Cars pass the door. Concert Hall Entrance at left. General Entrance 51 and 53 Common Street. Just farther East is Place Royale. (See text.)



THE HISTORY OF THE CATHOLIC SAILORS' CLUB OF MONTREAL

BY WILLIAM HENRY ATHERTON

Author of "The History of Montreal (1535—1914)"

○ ○

PART I

INTRODUCTION

The first historian of Montreal, Jacques Cartier, the Master pilot of St. Malo, who discovered the St. Lawrence route in 1535, tells us how, after leaving his pinnace at Lake St. Peter, he reached Hochelaga (Montreal) on Saturday, October 2 (O.S.), with two longboats filled with twenty-eight swarthy, bronze-faced mariners and a few gentlemen adventurers of the Royal Expedition. At the waterside at some secondary village on the St. Lawrence side of the Island, they were met by a crowd of Indians, Huron-Iroquois—more than a thousand persons. Not only did these feed them, but they danced in three bands—men, women and children—and when Cartier's men retired for the night on the boats, these people remained on the shore nearest the boats all night, "making fires and dancing, crying all the time 'Aguyazé,' which is their expression of mirth and joy."

Next day, Sunday, the seamen were taken to the chief Town of Hochelaga on the slope of Mount Royal, where they had a reception by the Agohanna, or mayor, and his aldermen, and afterwards they were taken to visit the top of the Hill of Hochelaga, which Cartier named Mont-réal in honor of his Royal Master, Francis I. There they viewed the wonderful panorama over which our seamen sail to-day. The sea legs of the men were, however, so tired that the Indians carried them down to their boats pick-a-back and escorted them on their course that day as far down the river as they could follow.

This is the first account of Social Service for Catholic sailors at Montreal. It records at once the first opening and closing of navigation, the first ship visiting and the first concert, reception, Sunday jaunt to Mount Royal, and good-bye visit on the harbor front!

Of the further history of Sailor Social Service during the French régime we cannot speak, except to connect with it the present chapel of Notre Dame de Bonsecours on the water front. Since the erection in 1657 of the first wooden chapel on the same site, this famous sailor shrine must have been more truly the rendezvous of mariners than it is to-day—the place for the parting prayer of the voyageurs and explorers such as LaSalle, Marquette and Jolliet, who were to be found after that on the great lakes, the Ohio and Mississippi and the Gulf of Mexico, carrying the flag of France.

We are, however, only to give the story of organized Modern Sailor Service, which, under the direction of the Catholic Sailors' Club, began in 1893. The Montreal Sailors' Institute started in 1862, when it succeeded to that carried on by the Y.M.C.A. since 1850, which in its turn had inherited the work of the first "Bethel" at the foot of McGill Street and near the Lachine Canal, started by "Father" Osgoode of the American Seamen's Friendly Society about 1836-37. Shortly after 1862 the "Bethel" was transferred to larger quarters on McGill Street. The Institute, which was incorporated in 1869, secured in 1875 two upper flats of the Boyer Building at the corner of Commissioners Street and Place Royale (or Old Custom House Square), there to remain till 1897, when it got possession, on the opposite side of the square, of its present home, the famous old Montreal Hotel, which it remodelled and enlarged so well in 1907 that few now guess its original purpose, though more remember its historic site as being that of Champlain's Place Royale from 1611-1635.

THE INSPIRATION

The story of the Catholic Sailors' Club reminds one of the parable of the mustard seed. The seed or inspiration fell on good ground. It is well to tell how, and to record the story before the memory perishes. In 1912 the present writer first attempted the task, and wrote to Mr. H. C. Codd, the first secretary, with this result:

"I am afraid I shall have to disappoint you. We never kept any records, and it seems so long since it all happened that, in my present poor health, I feel unable to tax my bad memory. I can recollect nothing of dates. Another thing is that when we started the Club we were all of one mind in wanting nothing published and especially our names, knowing full well it was a good work and would succeed without presuming to blow our own trumpets. Although Montreal was the first place to open a Catholic Sailors' Club, the idea came from the Mother Country. I happened to notice an article in the 'London Tablet,' which I was then taking in,

copied from the 'English Messenger of the Sacred Heart,' advocating that something might be done for our Catholic seamen. This I read at our meeting, and it was eagerly taken up and we started to work. That is all in a nutshell."

Following this clue, our investigations resulted thus: About 1891-92 a small group of English Catholic converts at Montreal had formed an English Catholic Association, then changed it to the Catholic Association and finally to the Catholic Truth Society, Montreal Branch. It ceased to exist about 1896, and is not the direct parent of the present body of the same name. At that time the Rev. E. J. Devine, S.J., the present Club chaplain, was the moderator, and at the monthly meeting in January, 1893, at the "Gesu" Library at St. Mary's College on Bleury Street, Mr. Codd as secretary produced the article which was a resumé of a paper read by Mrs. Georgina Fraser at the Catholic Truth Society Congress in Liverpool in 1892. It was entitled "How are we to Help our Seamen?"

THE MODERN CATHOLIC SAILOR MOVEMENT

Recently an unpublished memoir of Mrs. Fraser has come to my hands, which fills in the lacuna and connects the Montreal inspiration with the Mother Country more fully than the early and present members of the Club recognized. There we learn that the modern movement may be traced to His Holiness Leo XIII. For about 1890 he gave to the Apostleship of Prayer, as an intention to be prayed for, that of "The Men of the Sea." Its English organ, the "Messenger of the Sacred Heart," promoted this object so that in May, 1891, a letter appeared there from a bluejacket on the Australian station calling for Catholic literature. In consequence the Catholic Truth Society, a literary propagandist body with headquarters at London, formed a special sub-committee for aiding seamen mostly by literature and promoting their cause. At first the Navy, but soon the Mercantile Marine, was included in their aim. Among the members of this committee were the Rev. F. Goldie, S.J., Lady Amabel Kerr, Mr. James Britten, K.S.G., Miss Mary Scott Murray, Miss Margaret Stewart, Mrs. Georgina Fraser, with the co-operation of the Rev. A. Dignam, S.J., as Director of the Apostleship of Prayer, and his successor, the Rev. J. Gretton, S.J., Later these were joined by the Rt. Rev. John Virtue, Bishop of Portsmouth, Admiral Whyte, R.N., Captain J. Burke, R.N., and Count Moore. The committee, which was placed under the patronage of Our Lady Star of the Sea and St. Peter,

lasted till December, 1906, when the new movement was ready to pass out of its hands, its place being taken by the Royal Navy Association established by Cardinal Bourne to consolidate the work of the original committee. To the above band the modern Sailor Service Movement owes its origin. Through its influence a number of Sailor Stations were established, notable ones persisting being those of Montreal and London. After thirty years about, a revival of interest was created by the "Apostolate of the Sea" with headquarters at Glasgow. In the meantime the Catholic Sailors' Club of Montreal has steadfastly grown and become in its turn an inspiration in the present revival of Catholic Sailor Social Service.

THE MONTREAL RESPONSE

We are now to resume the story of the mustard seed.

In 1892 Mrs. Georgina Fraser had presented a paper at the C.T.S. conference in Liverpool on "How to Help our Seamen," in which she told of the fine work being done for non-Catholic seamen by the splendid Sailor Homes of England. This paper had its first practical response in Montreal; when read, it was received with enthusiasm; a discussion ensued, and a review was made of the provisions, if any, being taken for Catholics on the waterfront. It was found that the whole burden was being bravely borne by the Montreal Seamen's Institute; that no Catholic organization was looking after the spiritual interests of the seaman; that he was hardly ever met by his co-religionists or helped during his stay to come into touch with his Church or Church associations or kind friends. He was a prey to the keepers of drink dens, crimps, shanghaiers, and the harpies who joined them in taking his money. It was realized too that the destiny of Montreal was to be a great port, that already there were a large number of Catholic seafarers of many nationalities trading hither and their number would increase. It was seen that it would be imperative to supplement the good work of the Montreal Seamen's Institute for the moral uplift of the seamen and the purification of the waterfront by specializing, first, on the care of our own people, and by providing a second place for the reception and the recreation of our sailor visitors, and to cater for the overflow of all nationalities and creeds.

It was therefore determined to do something, the discussion being carried on at subsequent meetings. At one of these our present Treasurer, Mr. P. H. Bartley, was a guest.

THE FIRST ACTION TAKEN

The opening of the season of navigation was approaching, when, on Good Friday, 1893, Messrs. J. Feeley, the President, with Mr. H. J. Codd, the Secretary, and Mr. J. J. Walsh, a member, called on Mrs. Hingston (afterwards Lady Hingston, wife of Sir William Hingston, Mayor of Montreal) and Miss Anna T. Sadlier, a well-known writer, with the object of interesting them and others to act as a Ladies' Auxiliary to raise funds for securing a resort for the Catholic seamen. In consequence, Mrs. Hingston called a meeting in the the Conservatory Hall, above Hall and Scott's Restaurant, where now the present west end branch of the City and District Savings Bank stands on St. Catherine Street W. Among those present were: Rev. A. Jones, S.J., Mr. J. Feeley and Mr. H. J. Codd, Mrs. Hingston and her sister, Mrs. Macdonald McCarthy, Mrs. S. R. Thomson and her sister, Miss Flora McDonald, Mrs. F. B. McNamee, Mrs. J. P. B. Casgrain and others, including at this meeting, or a little later, Madame Louis Masson, Mrs. P. S. Doyle, Mrs. Godfrey Weir, Mrs. Boud and Miss K. Coleman. Again the "How to Help the Catholic Seamen" was read. The first Ladies' Committee was then formed to raise funds, with Mrs. Hingston as President and Mrs. S. R. Thomson, Secretary. A committee of volunteer collectors was chosen, among the first being Miss Charlton, Miss Harriet Bartley and Miss Gethin.

At this meeting there was present on the platform one who was destined to be the first chaplain of the Sailors' Club, the Rev. Arthur Jones, S.J., the distinguished writer and Archivist of St. Marie's College, an authority on Canadian history, especially on the "Huronian" district. He had succeeded Father Devine as Chaplain of the Catholic Truth Society, who had recently been sent to the Mission of Alaska, at Nome, where the early gold diggers had their headquarters. Thus Father Devine lost the distinction of being the first chaplain, but the world gained his book—"Across Widest America." Later, this well-known author of many books and pamphlets was to be very long known as the Club chaplain.

THE CHOICE OF THE GARRET

The next point was the choice of the site of the Sailors Rest or Resort. Meanwhile offers of help for concert purposes came from two of the clergy present, the Rev. Martin Callaghan, pastor of St. Patrick's Church, offering the use of St. Patrick's Hall, and similarly the Rev. Father O'Donnell,

pastor of St. Mary's parish, offered the Hall attached to St. Mary's Church. Captain Matthews offered two rooms on Commissioners Street for club purposes, but although the site was right, being on the waterfront, they were found to be too small. At last in the same district a garret or upper chamber on the third floor, reached by two sets of stairs, was leased for a year to the Catholic Truth Society for \$300.00. I have seen it; it was a wretched long narrow room, very low in height; it ran from St. Paul Street, No. 16 (now 300), down the east side of St. Jean Baptiste Street to Commissioners Street on the wharf front, near the landing stages, which were then primitive. At this point there was an entrance directly from St. Paul Street, and under the Club at the Commissioners Street end was a notorious saloon conducted by "French Marie," where sailors resorted and had their "sing songs." Near by also, to the East, "French Annie" had her clientele.

THE HISTORIC SITE OF THE FIRST CLUB

The site is historic, for it is a noted part of old Montreal. It is not far to the east from Place Royale, the site of the trading post of Samuel de Champlain, 1611-1635, and afterwards that of the landing place and fort of the first settlers under Maisonneuve (1642), part of it becoming the first French market and public place; its St. Paul Street entrance was quite close to the former site of the Marguerite Bourgeoys' first school house, the site of this being now on the south side of St. Paul Street, immediately west of St. Lawrence Main Extension, and Jeanne Mance's first hospital, or the first Hotel Dieu (which formerly stood on St. Paul Street, north-east of St. Sulpice St.), while above St. Paul Street and on St. Jean Baptiste Street was one of the entrances of the Congregation de Notre Dame (demolished 1912-14). Not far off, on the north-west, was the Notre Dame Parish Church, and along the waterfront on Commissioners Street to the east was the famous Sailor Shrine of Bonsecours, first erected in 1657. To the west, on the south-east of the modern Place Royale, was the Boyer Block, where the Montreal Sailors' Institute was, with Mr. J. Ritchie Bell, even then the Manager, and beyond, on the waterfront at the corner of Port and Common Streets, was Joe Beef's (Joe McKiernan) famous Canteen, internationally known by all seamen, and visited by American tourists, who came to see his famous menagerie. A minute's walk or more would lead to the corner of St. Peter Street and Common Street—where later the Club was to be moved.

The district was rough. To-day it has the reputation of being one of the quietest and most orderly waterfronts of the world. This is no doubt due, partly at least, to the moral influence of the Sailors' Institutions. The landing places for the ships were then only temporary ramps and the sheds were of timber, put up for the season of navigation only and auctioned at its close. The water then was exposed to view, for the elegant approaches, the mighty permanent sheds and giant elevators were then absent. The marvellous growth of the harbour is, however, another story.

THE OPENING

To return to the "upper chamber." It seems to have been used by the last tenant as a working shoemaker's factory and it was very dirty. The floor had to be literally scraped of its filth and then thoroughly washed. Personal service from the C.T.S. men, including the President and his young son John Feeley, was willingly given; bits of furniture donated were installed, piano, games and the like, while the Ladies' Committee provided curtains and tidied up in general, and by the end of April a notice board was up announcing the "Catholic Sailors' Club," and up two flights of stairs was the cosy club, a single room which had to suffice for all purposes for three years, but ready to receive the sailors at the opening of navigation in 1893.

A report by the "Montreal Herald" of April 24, 1894, gives the date of the rooms being thrown open as May 18, 1893, and that of the Formal Opening as occurring on May 30.

Recently, the first date has been confirmed. Two or three years ago, I found in the first page of an old manuscript book:

"The Catholic Sailors' Club opened under the auspices of the Montreal Branch of the Catholic Truth Society, Thursday, May 18th, 1893."

Officers: John H. Feeley, President; Frank L. Cagney, Vice-President; H. J. Codd, Secretary; J. W. Wurtele, Asst. Sec.; J. J. Maguire, Treasurer.

Committee: Jas. J. Walsh, John Barrow, Henry Stocking, Peter Dunn, George Langan, Frances J. Collins, P. J. Gordon, W. Alcock.

Members: Francis W. Cotter, John Walsh, John Connor, James Conquest, William Brennan, John Morgan, James Cain, William Cain, John Dunn. (I find that Mr. Wurtele

became Vice-President in 1894, Mr. Collins, Asst. Secretary, and Mr. Cagney, Marshal.)

These names are all personal signatures. The list is probably only of those actually present, for there are absent such names as John Curran, Stephen Mortimer, H. Singleton Lawlor, E. J. Duggan, J. Milloy and J. K. Foran, LL.D., who later succeeded Mr. Codd as Secretary, and these are known to be early members of the Club. The above dates are important, for they prove that although the inspiration of the Sailor movement came from England, the first action was taken by Montreal, the first Catholic Sailor Club of London at 18 Wellclose Square not being in operation till the fall of 1893. This is acknowledged in the memoir by Mrs. Georgina Fraser, who adds that Montreal was followed by the Clubs of London, of Sydney (Australia), New York, Genoa, Naples, etc. Glasgow also started its first Club at this time.

As for the formal opening on May 30, I have recently seen this date confirmed by a discovery of an article by Miss Anna T. Sadlier, in the "Canadian Messenger" of September, 1893. As each year at the opening of navigation there is a formal opening, I here record Miss Sadlier's account of the scene in the little garret, where the first social function was the formal opening on May 30:—

"First of all," says Miss Sadlier's account, "there was a numerous attendance of sailors. The Ladies of the Committee, the members of the Catholic Truth Society and a number of prominent citizens were present. Speeches explanatory of the subject were made by Dr. Hingston, Hon. J. J. Curran, Solicitor-General; Mr. Martineau, who had been deputed by the Mayor; Messrs. J. P. B. Casgrain, J. H. Semple, F. B. McNamee and John Feeley, President of the Catholic Association. Rev. Father Hudon, S.J., rector of St. Mary's College, and Father Jones, S.J., appeared on the platform. Music in which the sailors took part, and the serving of refreshments enlivened the evening. Those present were most enthusiastic in support of a movement which opens out so wide a field for good. New donations of money were made to the work, and the promise of more, which served to stimulate the efforts of those who have so far succeeded in interesting a large public."

Since that day, the Club meetings have always been the means of gathering the prominent men and women of Montreal to visit the seamen at their Home.

GARRET DAYS 1893-95

In the first year, the general scope of the future work was so well outlined under the direction of Mr. J. J. Walsh that this has remained unchanged, though considerably developed and

enlarged. The ships were visited, seamen of all creeds and nationalities were induced to visit the Club instead of the adjoining saloons or worse resorts; the C.T.S. men spent their evenings in chatting and playing games with the men; John McCormack, the first caretaker, an old sailor, told worldwide yarns; temperance was advocated and pledges were administered; good literature was taken to the ships, this being under the direction of Mr. H. J. Codd. Weekly Thursday concerts, free to seamen as now, were held under the chairmanship of Mr. P. J. Gordon, with Mr. John Curran, son of Mr. Justice Curran, as secretary of the first concerts. It is pleasing to record that Mr. M. A. Phelan, K.C., afterwards so long the devoted Secretary of the Club, was one of the first volunteer accompanists the first year, others being Miss Walsh, Miss Clara Wheeler and Miss Orton. For Catholics, special attention was paid to their spiritual uplift, prayer books and articles of devotion were distributed, notices were put up telling them of the hours of Mass at the chief churches nearby, and in addition many were piloted thither, and, in particular, Archbishop Paul Bruchesi handed over the spiritual care of the men to the Jesuit Fathers, of whom Father Jones was the first of a long line of devoted chaplains of the same Order.

Miss Sadlier sympathetically says: "This is a cause in which all may interest themselves. All nationalities, since sailors of various nations already frequent the Club; all parishes, for besides the approval of His Grace the Archbishop and most of the parish clergy, it has been placed on such a basis that all have their share in its workings. It belongs to no parish or congregation or society or confraternity. . . . Since that auspicious event of May 30, the work has gone on prospering and the attendance has steadily increased. Every Thursday evening a concert has been given in which the sailors themselves have taken part. Several of the city church choirs have kindly volunteered their services and have in no slight degree contributed to the success of these entertainments.

"These musical treats are intended to act as a counter to the many dives and low resorts which abound in the neighborhood, where music and intoxicants are dispensed freely and poor Jack is lured to his ruin. The attendance at the Home since its opening, three months since, has been such as to prove the necessity of such an institution.

"At one of the first meetings some fifty sailors, all the Catholics who were then in the port, met and passed a series of resolutions thanking all who had a share in the founding of the Club."

Co-operation with the Montreal Seamen's Institute was early stressed. Mr. H. J. Codd, writing to Father Devine on May 17, 1912, says: "One thing to be noticed is, there was never to my knowledge any jealousy or animosity shown by the old Sailors' Institute, but on the contrary the greatest

of good will." The same testimony was given to me by Mr. Cagney in 1923, particularly emphasizing the sympathy of the Manager, Mr. J. Ritchie Bell, who said, "I am glad you are coming on the waterfront. You will help to keep the men from the dens." The "Herald" of April 21, 1894, says: "There is due more than a passing notice to Mr. Michael Scanlan, Superintendent of the Dominion Line of Steamships, for his practical co-operation, so as to obviate those shocks and collisions to which new and popular institutions are ever liable."

A CRISIS

The management at this time was that of a dual control, the ladies devoting themselves to the social duties inevitable to a new organization, and from the beginning also devoting themselves with success to the functions of a financial board. After a time the men assumed this labour, but things went wrong—a year's rent was in arrears and other bills were not met, and they were not successful canvassers—so the ladies were again prevailed upon to assume their financial rôle. The historian is here faced with obscurity. Apparently there was a mild crisis; moreover, the Montreal Branch of the C.T.S. seems to have been in a parlous condition of collapse. It, however, had fulfilled its mission set by Providence.

A SEAMAN'S FRIEND—A LAY APOSTLE

Though the moribund C.T.S. relinquished the control to the Ladies' Committee, several workers remained individually, one of them being Mr. J. J. Walsh, who continued as chairman of the House Committee till his death in 1898. Speaking of him, the report of 1897 says:

"No report of the Catholic Sailors' Club would be complete without special mention of Mr. J. J. Walsh; his devotion to his work is beyond all praise. Spending a part of each day among the men, he shares their amusement, wins their confidence, ministers to their needs and is in touch with them in all ways; his influence for good over them is wonderful. He may indeed be called the Seaman's Friend."

The report of 1898, lamenting his death, adds:—

"The frequency with which his name is yet heard among the men shows that the kindly memory of their good friend still lives with them."

Mr. H. J. Codd included in his note of 1912 the following:

"There was one of the members to whom the poor sailors owe a deep and lasting debt of gratitude and they always looked upon him as their best friend and adviser. He was a veritable lay apostle among them, night after night advising these poor men, so that when the chaplain could visit the Club there was always a crowd awaiting to make their peace."

The writer never knew Mr. Walsh or any of his family, but all queries of old timers reveal a truly religious and devoted man who had a passion for doing good, especially for seamen. He was a small hunchbacked man, by trade a working jeweller, and repaired watches at Sharpley's. He said he was interested in sailors because his father had been a sea captain and he himself had been born at sea. Even before the Sailors' Club was thought of, he had taken on himself to visit the wharves, chatting with seamen and piloting Catholics to the nearest church. He was chaffed by his friends for this, and when Mr. Codd read the paper they exclaimed, "Here, Walsh, is your chance at last!" Mr. Walsh was true to his job, and in the early trials of the garret days he would encourage them: "Stick to it, boys! something will come of it!" May the perseverance of this humble committee man be a spur to Sailor Service workers!

THE NEW REGIME 1896-1900

THE SECOND CLUB—FORMERLY A HUDSON'S BAY FACTORY

On assuming complete control, the Ladies' Committee had to find funds for the arrears of rent, and for the hiring of the same or another place for next year.

In their dilemma, they in turn called upon a new and influential group of men, one of these being Sir William Hingston, another Mr. F. B. McNamee, a successful contractor, whose wife, Mrs. F. B. McNamee, had been one of the most active of the Ladies' Committee, and a third, Mr. Charles F. Smith, a prominent member of the Board of Trade. A meeting was called by Lady Hingston, of these gentlemen and others, who consented to act as an Advisory Board. They determined that the work had to go on, but on a bigger scale and in larger quarters, and for this purpose they guaranteed the rent for the next season. A vacant warehouse at the corner of St. Peter and Common, formerly occupied by the Hudson Bay Co., was leased from the Grey Nuns. The history of this site is told later in these pages.

The new rooms were opened on April 27. So says the first published report for 1896, where we learn that the officers elected for 1897 were:

OFFICERS

President, Lady Hingston; 1st Vice-President, Mrs. F. B. McNamee; 2nd Vice-President, Mrs. J. P. B. Casgrain; Secretary-Treasurer, Mrs. S. R. Thomson.

Executive Committee: Mrs. Macdonald McCarthy, Mrs. Godfrey Weir, Mrs. Rogers, Mrs. Moore, Mrs. C. F. Smith, Mrs. Feron.

Advisory Committee: Sir William Hingston, Mr. F. B. McNamee, Mr. C. F. Smith, Dr. J. J. Guerin (M.L.A.), Mr. Henry Kavanagh, Mr. A. R. Macdonell, Mr. John Meagher, Mr. P. S. Doyle, Mr. W. E. Doran, Mr. James O'Connor, Mr. Frank Hart, Mr. E. James, Mr. M. Hicks.

FROM A HUDSON'S BAY FUR STOREHOUSE TO A MODERN SAILORS' CLUB—1896-1924

By March, 1896, the Club had started under its new auspices. The work of collecting funds began so successfully that Mrs. Thomson's report for the year ending March 1, 1897, shows a goodly sum of \$1,634.75, which paid off \$272.50 rent due on the "garret" and met the \$5.00 for the removal of its modest furniture, whilst the balance was mostly expended in the first modest building improvements and furnishings. The guarantors were never called upon.

The satisfactory total was due in large measure to the efforts of Mr. F. B. McNamee. "It is but fair," records the report of 1896, "to say that the Club owes its present satisfactory financial statement to one member of the Advisory Committee, Mr. F. B. McNamee, whose energies on its behalf have been untiring." Mrs. McNamee must also be associated, for both were indefatigable workers, and had the necessary leisure; moreover, as Mr. McNamee was a retired and successful contractor, with good business acumen, who had made the Club his hobby, the subscriptions this year and to his death were largely due to his initiative and personal touch, for he was a well-known character and had compelling force as a canvasser. At his death he left a legacy of \$2,000 to the club.

This first financial report reveals that the plumbing bill of \$93 was paid by Mr. McNamee personally. In the early days, Mr. C. F. Smith also was accustomed to put his hand in his own pocket—for instance, he paid for the printing of the Annual Report till his death in 1911. This and other donations never appeared in print.

In the same report the S.S. "Canada" is credited with a sum of \$75. This is significant as being the first record of any ship collections apportioned to the Club. Since then, thanks

to the broad sympathy of the various steamship companies of to-day, we are indebted annually to them for a very substantial sum as our share of their collections on board ship for seamen charities, as our reports gratefully acknowledge.

It is hard to gauge the state of the concert season of 1896 from the report, since only \$7.70 is accounted for as "Balance from weekly concert committee." On the other hand, "Proceeds of Entertainment by J. Heckman, Esq." netted \$121.50. But this took place up town. There was also a "Tombola" which netted \$207.05. Seemingly the new building was not at once adaptable for concerts in the first year. But the concerts were continued, directed by Mr. P. J. Gordon. Citizen visitors were now for the first time charged a 10c. fee, the money collected helping to pay for a platform, a painted back curtain representing Montreal, etc., in addition to some of it being given for outdoor relief, the balance being the \$7.70 mentioned above.

Certainly concerts were conducted more vigorously in 1897, for the report at the end of this year says:

"Extensive alterations are now going on in the Concert Hall which will give additional seating capacity, and partitions are being removed to enlarge the Games Room."

The Concert Hall was then on the third floor, and the Games and Reading Room on the second. The ground floors were mostly reserved for offices for revenue purposes.

"This year for the first time, the Committee have been able to put aside a small sum to form the nucleus for a building fund."

This marks the policy of prudent economy the Club has since adhered to. In 1898 the Building Fund had been increased to \$1,500.

INCORPORATION 1900—A CHANGE OF GOVERNMENT

A committee of the Advisory Board was appointed in 1899 to secure a suitable building or a site for the erection of one.

As a preparation, and as a sign that the movement had passed the experimental stage, a Charter of Incorporation was obtained, P.Q. 63 Victoria, Chap. 103, by Mr. H. J. Kavanagh, K.C. (afterwards Batonnier of the Montreal Bar), the bill having been fathered by the Hon. J. J. Guerin, M.D. (M.L.A., and afterwards Mayor of Montreal).

The bill was sanctioned on March 23, 1900, and came into force the same day. The preamble states that

"the petitioners have established a charitable association and by voluntary contributions have maintained in the City of Montreal for some time past an institution known as the Catholic Sailors' Club, for the benefit and well-being of seamen temporarily in the harbour of Montreal, and for the purpose of providing such seamen with a proper place of resort, and that in order to facilitate the action of the said association and to increase its usefulness, it is expedient to grant their prayer."

Another change in the government now took place, viz., the responsibility of management was transferred to a Men's Board, with Mr. F. B. McNamee as President, the Ladies' Board being retained as a Ladies' Auxiliary, with the same officers as before. The Building Fund stood at \$3,500 on March 1, 1901; at \$4,752 on March 1, 1902; at \$7,139.69 on Dec. 31, 1902. This latter amount was due to a transference from the current account. With this sum in hand, and \$3,000 given equally by Sir Thomas Shaughnessy, Charles F. Smith and F. B. McNamee, to be the beginning of a special Building Fund subscriptions, the Club purchased from the Grey Nuns the land and buildings already rented (2,680 sq. ft.), plus the adjacent land and buildings on St. Peter Street, with a frontage of about 56 feet (3,060 sq. feet). The purchase price was only \$25,000, of which \$10,000 was paid in cash in June. Owing to leases not having expired, the projected alterations and demolitions were delayed, but this gave time for the special Building Fund subscription to be collected. On Dec. 31, 1905, this Fund stood at \$10,422.08, out of which \$5,122 had been paid for the construction of the New Concert Hall. This covered the 3,060 sq. feet area and was erected by Mr. W. E. Doran, and was formally inaugurated at the formal opening of the season on May 27, 1905, under the patronage of the late Hon. Raymond Prefontaine, Minister of Marine and Fisheries. The Club buildings now covered 5,740 square feet of ground. The special Building Fund was closed, and since then the Club has never thus appealed to the public. In 1906 the work of renovation and remodelling of the main building was continued and the sum of \$3,478 was expended on interior masonry, carpentering, painting, glazing, lighting fixtures and the installation of a heating apparatus to supply the whole building (old and new). The memory of the old Hudson Bay's quarters was being obliterated. The 1906 report shows that the committee was almost as proud of the new Sailors' Home as we are of ours of 1924. The death of Mr. McNamee occurred in 1906. The buildings remained

substantially the same till the great change of 1924. But in the meantime there were regularly internal improvements and redecorations, according to necessity or to the spirit of progress and the extent of the exchequer. In 1913 the mortgage held by the Grey Nuns was redeemed. Immediately a new Building Fund reserve was created. The story of the Club during the painful days of the Great War, 1914-1918, now intervenes, as will be told hereafter, but in the Fall of 1918 the Club buildings assumed a rôle never anticipated. This was during the terrible scourge of Spanish influenza, which visited Canada that year.

THE CLUB BECOMES THE HARBOUR EMERGENCY HOSPITAL, 1918

The Manager's report of 1918 tells the story thus:—

Although the great outbreak of Spanish influenza, which assumed the proportions of an epidemic in the city and in Canada, did not occur till the Fall, the first sign of influenza in Montreal Harbour appeared in July. Lascar sailors on some of the ships arriving in port were found suffering from a mild attack of the disease.

By arrangement between the Harbour Commissioners and the shipping interests, a portion of one of the upper stories of one of the sheds was isolated and equipped with one hundred beds. The men recovered quickly in their new quarters. About eighty-seven cases were treated and there were no deaths during that outbreak, which lasted from July 11 to July 21.

But during the second outbreak, in October, while the epidemic was raging, the regular hospitals soon had to refuse patients from the ships, and as the city health authorities declined to provide an emergency hospital for such cases, there became a serious question of quarantining the harbour, and thus there was the great danger of all shipping facilities being paralyzed—a perilous situation in war time.

At this juncture, a conference was held with the Harbour Commissioners and shipping interests.

"It was felt at this meeting that, in view of the tremendous volume of business now being handled by the Port, of the necessity of keeping the efficiency and health of the sailors, longshoremen and harbour employees at the maximum during the critical period, of the packed state of the city hospitals which could not take any more cases, and of the fact that such men could be better attended to on shore than on the vessels, immediate action should be taken."—("Gazette," October 18.)

A committee, of Mr. M. P. Fennell, Secretary of the Harbour Commissioners, Dr. J. J. Ross, Mr. J. Ritchie Bell, of the Montreal Sailors' Institute, and Dr. W. H. Atherton, of the Catholic Sailors' Club, was appointed to find immediately a site close to the ships, suitable for a temporary Sailors' Hospital. After an inspection of the situation, the whole building of the Catholic Sailors' Club, with its large, airy and well-lighted rooms, was unanimously agreed upon as very suitable for a general hospital for all sick sailors. This was willingly acceded to, while the Directors of the Montreal Sailors' Institute immediately offering the hospitality of their larger building, with its greater facilities for carrying on the social work for all the well sailors of the port, asked our Directors to consider it as their own until the end of the epidemic, for the purpose of carrying on all religious and social activities and the weekly concerts as usual, as indeed was done with the greatest co-operation and friendly relations, cementing those of the past.

Within twenty-four hours, a modern, perfectly-equipped hospital of one hundred beds, with a staff of efficient doctors, nurses and attendants, consisting of Drs. W. G. Hepburn, J. J. Ross, E. M. von Eberts, Lt.-Col. McKenzie Forbes, with Miss Whitney, of the General Hospital, as head of the nursing staff, a detachment of V.A.D. nurses from the St. John's Ambulance Corps, of fifth year medical students, cooks and a staff of volunteer sailor orderlies from the ships, was established.

The immediate removal of the patients and the fumigation of the ships quieted the alarm in the city regarding the waterfront conditions and the business of the port continued without quarantine.

As soon as the epidemic was over, and the city hospitals were able to take care of the sick mariners, the Harbour Emergency Hospital, which had been opened on October 18, closed its doors on November 26, the three remaining patients being transferred to the General Hospital.

Major (Dr.) A. K. Haywood, Superintendent of the General Hospital, and Mr. M. P. Fennell supervised the purchase and installation of the equipment, the transportation and placing of the one hundred double-decked beds which were luckily available from a British Government hospital ship just arriving in port. All day long, sawing and hammering filled the Club with unwonted noise, while the whole building with the annexed concert hall (and galleries) was being demobilized and transformed into an Emergency Hospital.

The "Star" of October 22 had the following account:—

"Transformation scenes at the theatre were never more startling than the quick change that was effected when the Catholic Sailors' Club on the waterfront was turned into an emergency hospital overnight. Some magic whisked away the billiard tables and ushered in rows of green ship bunks into their place. The bookcase became a medicine chest in the twinkling of an eye, and the piano disappeared with the rest of its club house accompaniment, leaving nurses' tables, charts, screens, bottles and real hospital paraphernalia in its stead.

"Just to show what could be done in an emergency, two graduate nurses and a group of V.A.D.'s, under the supervision of Dr. W. G. Hepburn, physician in charge, with the assistance of Major A. K. Haywood, superintendent of the Montreal General Hospital, and the Board of Harbour Commissioners, effected the change and received 30 sick sailors before the plumbers had finished installing the bathroom equipment. The routine of the new hospital now works so smoothly that it is difficult to realize the stupendous task that was accomplished in a few hours, especially as the alterations involved cutting new doors and furnishing a kitchen and dining room complete to the very stoves and dishes, in addition to tending to the patients.

"Every available inch of space has been utilized. Wards are fitted up to accommodate 100 patients, if the need arises. The top floor is a cheery spot with light flooding in from across the river, while two comfortable-looking stoves blaze away merrily, in addition to the furnace coils with which the Club was originally equipped. All the beds are painted green, for such was the color scheme apparently of the troopship whence they were brought. Not yet used to their mission on land, they have to be nailed to the floors, and, deprived of their top storey, they have a bald sort of a look where the upper berth ought to be.

"When help seemed impossible to obtain, the Harbour Commissioners commandeered the staff of stewards of a ship that happened to be in port and put them on duty as orderlies and cooks. When the ship in question decides to sail, a similar lot of men will be taken from another boat. The present staff, from the 'City of Marseilles,' are well accustomed to the influenza, as they met it in Russia a few months ago on their tramp around the world.

"The ground floor (the Concert Hall) is being kept as an emergency ward to be used in case the two upper wards are filled. At present, apart from the row of beds in readiness, it is filled with the men's belongings, tied up and ticketed, awaiting their discharge as convalescents.

"The two sailors' clubs have undertaken the burial of all sailors dying from influenza, and yesterday one who died in the General Hospital was buried by the Catholic Sailors' Club, the Chaplain, Rev. Father Devine, officiating. The Rev. John Chisholm has been appointed Protestant chaplain to the Harbour Hospital. Yesterday, the Hon. C. C. Ballantyne, accompanied by W. G. Ross, chairman of the Harbour Commissioners, Farquhar Robertson and M. P. Fennell, secretary, paid a visit to the hospital, and the Minister highly commended those responsible on the rapid establishment and excellent equipment of the hospital, which was proving such a boon to the men of the mercantile marine."

During the six weeks of its operation, the hospital treated 126 cases, there being only twelve deaths, six occurring within

48 hours of admission. The death rate was very low, 9.52 per cent, but only 4.76 if the six are omitted. This rate was lower than that of any of the city hospitals and was due to the quick removal of the contagious cases to the Marine Emergency Hospital.

It is pleasing to add that in the unlooked for event of such a visitation the New Club is constructed to be of similar service.

FROM 1919—1924

The subsequent re-organization caused by this episode was severe. In addition, for the opening of 1919 the buildings had to be thoroughly overhauled and redecorated at the expense of \$1,521.55. From this point it was realized more than ever that we needed more accommodation, especially for concert purposes, and perhaps a new building on the same or another site. The Building Fund, annually increased by constant economy, rose suddenly in 1920 to \$23,000. This was due to larger appropriations from the charity collections on ships, the C.P.O.S. especially, to better concert returns, interest due on bonds, and in particular to the annual interest on \$80,000, an endowment fund created through the Navy League of Canada. This windfall came as an aftermath of the British Seaman's Relief Fund of Canada, which had been founded in Montreal by Mr. W. G. Ross, President of the Harbour Commission, and in which the Club through its President and Manager had most actively co-operated, as Mr. W. G. Ross acknowledged in his speech reported in the "Gazette" of Dec. 2, when he announced as a result of the Campaign that "the strain on the Sailors' Institutions in the Old Country at the present time would be relieved." The Navy League of Canada was the successor of the B.S.R.F.

After the war it was thought that as other Canadian Sailors' Institutions at Vancouver, Halifax, St. John, N.B., and Prince Edward Island had benefited, and as the money had been collected in Canada, the Seamen's Institutes of the Province of Quebec should also be recognized by a grant of a portion of the former B.S.R.F. and Navy League Funds.

The thanks of the Club are due especially to Mr. W. G. Ross, first President of the Navy League of Canada, Mr. M. P. Fennell as first Secretary, and to Mr. James Carruthers, first President of the Quebec Division. These gentlemen were appointed to survey the needs of the Province for Sailor Extension Work, and it was at their recommendation that the

appropriation of the interest on \$200,000 was made as follows: The Montreal Seamen's Institute, the interest on \$100,000, Montreal Catholic Sailors' Club on \$80,000, and for the Quebec Sailors' Institution on \$10,000, and the Quebec Catholic Sailors' Club also \$10,000. The agreement was made on July 10, 1919, between the Navy League of Canada and the National Trust Co. Ltd., and on October 4 the Club accepted the endowment.

The purpose of the gift, according to the indenture of the agreement and to the authoritative statements of the three named, placed before a meeting of the Montreal Sailors' Institute, and recorded in its Annual Report for 1924, was for "extension work to assist the Montreal Sailors' Institute and the Catholic Sailors' Club in carrying out identically the same work in future as was being carried on at the time the vote was taken."

The next addition to the Building Fund was due to \$4,000 which fell to the share of the Catholic Sailors' Club as the result of a joint drive in 1921 by the Club, the Seamen's Institute and the Navy League. In consequence, the beauty of the building was materially enhanced by necessary repairs and progressive improvements. Meanwhile the tide of prosperity flowed, so that at the end of 1923 the Fund had amounted to \$51,532.08. The standing Building Committee, of Capt. J. T. Walsh, Dr. F. J. Hackett, Messrs. M. A. Phelan, P. H. Bartley, Major M. J. McCrory, J. T. Stevens, Leo G. Ryan, John Quinlan and Dr. W. H. Atherton, were urged to recommend this nucleus to be used as a fund for an entirely new building, either on the same site or elsewhere, and to go to the public with a "drive." But as times were bad, it was thought best to mark time. At the same time it seemed that the old building was inadequate for the growth of the port, and could not serve its purpose for long.

THE "NEW" CLUB OF 1924

Suddenly, in the spring of 1924, the final policy was definitely decided upon. Just after St. Patrick's Day, about which time spring generally declares itself, the Building Committee assembled to survey the usual ravages made by the Canadian winter and to prepare for repairs and improvements for the coming season. The building was found to be in a worse condition than was thought, so much so that the whole question of a new building was reconsidered. But Mr. John Quinlan, who is also a contractor, advocated a bold

scheme of reconstruction and renovation, by a big dip into the Building Fund, which while avoiding going to the public, would give the equivalent service of a modern Sailors' Club costing, say, \$200,000. Mr. Quinlan was asked to prepare plans, which were approved in general, and he was asked personally to undertake their execution. Basing his plans on the undoubted necessity of a larger Concert Hall, he determined to use all the ground space available of the full 5,740 square feet. To do this, it was necessary to pull down the south wall of the Concert Hall, gut the offices, up to this time leased for revenue purposes, and so utilize the space fronting on Common Street for the enlarged hall. This demolition of the dividing wall had been declared to be impossible without the building toppling over. Mr. Quinlan offered to take the risk at his own expense, and the first contract accepted was—

“to make an opening in the wall not more than forty feet wide and to the full height of the Concert Hall ceiling and supply and erect columns and girders to support the wall above, said columns to rest upon concrete foundations inserted by us, the whole at our risk for the sum of \$3,215. Yours truly, John Quinlan & Co., signed John Quinlan.”

The date being April 7, it was realized that this reconstruction would interfere especially with the annual formal opening and the weekly Wednesday concerts, but it was pointed out that the other activities could be carried on in the upper rooms of the main building before reconstruction and renovation started there. It was better that the work should be done in the summer, and the only difficulty remaining was to secure a hall near at hand so as not to deprive the sailors of a single Wednesday concert. As to the formal opening it could be postponed *sine die*.

The Montreal Seamen's Institute again graciously stepped to the rescue and offered their concert hall, as they had done in 1918 in the influenza epidemic. This was gratefully accepted. The rest of the work was conducted at the Club as usual, but under unusual difficulties; the chapel services in the Club were discontinued, but the men were taken either to the Bonsecours Chapel or to the nearest parish churches, Mr. Thomas Foy, a devoted member of the Staff, being specially zealous in this labour.

To make a long story short, the weekly Wednesday concert was held in our sister institution till July 23. On Wednesday, July 30, the new hall, capable of holding nearly 1,200 persons, was informally opened, with an ordinary Club entertainment

given jointly by seamen and citizens, Mrs. Colin Forrest (formerly Miss Grace Grant, one of our past accompanists) opening at the organ with "Holy God, we Praise Thy Name," "God Save the King" and "O Canada," in which all joined. The first association concert was held on the next Wednesday, under the auspices of the Montreal Police Force. The entrance to the Concert Hall was now on St. Peter Street, where the whole front of the old Concert Hall had been rebuilt to harmonize with the rest of the scheme.

The renovation and alteration of the upper rooms of the main building were then proceeded with in such a way that this portion could become isolated as an emergency hospital, if ever needed. The billiard rooms, game rooms, and living quarters, etc., were placed here. Exteriorly and interiorly we have a "new Club."

The whole plant is now compactly strengthened and reinforced. It is artistic in appearance, and is well equipped for the requirements of modern Sailor Service. The new Concert Hall is now in daily use and the centre of activities. On Sundays it is transformed into a chapel.

Under the modern stage and dressing rooms on either side there are lavatories and shower baths and storage rooms for scenery, etc.,. The opposite end of the fine airy and spacious hall is elevated; this serves on concert nights as an additional sailor auditorium; at other times it is the ordinary reception room, the administration offices and Board room being placed around it. Underneath this extension are the second set of lavatories and baths, the kitchen, the baggage and first aid rooms, the cellars and furnace room. The extensive building operations cost only \$33,615.36, exclusive of the furnishings. The financial statement at the end of 1924 shows a balance of \$23,000 in Government bonds, which has been put aside as an Endowment Fund and for extension purposes.

The formal opening of the "New" Club and Concert Hall took place on Wednesday, November 26, which date also marked the formal closing of the series of Weekly Wednesday Concerts. After the meeting, the distinguished guests visited the entire buildings and noted the improvements in detail.

THE ADMINISTRATION, 1893-1924

To resume: the government of the Club was conducted from 1893 to 1896 by the C.T.S., with a Ladies' Auxiliary;

from 1896 to 1900, by a Ladies' Board, with the co-operation of an Advisory Board of men.

But in 1900 the status of incorporation brought a change to a men's executive: President, Mr. F. B. McNamee; 1st Vice-President, Mr. Patrick Wright; 2nd Vice-President, Mr. Bernard McNally; Treasurer, Mr. C. F. Smith; Secretary, Mr. William H. Cox, with the same Advisory Board as before. The former Executive now became a Ladies' Auxiliary Board, with committees, under Lady Hingston as President, with the same officers as before. In 1901 Mr. F. B. McNamee became Hon. President and Mr. Patrick Wright active President, his place as a Vice-President being taken by Mr. Felix Casey. In 1902 Mr. McNamee again became active President and Mr. M. A. Phelan succeeded Mr. Cox as Secretary. On the Ladies' Board Miss Flora Macdonnell was added as assistant Secretary-Treasurer till her death. In 1902 the Vice-Presidents were Mr. C. F. Smith and Dr. F. J. Hackett, while Mr. Bernard McNally became Hon. Treasurer. On the death of Mr. F. B. McNamee, his place as President for 1907-8 was taken by Mr. Felix Casey, being succeeded by Mr. Charles F. Smith, his place as Vice-President being taken by the Hon. Justice J. J. Curran. In 1908 the post of Manager was created for Mr. W. H. Atherton, Ph.D., formerly of Stonyhurst College, England, but then of Loyola College, Montreal. On the death of Judge Curran, the vacant place of Vice-President was filled by Commander J. T. Walsh, R.N.R., who became our present President in 1911 on the death of Mr. Charles F. Smith.

At the Annual Meeting for 1912, a modification of the government was instituted by the abolition of the Advisory Board:

"The President, Vice-Presidents, Secretary and Treasurer and not less than seven Life Governors shall be the Directors of the Club."

While Life Members who contributed \$100 were retained, Life Governors were now to be appointed.

"Any person who shall have contributed by donation to its funds the sum of \$100 or more at any one time may be constituted a Life Governor of the corporation by vote of the members of the Club, subject to the condition of contributing a yearly sum of \$5.00 or more. These Life Governors are eligible for election as officers."

Captain Walsh was maintained as President with the same officers. In 1921, after a secretaryship of 21 years, Mr. M. A. Phelan, K.C., was elected as Hon. Legal Advisor, being

succeeded as Secretary by Mr. J. T. Stevens, who in 1923 was succeeded by Major M. J. McCrory, a director since 1913, while Mr. P. H. Bartley succeeded as Treasurer in 1922 on the death of Mr. B. McNally, who had been an officer since 1900, Dr. W. H. Atherton remaining as Manager since 1908. The Ladies' Board consisted of Lady Hingston, President (since 1893), Mrs. J. T. Walsh, 1st Vice-President, who had succeeded Mrs. McNamee, Mrs. J. P. B. Casgrain (1893), Mrs. P. H. Bartley, who was elected Vice-President for 1925, and Mrs. S. R. Thomson, Secretary-Treasurer since 1893, with Mrs. P. S. Doyle (1893) Treasurer of the Chapel Fund, among other long service committee workers being Mrs. W. J. Tabb, Miss L. O'Connell and Mrs. Macdonald McCarthy.

TRIBUTE TO LADIES' BOARD

In recognition of the splendid work done by the Ladies' Board since the beginning of the Club and of the permanent and lengthy service of so many of them and of others on the committees who still stood by it, opportunity was suitably taken of the celebration of the Silver Jubilee of the Club, held at the Ritz-Carlton Hotel, at the formal opening of the season of 1917, when a resolution of thanks passed at the annual meeting of 1916 was formally and publicly offered to Lady Hingston for herself and her co-workers, with the following preamble:

"Whereas it is in great measure due to her perseverance and encouragement and to the hearty co-operation of her associates and co-workers on Ladies' Committees up to the present time, that the Club, which began under difficult and humble circumstances, has been eventually established as one of the permanent philanthropic institutions of our metropolis. Be it resolved, etc."

RECOGNITION OF PAST PRESIDENTS

A resolution covering indebtedness to our men workers has never been publicly passed, but those resolutions recorded in the official Minutes on the occasion of the deaths of our Presidents, Messrs. F. B. McNamee, P. Wright, F. Casey, C. F. Smith, and of our long-time Treasurer, Mr. B. McNally, show that through their perseverance, whole-hearted devotedness, practical wisdom, business acumen, careful, economical and progressive administration, started by the first President after incorporation and carried on so well by subsequent Presidents, office-holders and committee-men, as mentioned in these pages, the Club has reached its present position as an

outstanding public body in Montreal, a pioneer lay apostolate and a notable sailor institution of the world.

CAPTAIN WALSH'S REGIME

The present regime, under the efficient and whole-hearted direction of Captain Walsh, with Vice-President Dr. F. J. Hackett and their loyal coadjutors, certainly merits no less an encomium. To the names mentioned of the Ladies' and Men's Boards, there should be added those of Mr. W. E. Doran, architect, who carried out the improvements of 1905 and 1906, and of Mr. John Quinlan, contractor, the more complete reconstruction of the new club in 1925. To these two active Life Governors, the economy of the expenditures, through their valuable assistance by way of plans and estimates and also by personal close attention to the work of renovation and reconstruction, is in large measure due.

The success of the Catholic Sailors' Club of Montreal is to be attributed to the long and voluntary services of the men and women who "stuck to it." Few charitable institutions can boast of such a record. It is to the credit of a number of the Ladies' Board and Committees that individually, after experience gained in social work with the Club, they have founded, or been the principal supporters of, several charitable or social works firmly established of recent years in Montreal.

PART II. GENERAL

THE SECOND AND PRESENT SITE OF THE CLUB 1896-1924

The history is now to be told of the site of the main building on the historic waterfront which since 1896 housed the club in its second and present phase. This, at the corner of St. Peter and Common Streets, is the first and only structure erected there since the discovery of Canada. The site is eminently historic. Its genealogical tree of ownership can be summed up thus: Before 1535 it probably belonged to the Agohanna or chief of the Hochelagans, whose capital was the fortified palisaded town on the slope of Mount Royal. When, before being stopped by the Beavers dam or Lachine Rapids in 1535, Jacques Cartier, on his discovery of the Saint Lawrence route, visited the Island of Montreal as the last point he could reach, he claimed the whole island for Francis I. From 1611-1635, Samuel Champlain, then Governor-General of

New France, held his annual trading post with the Indians at what he named "Place Royale," a little more than a stone's throw east of the club. In 1636 it passed into the hands of Jean de Lauzon, Intendant of the One Hundred Associates, and in 1640 it passed over to the Company of Montreal. In 1642, Paul Chomedey de Maisonneuve, the Executive officer of the Company or Governor, established his permanent French colony in the Fort at the same spot. The Company of Montreal, of which he was the Lieutenant-Governor, owned the site. It was part of the "Common" (hence Common Street of to-day). We may reasonably imagine both of these historic personages taking a walk along the river bank over our site. Owing to the uncertainty as to what point Jacques Cartier landed at the Island of Montreal, and owing to his very short stay of less than a day of hours, we cannot confidently claim the same pleasing probability. In 1663, the property of our site became that of the Messieurs du Seminaire de St. Sulpice, when they succeeded to the charter of the Company of Montreal and became the Seigneurs of the Island of Montreal in their own name.

After the fort, for a long time in ruins, was finally demolished in 1682, the land on and around it was ready for release. Accordingly we find a part of the Common given in 1685 to Hector de Callière (Governor of Montreal 1683-1690 and Governor of New France 1690-1703), where he built his chateau near the point of the triangle formed by the St. Lawrence on the south and the little River St. Pierre, which ran from Lachine north-west, now running under ground, at this point incorporated in the Sewerage system. This site was known as Pointe-à-Callière. The site of the chateau may be localized by identifying it with that of the present Ogilvie Flour Mills office. On October 23, 1692 (ratified February 27, 1693), the land adjoining to the west and extending beyond McGill Street was granted to the "Charron" Frères, a group of prominent citizens, turned lay social workers, who sought and obtained a canonical status as a Brotherhood. Their object was to erect an asylum or "General Hospital" for the care of old men and boys, teaching the latter their letters as well as trades. In 1692-94 they built their block (still extant). Our site was then included in their grounds and gardens near the St. Lawrence waterfront.

In 1747 the "Grey Nuns" took over the Charron Frères' lands and buildings and titles (these latter being confirmed in 1753 by Louis XV), and made considerable additions. In 1871, the Grey Nuns, who, however, had changed the nature

of the work to that for old women, young girls and children, removed their hospital to the present site on Dorchester Street, but retained the ownership of the downtown property. In 1872, the City of Montreal expropriated and purchased part of the land for the extension of lower St. Peter Street, and for this purpose demolished part of the buildings obstructing the course of the new street, but part are still left on the west side, including the half of the apse of the last of the Grey Nuns' chapels and the original Charron Block of 1692-94, which is hidden between some mean modern warehouses and the remnants of the west addition of the Grey Nuns now visible from McGill Street. The Charron Frères block is the oldest extant building of the French régime in Montreal (old city), though few know it.

For revenue purposes the Grey Nuns began building handsome stone-faced warehouses on a portion of lower St. Peter Street. One of these, erected in 1873 on the former garden site of the Grey Nuns—three storeys, with a deep, cellarage basement and a lofty attic—was rented from 1874 to 1884 by the Hudson's Bay Company, and there Lord Strathcona, when plain Donald Smith, had his office. After this, until its renting by the Club in 1893, it was mostly unoccupied, though in 1886 a portion was rented by Mr. James McShane, who was afterwards Mayor of Montreal and Harbour Master. It stands at the east corner of St. Peter and Common Streets. The Club purchased it in 1903, redeeming the mortgage in 1913. Thus it is the first building ever placed on this historic site. The Concert Hall annex on St. Peter Street added in 1905 replaced two meaner buildings, included in the purchase of 1903 and meant to be temporary and not of the same architectural distinction as the others. The present Concert Hall, reconstructed in 1924, covers the ground plane of the whole fabric—a block covering 5,740 square feet.

THE GREAT WAR

For the sake of record a few notes from our reports during the Great War of 1914-18 are now added.

That of 1914. "The war has created the abnormal situation that the harbour has been under guard since the outbreak of hostilities. Every entrance has been protected by men in khaki, bearing rifles, and the elevators, the bridges and every point important to be maintained for the continuation of exports to the Motherland has a similar guard. The sailors had to have passes to and from their ships, as well as the workers from the Club."

Every effort was made to keep up the spirits of the sailors at the concerts. On August 15, on the declaration of the British entering into alliance with France and Belgium, the programme was opened on the organ by Mr. Garroll, S.S. "Canada," with "The Marseillaise" and "Rule Britannia"; and the song "It's a long, long way to Tipperary," which may perhaps be claimed to have been first publicly introduced into Montreal at our Club, was early sung, and became a weekly occurrence throughout the season. On August 15, a party of French sailors from the S.S. "Veneza" sang "The Marseillaise."

The report notices that the Great Canadian Armada, the finest ever to have sailed the Atlantic, was made up of many vessels and seamen known at Montreal. It is pleasing here to note that our President, Captain J. T. Walsh, then Marine Superintendent of the C.P.O.S. Line, bore great responsibility in the equipment of the ships for that Armada.

The report of 1915 notices the disappearance of old friends and the arrival of new.

"These have behaved splendidly, though raw recruits. There has been a marked absence of desertions on reaching this side. They looked upon themselves as in honour bound to their vessels and as partaking as active contestants in the Great War, as in reality the men of the British Mercantile Marine have truly been."

The "Gazette" of Montreal, September 9, 1915, had the following:

"In times to come, the masters deck and engine room officers and crews of the British Mercantile Marine will figure equally in song, verse, and story with their brothers of the Royal Navy, for the way in which they have borne themselves in this Great War. What they have done is beyond all praise, and Commander J. T. Walsh, R.N.R., Marine Superintendent of the Canadian Pacific Ocean Services, showed that very clearly in the address last night at the Catholic Sailors' Club, when an entertainment was given for the Canadian Patriotic Fund."

On September 8, another patriotic evening was given on the occasion of St. Patrick's Society's annual concert, when an inspiring address on Canada and its needs was given by Lt.-Col. H. J. Trihey, K.C., the promoter of the Irish Rangers Battalion for home service and afterwards of the 199th Battalion (Irish Rangers) for overseas service. The report of 1916 records that the "Montreal Star," in noticing the formal opening and concert, noted:

"The work of the merchant seamen in the war received full recognition last night and was placed on a level with that of the Naval and Military units. Captain McCrory paid a soldier's tribute to the brave sailor men and emphasized their disadvantage in not having the satisfaction of fighting back as has the soldier and man-o'-war's man."

The club was represented at the 111th anniversary of Trafalgar Day, two of the speakers being its President and its Manager, also there was representation on the platform of the great public celebration of the Battle of Jutland. In connection with the promotion of the British Sailors' Relief Fund and the Canadian Royal Navy Reserve, Mr. W. G. Ross, chairman of the Harbour Commission, and the organizer of both of these movements, at the closing concert of the 1916 season, according to the following "Gazette" report of the scene,

"took the opportunity of reporting on the success of the British Sailors' Relief Fund organized by Canadians desirous of giving some signal evidence of their appreciation of the great services which the Navy and Mercantile Marine had been silently giving Canada along with the rest of the Empire, both before and after the war began. He was glad to tell them that two of the most active officers in connection with the fund had been the President of the Catholic Sailors' Club and the Manager, Dr. W. H. Atherton. A large share of the success of the fund was also due to Mr. Fennell (a member of the Executive C.S.C.). They believed that the amount they had been able to collect would relieve the strain on the Sailors' Institutions in the Old Country at the present time." ("Gazette" December 20, 1916.)

The report of this year also notes the cosmopolitan clientele of our men. In addition, parties of several national navies appeared at the concerts and religious services. Hindus came to the entertainments in their picturesque costume, and even asked for Hindu literature—but in vain! They were lined up for their photograph, but, realizing it, they broke away, crying "No, no, no! Mohammedan, no pictures! Mohammedan must not!"

The report of 1917 notes the co-operation of the Club in the founding of the Federal and Provincial branches of the Navy League of Canada, and also its active co-operation with the "Last Post" Fund. In particular, it records the co-operation in the First Victory Bond Parade, by two floats organized in conjunction with the Montreal Sailors' Institute. The following extracts from an official letter of the local chairman of the parade will be of interest:

"Everybody was delighted with the realistic Lifeboat float, both as a crew manning it and as a large gathering of officers and men of all ratings following it. Everybody was delighted also with the part of the Comedy float organized by the sailors of the 'Foo Foo Band', whose fun and frolic caused a continuous ripple and uninterrupted flow of merriment from the waiting crowds throughout the whole length of the three hours' parade. . . . Everybody knew they had done their bit, and it was now up to landsmen, as your posters told us, to do ours."

"Montreal realizes the warning of another of your posters, namely, 'Lest we forget the men of the Mercantile Marine, 1914-1917.'"

At this time, as all will remember, there was universal anxiety about the outcome of the war. Speaking of the morale of the men, the report notes:

"A certain seriousness evinced itself in the increase of letter writing home. It may be mentioned here, that this year the men have nearly all personally experienced dangers from the submarine snares laid by the Huns across the Atlantic, to which many of their sister ships and fellow-mates had succumbed. Yet while realizing their dangerous vocation, there was no panic or fear, there was little desertion, but there reigned a dogged determination 'to carry on' which seemed to animate all."

At the concerts the opportunity of *ensemble* chorus singing, such as "Take me Back to Good Old Blighty," gave relief to their pent-up feelings and sent men back to their ships with cheerful hearts. On May 20, 1917, at the concert, a resolution was moved by Mr. Charles Olden, a steward, and seconded by John Bell, A.B., and ordered to be sent to Sir Wilfred Laurier, for the following words said by him in his speech at the reception at Ottawa of the Hon. Arthur J. Balfour, former Premier of England:—

"On all points I pin my faith, not on the warship alone, but equally upon the merchant vessels. Our hearts go out to those merchant ships which, day in and day out, are sailing in and out of the ports of England with food, that she may continue her life. Every day sees those ships insufficiently armed, if not defenceless, putting out to sea, regardless of the risk of being sunk by an invisible and cowardly enemy, and whenever one gets torpedoed she goes down to the bottom with the men cheering to the last for England."

Here is an insight into the aftermath of war:—

"Send me some news about the Club. I am quietly waiting the end in the hospital, and I like to think of the concerts and services at the Club."

The report of 1918 gives little war "atmosphere," for, thank God! it was over, when it was written. People were tired with "war" and the pages were needed for the report of the Club as an emergency Marine Hospital during the influenza epidemic, but there is an appeal to the members to redouble their interest in the sailor men of the future in recognition of their services during their years of strain of the Great War. "Lest we forget the Mercantile Marine of 1914-18" is the appeal on their behalf.

THE WEEKLY CONCERTS

The sailor concerts of the Montreal Seamen's Institutions are now the most famous sailor gatherings in the world. Our Club started its Thursday weekly nights at the first formal

opening May 30, 1893, in the old garret on St. Paul Street; they have always been free to the seamen, but since 1896 a small fee has been charged for citizens. In the second location (1896) they were held in the third floor, till recently the billiard rooms, and since 1899 on Wednesdays, but after 1905 in the Concert Hall on St. Peter Street.

Each season there are about thirty-two weekly Wednesday Concerts, with extra informal sing-songs or organized sailor troupes on other days. Usually the Wednesday programmes are provided by seamen and citizens jointly. Citizen organizations are sought for, as they lend their auspices to the night, bring their own chairman, their own talent and audience; and are enthusiastic admirers of the jolly nautical turns such as "Foo-Foo" or burlesque bands from the ships. In return the men appreciate the city artistes.

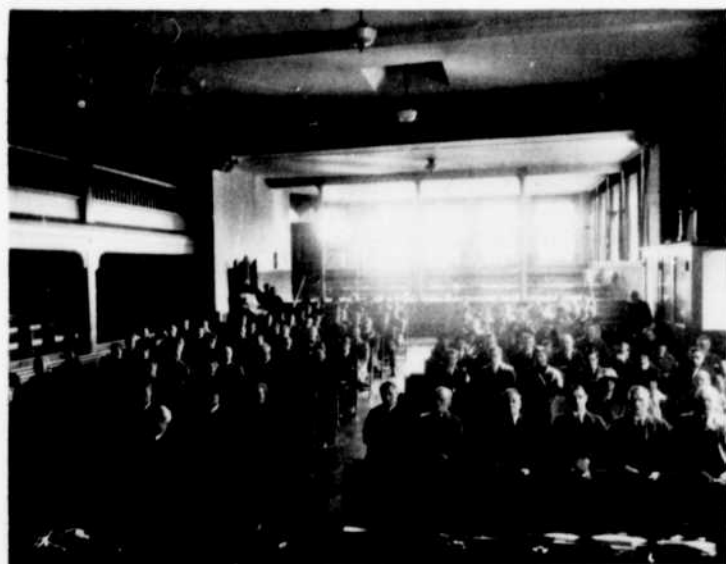
This is an occasion we gladly use to thank citizen organizations for their help in the past. In consequence the following list will mark only the first annual appearances since 1896.

- 1896 Entertainment by J. Heckman, C.E.
- 1897 "James Foley" Social Club; First Parish Concert, St. Anthony's (Rev. J. E. Donnelly, P.P.).
- 1898 St. Patrick's, St. Gabriel's, St. Mary's, St. Ann's Parishes.
- 1899 C.O.F. (seven branches; each a night).
- 1900 A.O.H. (5); C.M.B.A. (2); The Young Irishmen's Society.
- 1902 Prof. Cal Corey's pupils; Imperial Army & Navy Veterans; James McCready Co. Ltd.
- 1903 Knights of Columbus (English).
- 1907 Catholic Total Abstinence Society.
- 1909 Loyola College; Loyola Club.
- 1910 St. Agnes'; Dickens' Fellowship, Chorale St. Louis de France.
- 1911 St. Marie's College (F.); United Irish League; Italian Church; Shamrock A.A.A.; Franciscans (Third Order); Boy Scouts; St. Patrick's A.A.A.; Last Post Fund.
- 1913 K. of C. (French); St. Thomas Aquinas'; St. Dominic's; Foy & Kavanagh, Christmas Concerts.
- 1914 Catholic High School (Presentation Brothers); City Fire Brigade; Alverna Catholic Association.



A WEDNESDAY NIGHT CONCERT PARTY

The Sea Cadets (Navy League), Mr. R. T. Hencker, K.C., President Montreal Branch League in the centre with Executive Officers on his left, Col. B. Wynans on his right and Mr. R. C. Stevenson



THE NEW HALL
The Sailors' Sunday Mass

- 1915 "La Patrie"; Caledonian Society; Belmont School (R. L. J. Cuddihy).
- 1916 Harbour Commissioners; Lancastrian Society.
- 1917 Dixie Players (Lachine); Canada-Belgia Club; Daughters of Erin; Park and Playgrounds Association; St. Michael's Parish.
- 1918 Navy League Night; Angus Shops, C.P.R.
- 1919 Canadian Consolidated Rubber Co.; Northern Electric Co.; Belding-Corticelli Ltd.; Montreal Locomotive Works; Bell Telephone Association; Gillette Safety Razor Co.; Montreal Police Force; The Tenth Reserve (F.C.); Montreal Custom and Excise Association; Steel Co. of Canada.
- 1920 Grand Trunk (later C.N.R.); C.P.R. Recreation Club; Catholic Girls' Club; St. Lambert and South Shore; Canada Export Co.
- 1921 American Can. Co.; Canada Cement Co.; St. Lambert K. of C.
- 1922 St. Augustine's Parish; Marconi Co., Radio night; Mont St. Louis College; Dollard Assembly K. of C.
- 1923 St. Willibrord's Parish; Pullman Car Conductors; Sons of England.
- 1924 Montreal Light, Heat & Power; White Star-Dominion Line; Sea Cadets (Navy League of Canada, Montreal Branch); St. Aloysius (Dramatic Club).

In the above list Church Associations are only recorded by the first appearance of their parish; nor are individuals, promoting concert parties, recorded. But special acknowledgment must be made to Mrs. S. M. O'Brien, Mrs. D. Boud, Miss K. Coleman, Miss Agnes Lynch, each for a series of annual concerts; to the "Whelan" and "West" families; and to Miss Grace Grant (Mrs. Colin Forrest) and Miss Carrie Fredericks for their long and much appreciated connections with the club as accompanists at the weekly concerts. We cannot signalize our artistes by name, though they are of the best the city affords, but exception must be made for Mr. Edward Quinn, who can claim to have sung for us at least once a year from 1893-1924, and he is still young!

To St. Patrick's Society there is credit due for an unbroken run of annual concerts since 1904 started by Mr. T. P. Tansey, and to Thomas Foy and Harry Kavanagh for their annual

Christmas concert since 1912, to Mr. J. P. Doran, to Mr. H. E. Potter, to Mr. J. P. Bray, Mr. R. L. J. Cuddihy, Col. Williams (Harbour Police), to Messrs. J. I. McCaffrey and P. J. Shea (organists), to the Fire and Police Chiefs and to the Executives of the Organizations above named, to the Rectors of Loyola College since 1909, to Archbishop Gauthier, and in particular to the Parish Priests and their assistant clergy for their continued support.

OTHER SOCIAL EVENTS

Each spring, after the port has been closed during the winter by the ice-bound waters, the formal opening is renewed. To give the names of the chief speakers and those on the platform would be to reproduce a list of those prominent in the religious and lay Catholic organizations, the civic, judicial, professional and business life of Montreal, and especially of those connected with the waterfront, the Government Departments of Marine and Fisheries, the Harbour Commission, the English and French Boards of Trade, the Atlantic S.S. Lines and the shipping world in general.

Distinguished visitors have registered their names in our visitors' book: Archbishop Bruchesi, of Montreal, who presided at many of the formal openings; H.E. Mgr. (Cardinal) Merry del Val, who in a kind and appreciative address in 1897, in the Concert Hall, on June 26,

"hoped that the Montreal Catholic Sailors' Club would become the first strong link in a chain of similar charities that would encircle the globe, and suggested that, by correspondence with other clubs, steps should be at once taken to that end."

This was done; the Club co-operated in the temporary movement led by the Rev. Dr. Toll in 1910, and we have taken our share in the Apostolate of the Sea recently initiated in Glasgow as a revival of the movement started in 1890. Other visitors were: H.R.H. Prince Alexander of Battenberg, 1905; H.E. Cardinal Logue, Primate of All Ireland, who spoke at the formal opening of 1908. On April 27, 1901, Cardinal Falconio, then Apostolic Delegate, wrote, "May God bestow His choicest blessings upon this institution."

The Club took a prominent part in the history of the Great International Eucharistic Congress held at Montreal in 1910.

"Its building was artistically draped and ornamented with shields and flags. Its striking appearance was particularly marked by the thousands of spectators who assembled on Saturday afternoon, Sept 3rd, on the quay, directly in front of the Club, to witness the arrival from Quebec of the Papal Legate H.E. Cardinal Vincenzo Vanutelli."

On the following Wednesday, Sept. 7, the Concert Hall was the scene of a brilliant gathering of clergy and laymen, while the platform was filled with some thirty to forty distinguished delegates to the Congress, among whom were two archbishops, several bishops, a mitred abbot, several monsignors and other dignitaries of the Church. The gallery was crowded with sailormen to the number of 350, and the body of the hall was filled to its utmost with the members of the Club and delegates. The speaker of the evening was the Rev. Bernard Vaughan, S.J. After a characteristic address to the seamen, the eloquent preacher took the opportunity to vindicate the attack upon him made in certain newspapers through an unfortunate misunderstanding. (This event is noted in all the lives written of the noted Jesuit.) Archbishop O'Donoghue also spoke, and charmed all by his sallies of wit and humour. Commander J. T. Walsh, R.N.R., proposed a vote of thanks to the speaker on behalf of the shipowners, and Dr. W. H. Atherton, Manager of the Club, seconded it for the seamen.

RELIGIOUS ACTIVITIES

The Club was founded to exercise the spiritual and corporal works of mercy for men of the sea, a class specially recognized in the early days of the church. For were not the apostles fishers on the sea of Galilee?

When the club started it realized the importance of the spiritual contribution it could make to the uplift of the seamen trading here. Accordingly His Grace Archbishop Bruchesi, who took an interest at once and looked upon the Club as a quasi-sailor parish, gave it an independent chaplain. Prayer books, articles of devotion, edifying and clean literature were distributed or taken to the ships, temperance pledge cards were signed, confessions were heard, and for Mass, notices of the hours at the nearby churches were put up and zealous members would take the men there. The first of the series of Sunday Masses was held on June 26, 1898, in the reading room of the second Club house; since 1905, in the Concert Hall. Similarly the new hall (of 1924) becomes a devotional sailor chapel, the stage the sanctuary, and the adjoining rooms the vestry, sacristy and priest's office. For the nonce the memory of the Concert Hall is obliterated.

Several times, when the Club was closed, as during the influenza epidemic of 1918 and during the renovations of 1924, the men were taken to the different English-speaking parish churches. The chapel season generally closes with a Memorial Mass for deceased sailors and benefactors, the first recorded being on November 12, 1906. During the influenza epidemic of 1918, it was held in the famous sailor shrine of Notre Dame de Bonsecours, and this custom was continued till 1923.

These Masses are well attended; Old Country hymns are sung and the Chaplain addresses the men. At times when

navy ships of various nationalities are in port the scene has been very inspiring and devotional. The Ladies' Committee is responsible for this and for the reception which takes place afterwards.

On Sunday afternoons the men are often taken for a pilgrimage to the Mountain top and to the Gardens of Sleep there, or to some historical or interesting spot, and in the evening meet again for games or an instructive lecture.

HOSPITAL WORK

The Hospitals have apparently always been regularly visited; there men who have been injured on their ships or wharves, or have been taken off with fever, are gladdened with the presence of the Ladies' Committee, who bring them little creature comforts suitable to the needs of the convalescent. When they are released from the wards, the Club watches their marine re-establishment. The reports annually tell of letters of gratitude from the men and their relations. While Catholics are especially the object of the solicitude of the lady visitors, sailor men of other creeds are not passed by. The report of 1922 gives a highly laudatory extract from the "Gazette" of November 28, of the "cosmopolitan" work of Mrs. J. T. Walsh, Mrs. P. S. Doyle, Miss Mamie Fitzgerald and the Misses Berrea, who acted as the hospital visitors that year. The Chaplain's devotedness is not enlarged on here, but is easily visualized. There is another form of visiting, which is usually left to the Manager or the Chaplain—the Police Courts and the prisons. Fortunately the need is not very frequent, but is not rare; these cases are also followed up. The history of the Club as a Marine Hospital is told elsewhere. It remains to notice that after the disaster of the "Empress of Ireland," in 1914, off Rimouski, both Clubs sent their Managers for a week to the morgue sheds at Quebec to identify the seamen who had perished and to help in the organization of the great public funeral for the victims.

THE BURIAL PLOTS

The corporal work of mercy—the burial of the dead—is of prime importance, since our clients are mostly strangers far away from kith and kin. Sometimes they are derelicts and we have not as yet discovered their names, but the Club claims them, rescues them from the medical student's scalpel and saves them from a pauper's grave, burying them with honour in our own plots in the Côte des Neiges Cemetery on the slopes

of Mount Royal, the pride of our city. The funeral services are conducted from the Club, sometimes simply, at other times with great exterior splendour if by chance a man dies when his ship officers and mates are in port and can then join in the cortege through the business parts of the city. The letters we have received from poor relations and from the grateful shipping companies for this form of Christian Sailor Service are very encouraging.

The history of our burial plots is as follows. In the early days, burials were made in no particular plots, but in 1897 the Fabrique de Notre Dame kindly gave a Sailors' Site, and afterwards allowed further adjoining ground, the first interment at which the pastor of St. Anthony's Parish, now the Rt. Rev. Monsignor J. E. Donnelly, officiated, being that of William Kieley, of Dungarvan, Co. Waterford, Ireland, who died in the Notre Dame Hospital on June 20; the other sailor buried that year was William Scullion, also of Ireland. The record adds, "relations notified," a custom pursued when possible. In 1898 there were seven interments, namely, those of a Turk, a German, an Englishman, an Austrian, a Frenchman and two Irishmen. By 1923 it was found that a larger burial site should be secured, and accordingly a purchase was effected from the "Fabrique" at the cost of \$990, as an initial outlay with an option on the rest. The new Sailors' ground is to adjoin the plots of the soldier victims of the Great War, cared for by the Dominion Government Graves Commission, and of the soldiers and sailors buried by the Last Post Fund of Canada. All these graves are in one spot, at a point where the Mount Royal Cemetery and the Catholic one of Côte des Neiges meet, where in the centre of the group towers the imposing Cross of Sacrifice, a common heritage for all sleeping around. The new Catholic Sailors' monument at its corner will face the Cross and will be also a significant landmark. As this quarter is one of frequent pilgrimage and of patriotic gatherings and one of the favourite sights in the Gardens of Sleep of Mount Royal, friends in the "Old Country" will know when they read that their boy is buried in the Club plots, that he is honourably resting in a beautiful, dignified and historic plot.

THE SAILORS' MEMORIAL FUND

The story of the Sailors' Memorial Fund is now to be told. Early after the opening of the first plot, seamen used to be taken in pilgrimage there, to say a prayer for the repose of the

souls of their mates. Then in 1898, as the report tells, the lot was improved by the erection of "a handsome and suitable monument due to the efforts of a small band of workers outside the regular members of the Club." It is, however, considered but a modest forerunner of a future sentinel. It bore the inscription "Our Sailors, 1898." After this several headstones were put up by comrades from some particular ship, but some graves were not so honoured. Hence the significance of the following spontaneous action recorded in the report of 1905:

"At the suggestion of the Catholic sailors visiting this port, the Club has taken in trust a subscription towards the embellishment and maintenance of the sailors' burial lot in the Cote des Neiges Cemetery. During the past season the sum of \$160 was subscribed by the sailors for this purpose. No more tangible evidence of their goodwill towards the Club could be given than this. They have shown a personal interest in an object that is laudable and most worthy of them, namely, to provide a suitable monument to their comrades whose labours may come to a close while in this city. The fund so entrusted will be taken care of until the sailors decide on its ultimate disposal."

The money collected by the sailors themselves each season, by pennies, threepenny bits and sixpences, mounted up but slowly. In the first year eighteen ships gave \$159, of which S.S. "Victorian" \$22.04, S.S. "Virginian" \$16.32, S.S. "Canada" \$11.20; A Landy \$1.00. By 1914 it reached \$642.86; that year, the first of the war, only adding \$25.74. Nothing is recorded for 1915-16-17-18; the war broke many traditions! In 1919 it was increased to \$674.51, in 1920 to \$889.18, in 1921 to \$889.18, in 1922 to \$1,071.23, in 1923 to \$2,015.37, in 1924 to \$3,171.48.

The explanation of the increase since the war is due, not to the seamen's collections, but to special earmarked concerts arranged by ship parties, or by R. L. Cuddihy, Messrs. Foy and Kavanagh, the Sea Cadets (Navy League), and particularly the Harbour Police. Even the present Fund is not sufficient to erect the Sailors' Memorial Monument after it began to be talked about as a most deserved tribute for the war services of the Mercantile Marine, so the Directors determined to loan the necessary amount, with the desire that the same Sailors' Memorial Fund should be continued till it had paid for the whole cost of the completed monument, so that the "holy and wholesome thought" of the sailors of 1905 may be realized even beyond their most ardent dreams.

The monument will be placed early in the summer of 1925. It has been designed by Prof. P. E. Nobbs of McGill Univer-

sity, the modelling by F. S. Sciortino, the carving by W. Dawson, and the masonry by John Quinlan & Co. The octagonal shaft, standing on a pedestal step 10.4 long by 9.2, the length being 8.6, will be surmounted by a carved headpiece about 5 feet high of a mediaeval ship, standing in which is a figure of Our Lady, with the halo of a star and bearing in her arms the Child, the whole representing Mary, Star of the Sea, Patroness of Mariners, guiding the bark of the scafarers on their last voyage. The symbolism is also of antiquarian interest, and has been used already in the device of the ancient port of Leith in Scotland. The model of this headpiece was exhibited at the 1925 Spring opening of the Art Gallery and won much approbation.

At the base of the device and on the capital of the octagonal shaft, the inscription "Hail-Mary-Star-of-the-Sea-Pray-for-Us," and below, on the face of the shaft:

RAISED BY SEAMEN—
TO THE MEMORY OF SHIPMATES AT PEACE—
SLEEPING HERE OR LOST AT SEA

CO-OPERATION

The Club believes in co-operation in giving and receiving. That with its sister Institute has been continuous. It has aimed to take its part as a city institution, representative of the sailor interests in this port, and thus it has taken its place in social welfare and patriotic movements of the City, Province and Dominion. It has friendly relations with outside sailor institutions and movements, and especially with the recently established "Apostleship of the Sea."

The Club has always been loyal to Canada and the Empire. The report of 1901 records its resolution of condolence with the Royal Family on the death of H.M. Queen Victoria, and that of 1910 on the death of H.M. King Edward VII. Its co-operation with the first Canadian War Loan, the British Seamen's Relief Fund and the formation of the Navy League forever stands to its credit, as does its readiness to be transformed into an Emergency Marine Hospital in 1918.

The Club has also been loyal to the traditions of Christian charity upheld by the Church. Hence on several occasions it has received the blessing of the reigning Pontiff. Those recorded on the walls of the club are Dec. 2, 1894; Feb. 21, 1896; March 22, 1922; Oct. 22, 1922.

As the result of the mission here in 1910 of the Rev. Dr. Toll of Naples and his report to His Holiness on the sailors in the world, we received the following letter:—

“Naples, Nov. 27, 1910.

“When, on the 12th instant, I had the honour to report to the Holy Father, I mentioned especially the splendid work performed in Montreal, and His Holiness has charged me to express to the members his great satisfaction and to convey to them and their families, as a token of his special benevolence, the Apostolic Benediction.”

RECENT COMMENDATIONS

The report of 1922 records the benediction of H.H. Pius XI, given through Dr. W. H. Atherton in a special private audience at Rome on Feb. 22, 1922, to the Club.

“Carry back to Montreal,” said His Holiness, “my most sincere and personal Apostolic Benediction to your President, to your Directors and to all who support, maintain and work for this most needed and laudable enterprise. Carry back this blessing to each one of these as coming from me most personally and,” he added markedly, “don’t forget the sailors themselves.”

The Club has reason to be satisfied with the commendations it has received by the support of the Federal, Provincial and Municipal authorities, of the great shipping firms and merchants of Montreal, of the Harbour Commissioners, the fraternal and social associations, as well as of non-Catholics. It has been supported by a loyal membership.

It has the goodwill of the captains and officers of the ships and of the crews of all nationalities.

The following extract from the issue of Jan. 21, 1925, of “The Seaman,” the official organ of the National Sailors’ and Firemens’, Cooks’ and Stewards’ Union of Great Britain and Ireland will prove this. It is signed by two delegates who visited us in October, 1924:—

“We cannot speak too highly of the manner in which the seamen themselves appreciate the work done in this city and the efforts put forward for their comfort when in port. . . . We attended three concerts at the Seamen’s Institute and the Catholic Sailors’ Club and found them greatly appreciated. In fact, without fear of contradiction or of appearing in any way to criticize similar institutions working in other ports, we must say that the Missions at Montreal exceed anything we have seen for providing social entertainment to seafarers when away from their homes provided by these Missions. . . . We therefore want to congratulate these two associations on their splendid work for the seafarers on the social side, which we would personally like to see developed on similar lines in other ports.”

We have received thanks from the admirals of the British Navy, and recently the Club has been honoured by a diploma

from La Ligue Maritime et Coloniale Française. The City Magistrates, the Chief of Police, the Harbour Commissioners and others have congratulated us publicly on the observance of law and order on the waterfront. At the opening of the new Club recently, this was commented on by Col. J. S. Dennis, representing the C.P.R. S.S. Line, and Major P. A. Curry, White Star-Dominion Line. The "Star" of November 11, 1924, records this thus:—

"SEAMEN'S CONDUCT"

"Members of ships' crews in port are considerably gratified over the complimentary remarks made of the conduct of seamen in the port of Montreal by the various speakers at the opening of the Catholic Sailors' Club held last evening.

"The day is past on the waterfront when rowdiness, fights and brawls were common, and it is quite possible for anyone to venture along the waterfront at any hour of the day or night in perfect safety.

"In this respect Major P. A. Curry, of the White Star-Dominion Line states that Montreal is without peer and the conduct of the sailors while in this port is infinitely better than that of any other port in the world."

ENVOI

The Canadian Press has frequently endorsed our work. Early in the summer of 1923, there appeared in the columns of the "Montreal Standard" an article in which the writer drew attention to the life of the "sailor" both ashore and afloat. The article said in part:—

"The old-time sailor has vanished, just as the old barks, the old brigs and the old schooners, which carried the British flag to all parts of the world, have disappeared from view.

Cannot old habitués of Commissioners Street and Common Street recount many an epic fight in boarding house and bar room, and do they not recall that the surest way to landing a job aboard a ship was to appear in a gallant plight of showing one or two black eyes and the loss of a couple of teeth, the real trade mark of an efficient sailor?

But the passing of the old-time sailor is almost as complete as the passing of the old-time ship; both are relegated to the dim past, and on their ashes has arisen a newer and brighter era.

To-day the sailor seeks the quiet of the reading room, the recreation afforded by his pool and billiards, his weekly vocal and instrumental concerts, his football and cricket games.

And this almost unbelievable advance in the social and moral calibre of the present generation of sailor boys is due to the steadfast solicitude and unremitting zeal displayed by those who guide the workings of the various organizations the world over, looking to the care and welfare of the sailor. These clubs and institutes, working for the welfare and conversion of the sea-faring men, for their physical, mental and spiritual advancement, have met with great success.

But of all the organized bodies none has done better or more fruitful work than the recorded accomplishments of the two institutions in Montreal—The Montreal Sailors' Institute and The Catholic Sailors' Club. Both these institutions have become celebrated the world over for the care and attention given the sailor, who always looks to his entry into the port of Montreal as an advent into a haven of comfort and repose, as an antidote to the strenuous life on the billowy waves."

The following is the list of our Chaplains:—

Rev. A. E. Jones, S.J.....	1893-95
Rev. E. J. Devine, S.J.....	1896, 1898, 1904, 1913-24-
Rev. Isidore Kavanagh, S.J.....	1899, 1900, 1909-10
Rev. A. Larue, S.J.....	1901
Rev. A. Gagnieur, S.J.....	1901-02
Rev. John Coffey, S.J.....	1903
Rev. Timothy Malone, S.J.....	1905-06
Rev. Nicholas Quirk, S.J.....	1907-08
Rev. Thomas Gorman, S.J.....	1911
Rev. Lewis Drummond, S.J.....	1912

W.H.A.

Montreal, April 15, 1925



Thirty-second Annual Report of the Catholic Sailors' Club, Montreal, for the Season of 1924

To the President, Life Governors, Directors, Members and Supporters:—

Ladies and Gentlemen:—

On behalf of the management, I have the honour to present the annual report for 1924. Owing to the great changes that have occurred in the fabric of the buildings, it has been thought advisable to have the history of the Club (1893-1924) recorded, and this, which has been entrusted to Dr. W. H. Atherton, will be issued with these reports and will dispense with any special description of the activities of 1924.

It may be well to add that during the season the Club has been well frequented, and has abundantly justified the aim the Club had in view in its inception in 1893, it having been estimated that during the season of 1924, 164,084 visits to the port were made by seamen, thus: 77,189 men (officially recorded) arriving on 1,223 sea-going vessels, with 86,895 men (estimated) on 5,791 inland vessels.

As the utility of the Club depends upon the growth of the shipping, and there seems no danger of this being diminished, it can be seen that the greater accommodation now given in the New Club is entirely timely and in line with the progressive development of the Port of Montreal.

The whole respectfully submitted,

M. J. McCrory,
Hon. Secretary.

Montreal, April 16, 1925.

IN MEMORIAM

(Interred in the Catholic Sailors' Club Plots at Cote des Neiges Cemetery on the slope of Mount Royal)

Season 1924

EDWARD MEAGHER, native of Liverpool, a young seaman out of employment, died in Notre Dame Hospital, Sunday, May 18, of double pneumonia.

UNKNOWN MAN—Found "accidentally drowned" in No. 1 Lock, Lachine Canal, identified as Catholic Seaman, wearing badge of Apostleship-of-Sea, buried on June 12.

JUAN FORTIS, Portuguese, aged 34, native of Cape Verde, stoker on S.S. "Cadwallon" (Elder Dempster Line), buried Friday, Sept. 26.

("Fortis with three other Portuguese from Cape Verde were engaged in stoking when a stopcock in the steam-pipes suddenly burst, filling the hold with blinding, scalding vapour. Three were able to grope their way to safety, but Fortis was overcome with asphyxia, badly scalded, and when extricated was found dead.")

MARIC HODNAR, aged 38, native of Krenova, Province of Moravia, Czecho-Slovakia, a stowaway, found asphyxiated in the coal bunk, starboard aft, S.S. "Melita," died probably on October 14, buried October 28; being clearly identified as a seaman, by his discharge papers of former sailings, was buried as such.

Condolences

Our sympathy is extended to the relatives and friends of the following, who have died since the issue of the last Annual Report.

The Rev. R. E. Callahan, Pastor of St. Dominic's Parish; the Rev. Peter Heffernan, Pastor of St. Augustine's Parish; the Rev. J. McCarthy, S.J., former temporary Chaplain of the Club and Chaplain Royal Victoria Hospital; J. A. Richard, LL.D.; J. S. Stanford; James Carruthers, first president P.Q. Division of Navy League of Canada; Mrs. Peter Doyle; David Campbell, Past President Montreal Sailors' Institute.

CATHOLIC SAILORS' CLUB, MONTREAL
STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS
FOR PERIOD FROM JANUARY 1st, 1924, TO DECEMBER 31st, 1924

RECEIPTS		DISBURSEMENTS	
1924		1924	
Jan. 1—To	Balance in Bank	Dec. 9—By	Wages
Dec. 9	Subscriptions		Concert Expenses
	Weekly Concerts		Printing Annual Reports, Stationery and Stamps
	Steamship Collections		Sundry Expenses
	Navy League Interest		Insurance
	Rent		Coal
	Bond Interest		Taxes
	Bank Interest		Relief and Assistance
	Sale of Bonds		Telephone
			Lighting
	55,071.64		Purchases of C.N.R. 1924 Bonds
	<u>\$66,148.27</u>		John Quinlan, Alterations, Additions to Building
			P. Rooney, for chairs
			Hy. Morgan & Co. Ltd., curtains, etc.
			Daly & Morin, shades
			Montreal L. H. & P. for two ranges
			Office Specialty Co., office furniture
			Nobbs & Hyde, re Catholic Sailors' Monument
			450.00
			<u>\$61,142.56</u>
			Balance in Bank (Chapel Fund)
			Balance in Bank (General Fund)
			Balance in Bank (Sailors' Memorial)
			Balance in Bank (Building Fund)
			5,005.71
			<u>\$66,148.27</u>

46

P. H. Bartley,
Honorary Treasurer.

BALANCE SHEET AS AT DECEMBER 31st, 1924

ASSETS		LIABILITIES	
1924		1924	
Dec. 31—	Building and Land	Dec. 31—	Sailors' Memorial
	Club Hall and Concert Hall furniture		Less Expended in 1924
	\$41,415.36		\$2,015.37
	2,692.36		450.00
	<u>\$44,107.72</u>		<u>\$ 1,565.37</u>
	Endowment Fund Investment as per list attached		Chapel Fund
	22,665.10		Accounts Payable
			Endowment Fund
	Balance in Bank (Chapel Fund)		Surplus
	Balance in Bank (General Fund)		46,483.06
	Balance in Bank (Sailors' Memorial Fund)		<u>\$71,778.53</u>
	Balance in Bank (Building Fund)		
	2,700.00		
	5,005.71		
	<u>\$71,778.53</u>		

Audited and certified correct.

P. C. SHANNON, SON & CO.,

Auditors

Montreal, March 22nd, 1925.

**LIST OF SUBSCRIBERS
TO THE
CATHOLIC SAILORS' CLUB
FOR 1924**

A		D	
Atholstan, His Lordship		Daly, W. J.	5.00
Baron	\$ 5.00	Davidson, The Thomas,	
Archer, Hon. Mr. Justice.	5.00	Co.	5.00
Asselin, Major Olivar.	2.00	Davis, J. A.	5.00
		Delorme, Wilfred, & Co.	2.00
		Demers, Capt. and Mrs.	2.00
		Desaulniers, J. V.	2.00
		Desjardins, Chas., Ltée.	5.00
		Desmarais & Robitaille	2.00
		Doherty, Miss	5.00
		Doherty, Hon. C. J., P.C.	5.00
		Dominion Coal Co.	25.00
		Donnelly, Mrs. T. C.	2.00
		Doyle, Mrs. P. S.	1.00
		Drummond, McCall & Co.	10.00
		Ducharme, J. N.	5.00
		Dubee, Patrick	5.00
		Dufresne & Galipeau	5.00
		Durand Hardware, Co.	5.00
		E	
		Elliott, Rev. F. M.	2.00
		Ewing, S. H. Co.	5.00
		F	
		Fennell, M. P., Jr.	5.00
		Fisher, Mark, Sons & Co.	5.00
		G	
		Gagnier, J. J.	1.00
		Galibert, Paul	5.00
		Garand, U. H.	2.00
		Gauthier, Most Rev. Arch-	
		bishop	25.00
		Genin, Trudeau & Co.,	
		Ltd.	5.00
		Gervais, J. P.	2.00
		Godin, E. H., K.C.	5.00
		Goodwins Ltd.	5.00
		Gocra, A. N.	5.00
		Government, Federal	200.00
		Government, Municipal	200.00
		Government, Provincial	500.00
		Granger Frères	5.00
		Gravel, J. O.	5.00
		Grothé & Co.	10.00
		Guerin, Hon. Justice E.	10.00
		Gunn, Langlois & Co. Ltd.	5.00
B			
Baillargeon, J. B.	1.00		
Barctte, J. A.	1.00		
Barry, Miss L. E. F.	1.00		
Barsalou & Co.	2.00		
Bartley, Miss A. G.	1.00		
Bartley, Mrs. P. H.	5.00		
Bartley, P. H.	5.00		
Beaubien, L. J., & Co.	10.00		
Belding-Corticelli Ltd.	10.00		
Biennu, E. A.	2.00		
Birks, Henry, & Sons	5.00		
Blacklock, Bros.	10.00		
Bonhomme, Joseph	10.00		
Boucher, Mrs. D.	1.00		
Boucher, S., M.D.	1.00		
Britt, T.	5.00		
Brunet, J., Ltée.	5.00		
Byrne, D. J.	5.00		
C			
Canada Paper Co.	10.00		
Canadian Con. Rubber	10.00		
Canadian Govt. Merchant			
Marine	100.00		
C.P.O.S. Lines	125.00		
Canada S.S. Lines	50.00		
Can. Tube & Steel Co.	10.00		
Casey, Miss M.	10.00		
Casgrain, Mrs. J. P. B.	10.00		
Chaput Fils & Cie.	5.00		
Charlebois, R.	3.00		
Christie Brown & Co.	5.00		
Cinq Mars, Alexandre	2.00		
C. & D. Savings Bank	10.00		
Cochrane, Mrs. J.	5.00		
Coghlin, Gerald R.	2.00		
Corcoran, J. A., M.D.	5.00		
Corlier, Miss Z.	1.00		
Cuddihy, R. L.	2.00		
Cuddy, Mrs. J. T.	2.00		
Cuddy, The Misses	2.00		
Cuddy, S. L.	5.00		

O'Brien, Lt.-Col. W. P.	10.00
O'Bryen, R.	10.00
O'Connell, Miss L.	2.00
O'Connell, T.	10.00
Ogilvie Flour Mills	15.00

P

Paton, Hugh.	10.00
Perrin, Rev. Julien, P.S.S.	3.00
Phelan, M. A., K.C.	5.00
Provident Assurance Co.	5.00
Poirier, Rev. B.	1.00
Provencher, E.	2.00
Polan, Rev. E. F.	5.00
Prudhomme, A.	2.00
Purcell, Hon. Justice J. D.	5.00

Q

Quinlan, John.	10.00
Quintal & Lynch	10.00
Quinn, Mrs. E., 1923-24.	10.00

R

Racine, Alphonse	5.00
Redemptorists (St. Ann's)	10.00
Reford & Co., Robert	25.00
Robertson, F., & Co.	10.00
Robertson, James, & Co.	10.00
Richard, J. A. (Succ.)	10.00
Rolland, Mr. and Mrs. F.	25.00
Rolland Paper Co.	10.00
Rose & Laflamme	5.00
Rougier Frères	10.00
Ryan, L. G.	10.00

S

Scully, Mrs. W.	2.00
Shannahan, E. A.	5.00
Sharples, W. & J. (per F. O'Brien)	10.00
Singleton, Rev. F. J.	5.00

Sincennes, McNaughton Line, Ltd.	10.00
Slattery, T.	2.00
Smith, Lt.-Col. C. F.	10.00
Stanfords Ltd.	5.00
St. Lawrence Sugar Ref.	10.00
St. Pierre, W.	10.00
Stevens, J. T.	5.00

STEAMSHIP LINES

Appropriations
(Received during 1924)

Canadian Pacific Ocean Services	2,944.68
White Star-Dominion	923.70
Robert Reford Agencies.	304.64

T

Tabb, Mrs. W. J.	1.00
Tansey, T. P.	*1.00
Tetreault Shoe Co.	5.00
Terroux, Robt.	5.00
Thomson, Mrs. S. R.	5.00
Tracy Bros., J. T.	10.00
Trihey, T. F.	5.00
Tombs, Guy.	10.00

W

Walsh, Mrs. W. J.	2.00
Walsh, Com. J. T.	10.00
Weir, W. M.	10.00
Walsh, John	1.00
Whitney, Mrs. A. S.	5.00
White Star-Dominion Co.	50.00
Wickham, P. M.	10.00
Williams, Thomas, Ltd.	10.00
Wilson, L. A.	10.00
Wilson, Walter.	10.00
Woods Mfg. Co.	50.00
Wurtele, Mrs.	2.00

1924 CONCERTS DETAILED RETURNS

May	14,	C.P.R. Angus Shops.....	\$132.20
"	21,	Canada Cement Co.....	81.30
"	28,	St. Ann's Parish.....	67.25
June	4,	Belding-Corticelli Co.....	58.65
"	11,	C.N.R.....	147.35
"	18,	The "West" Sisters.....	22.25
"	25,	Steel Co. of Canada.....	58.05
July	2,	Caledonian Society.....	30.20
"	9,	Civic Playground Dept.....	9.30
"	10,	South Shore.....	17.70
"	23,	Club Concert.....	20.50
"	30,	(First) Club Concert in New Hall.....	30.50
Aug.	6,	Police A.A.A.....	76.65
"	13,	Montreal Light, Heat & Power Co. (Get Together Club).....	95.00
"	20,	Club.....	53.03
"	27,	Bell Telephone Assn. of Canada.....	103.65
Sept.	3,	Northern Electric Co.....	115.60
"	10,	C.M.B.A. (Grand Council).....	93.30
"	17,	St. Agnes' Parish.....	93.20
"	24,	St. Patrick's Society.....	77.15
Oct.	1,	St. Gabriel's Parish.....	69.70
"	2,	White Star-Dominion Line Offices.....	43.55
"	8,	St. Anthony's Parish.....	110.95
"	15,	St. Willibrod's Parish.....	59.69
"	22,	Loyola College.....	190.15
"	29,	Harbour Commissioners' Police.....	777.00
"	30,	S.S. "Montrose" Party.....	21.51
Nov.	5,	"Franciscans" Review.....	82.73
"	7,	Juvenile Variety Club (Cuddihy).....	54.10
"	12,	Sea Cadets (Navy League).....	102.70
"	13,	Dramatic Club (St. Aloysius' Young People).....	21.51
"	19,	K. of C. (Montreal Council).....	61.70
"	20,	St. Patrick's Parish at Congress Hall... ..	115.65
"	26,	Formal Opening of New Hall.....
Dec.	10,	St. Michael's Parish.....	120.90
"	17,	Foy & Kavanagh's Xmas Concert.....	260.80

Catholic Sailors' Club

For the Season 1925

BOARD OF DIRECTORS

<i>President</i>	- - - -	COM. J. T. WALSH, R.N.R.
<i>Vice-President</i>	- - - -	F. J. HACKETT, ESQ., M.D.
<i>Hon. Treasurer</i>	- - - -	P. H. BARTLEY, ESQ.
<i>Hon. Secretary</i>	- - - -	MAJOR M. J. McCRORY
<i>Hon. Legal Adviser</i>	- - - -	M. A. PHELAN, ESQ., K.C.
<i>Manager</i>	- - - -	W. H. ATHERTON, ESQ., PH.D., LL.D.
LEO G. RYAN, ESQ.		Z. HEBERT, ESQ.
LT.-COL. CLARENCE F. SMITH		J. QUINTAL, ESQ.
JOHN QUINLAN, ESQ.		LAWRENCE A. WILSON, ESQ.
CAPT. W. M. WEIR,		MRS. P. S. DOYLE
M. P. FENNELL, ESQ., S.S.D.		LADY HINGSTON
J. T. STEVENS, ESQ.		MRS. S. R. THOMSON
F. J. JACKMAN, ESQ.		MRS. J. T. WALSH

Ladies' Board

<i>President</i>	Lady Hingston
<i>1st Vice-President</i>	Mrs. J. T. Walsh
<i>2nd Vice-President</i>	Mrs. P. H. Bartley
<i>Secretary-Treasurer</i>	Mrs. S. R. Thomson

Committee

Mrs. R. Archer	Miss Catherine McCrory
Miss L. Barry	Mrs. H. McMullen
Miss Bartley	Mrs. B. McNally
Mrs. D. Boucher	Mrs. W. P. O'Brien
Mrs. J. P. B. Casgrain	Miss L. O'Connell
Miss M. Casey	Mrs. M. A. Phelan
Mrs. J. Cochrane	Mrs. J. D. Purcell
Mrs. J. Corcoran	Mrs. J. Quinlan
Miss A. Doherty	Mrs. J. Quintal
Mrs. J. C. Duckett	Mrs. L. G. Ryan
Mrs. H. Doheny	Mrs. W. Scully
Mrs. W. E. Doran	Mrs. Clarence F. Smith
Mrs. P. S. Doyle	Mrs. W. J. Tabb
Mrs. D. Gillmor	Miss May Thomson
Mrs. Z. Hébert	Miss Florence Walsh
Mrs. A. Kavanagh	Mrs. W. M. Weir
Mrs. H. J. Kavanagh	Mrs. E. Daoust
Mrs. L. Gravel	Miss M. Fitzgerald
Mrs. Macdonald McCarthy	Miss A. Berrea
Mrs. J. G. McCarthy	Miss M. Berrea
Miss Margaret McCrory	

51
SANT-SU-PIRE

Catholic Sailors' Club

Life Governors

M. P. Fennell, Esq.	Leo. G. Ryan, Esq.
Ludger Gravel, Esq.	Lieut.-Col. Clarence F. Smith
Hon. J. J. Guerin, M.D., K.S.C.G.	Commander J. T. Walsh, R.N.R.
F. J. Hackett, Esq., M.D.	Capt. W. M. Weir
Z. Hébert, Esq.	Lawrence A. Wilson, Esq.
M. J. Hogan, Esq.	The President of St.
F. J. Jackman, Esq.	Patrick's Society
H. J. Kavanagh, Esq., K.C.	Lady Hingston
Paul Kelly, Esq.	Mrs. Robert Archer
W. L. McDougald, Esq., M.D.	Miss M. Casey
H. McMullen, Esq.	Mrs. J. P. B. Casgrain
Lieut.-Col. W. P. O'Brien	Mrs. J. P. Cochrane
Major M. J. McCrory	Mrs. P. S. Doyle
Hugh Paton, Esq.	Miss L. O'Connell
M. A. Phelan, Esq., K.C.	Mrs. W. J. Tabb
John Quinlan, Esq.	Mrs. S. R. Thomson
Joseph Quintal, Esq.	Mrs. J. T. Walsh

Life Members

Hon. C. C. Ballantyne, M.P.	Sir Vincent Meredith, Bart.
Robert Bickerdike, Esq.	Mrs. W. G. Ross
M. P. Davis, Esq.	Milton L. Hersey, D.Sc.
James Maher, Esq.	

FORM OF BEQUEST

I hereby give and bequeath unto the Catholic Sailors' Club, a body politic and corporate, having its head office at the City of Montreal, as its own or absolute property,

Specify

to be used and devoted, for the purpose of the said Club

CATHOLIC SAILORS' CLUB

Founded in 1893, Incorporated in 1900

For the purpose of caring for seamen temporarily in the Port of Montreal

"Let us Forget the Merchant Marine of 1914-1918"

OUR AIM:—"A HOME FROM HOME"

1. To welcome to our midst a large body of seamen of every nationality and creed who yearly bring into the Port of Montreal trade and settlers to Canada; and to afford them, while with us, a bright and homelike resort under uplifting influences.

2. To encourage the sailors while on shore to be self-respecting, to observe law and order, to save their money, to send it home, and avoid the temptations of a great city; and in particular to advocate temperance.

3. To attain this aim, we would have the seaman make use of our building as his Headquarters, free of charge, so that, when released from the duties of his ship, it shall be his Home, his Club to meet his friends from other ships, his Library, his Reading and Writing Rooms, his Post Office and Savings Bank, his Information and Employment Bureau, and his place of Entertainment and Recreation, in the form of Games, Lectures and Weekly Organized Concerts, etc. Out-door Sports, Picnics and Expeditions are also arranged for.

4. While all seamen are welcome to use the benefits of the Club, we especially encourage the Catholic Seaman to attend to the duties of his religion, providing him with his own Oratory and his own Chaplain. Thus the Club becomes a Sailor Parish.

5. Finally, to Visit the Sick and Injured Seamen when in Hospital, and to Bury the Dead honorably in the Club's portion of the Cemetery at Cote des Neiges.

OUR APPEAL TO OUR SUPPORTERS

We need.—Your charitable sympathy and personal service in our cause, your visits to our rooms and your presence at our weekly concerts; good literature, illustrated papers and magazines for the reading rooms and to be taken to the ships; clothing; games and articles of furniture for the reading and recreation rooms; old carpets to be cut up into hand protectors for the firemen; "ditty" bags containing sewing necessities, etc., for Jack aboard; *an increase of members and subscribers to carry on the good work, to pay our debts and to make necessary improvements. Remembrance on your charity list and in your will.*

N.B.—An *ordinary member* is one who pays a minimum subscription of \$1.00 annually.

A *life member* is the donor of a subscription of \$100.

A *life governor* is elected from the life members, who in addition contributes an annual subscription of \$5.00 or more. A life governor is eligible as a director.

