

MARITIME LAW ASSOCIATION OF THE UNITED STATES.

The fourth annual meeting of the Association was held at the Association of the Bar of the City of New York, No. 42 West 44th Street, on Friday, May 1st, 1903, at 2.30 P.M.

There were present: Mr. Robert D. Benedict, President; Hon. Addison Brown, Messrs. George W. Betts, Charles C. Burlingham, Lawrence Kneeland, Joseph Larocque, Jr., Wilhelmus Mynderse, George B. Ogden, Julian B. Shope, Enos N. Taft, Lorenzo Ullo and Henry G. Ward, of New York; Messrs. John D. Bryant, Frederick Cunningham and Frederic Dodge, of Boston; Messrs. Daniel H. Hayne and George Whitelock, of Baltimore, and Mr. Robert M. Hughes, of Norfolk.

The minutes of the meeting of November 21st, 1902, were read and approved.

The present officers of the Association were re-elected for the coming year, namely: Mr. Robert D. Benedict, President; Hon. Addison Brown, Mr. Harrington Putnam and Mr. Frederic Dodge, with the President, *ex-officio*, Executive Committee; Mr. Lawrence Kneeland, Secretary and Treasurer.

The Treasurer's report for the year ending with this meeting was read and approved, and ordered to be placed on file. A summary of the report is as follows:

Balance on hand May 2d, 1902.....	\$201.45
Receipts of dues.....	210.00
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	\$411.45
Expenditures.....	244.69
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Balance on hand May 1, 1903.....	\$166.76

On motion of Mr. Kneeland, seconded by Mr. Dodge, Article VII. of the By-Laws of the Association was amended by adding thereto after the words "and all members hereafter elected shall be active members" the words "except that Judges may be elected associate members."

The Secretary reported that since the last annual meeting the following have been elected members of the Association:

Mr. Charles E. Anderson, of Baltimore; Mr. R. G. Bickford, of Newport News, Va.; Hon. John B. Jackson, U. S. Minister to Greece; Messrs. William R. Coe, Eustace Conway, Macgrane Coxe, Herman Haltermann, Joseph Larocque, Jr., and George B. Ogden, New York.

Hon. Addison Brown then presented and read the following report of the Committee to consider Congressional action to confer a remedy for loss of life caused by negligence at sea.

NEW YORK, 1 May, 1903.

REPORT OF SPECIAL COMMITTEE OF THE MARITIME LAW ASSOCIATION RESPECTING LEGISLATION FOR LOSS OF LIFE.

To the Maritime Law Association:

Since the report upon the above matter made to the Association at its meeting of 21 November, 1902, your Committee, as enlarged at that meeting, has continued its consideration of the subject, and upon the basis of the Bill marked "A" at page 10 of the printed proceedings of that meeting have adopted some amendments to secure desired objects, and herewith submit the bill as thus amended.

The principal points discussed in Committee, and our recommendations thereon, are as follows:

1. JURISDICTION.

We think it inexpedient to attempt to extend the provisions of the proposed Act to wrongful acts or negligence occurring within domestic waters of foreign countries, by foreign vessels, though on a voyage to or from the United States, but that it may properly include such acts on the high seas.

2. CONFLICT OF LAWS.

As the test of Federal jurisdiction of maritime torts within the States is the locus of the tort on "navigable waters of the United States," a phrase repeatedly used and construed by the United States Supreme Court, your Committee think adher-

ence to this phrase will tend to avoid conflict in the application of the Act to wrongful acts and negligence within our domestic waters.

3. DEATH ON LAND.

Where the injury is inflicted on the high seas or on navigable waters of the United States, it might seem that there should be no doubt that the wrong or tort is a maritime tort, though the death itself may not result until after the sufferer's removal to the land. Relief, therefore, ought to be afforded as much as if the death were upon the water; but in view of the questions that may arise from a consideration of the place where the injury is "consummated," the Committee think that the intent of the Act on this point should be clearly expressed.

4. INTERVAL BEFORE DEATH.

By the common law death from violence is not murder unless happening within a year and a day, presumably because of the uncertainty of the true cause of death after a considerable interval. This consideration and the liability to a fraudulent abuse of the Act make some limit of time necessary, or at least expedient. The majority of the Committee think the limit of time should be six months after the injury. Others think a year not too much.

5. DISTRIBUTION OF THE DAMAGES.

The law of New York and of many other States is inconsistent in its provisions on this subject, in that while first declaring that the damages should be awarded with reference to the pecuniary loss sustained by the decedent's death, it afterwards directs the award to be divided according to the statute of distributions, as in the case of intestacy. Hence all children share equally, though it often happens that some of them, as is evident upon the facts of the case, will suffer no pecuniary loss whatever, while others may suffer considerably.

Suppose a cripple or invalid daughter, depending on a widow who is without property but supporting both, with three well-to-do brothers who receive nothing from their parent; a jury, in order to give the invalid what they would

wish to give her for her mother's death, would have to bring in a verdict of four times that amount. Such an inconsistent provision tends to giving exaggerated damages where there is no limit and to an insufficient compensation to the real sufferer where, as in this proposed Act, there is a limit to the recovery.

The provision we adopt is the law of Virginia and of some other States, and is both consistent and just.

6. LIEN.

The majority of the Committee are opposed to making the right of recovery an express lien on the vessel from the time of the injury in cases where the death is not immediate. A considerable interval may elapse during which there may be uncertainty as to the claim, leading to difficulty in the transmission of the title to vessels.

By Section 1 of the Act as it stands there is a right of action *in rem* in case of death, and doubtless a lien by implication, at least from the time of the death if not from the time of the injury.

In view of the provisions of the United States Revised Statutes, limiting the liability of shipowners, it is not thought advisable to define the rank of this implied lien as compared with that of other liens for damages or torts to persons or property.

7. THE LEGAL EFFECT OF THE PROPOSED LEGISLATION.

Injuries inflicted on the high seas and navigable waters of the United States resulting in death would be maritime torts, and the legal effect of the proposed legislation will be to supersede, as your Committee understands, State legislation or State remedies thereunder for such tortious acts, just as the Federal Acts in respect of bankruptcy supersede State legislation on that subject.

8. LIMIT TO RECOVERY.

It has been thought best to adopt the limit of \$10,000 in order to avoid, so far as possible, any difficulties on that vexed question by following the law now applicable to land cases in the District of Columbia, as enacted by Congress itself.

9. REMEDY.

Though Federal legislation will supersede State laws on this subject, and relief must therefore be sought in pursuance of this Act and subject to its terms alone, the remedy under this Act may be prosecuted in the Federal or in the State Courts, as is done at present in cases of injuries not resulting in death; *i. e.*, in the Federal District Courts *in rem*, or, under Section 563 of the United States Revised Statutes, by common law actions *in personam* in the State Courts, or in the United States Circuit Courts, where differences of residence give jurisdiction to the latter.

At the last meeting of the Committee some topics were brought forward which the Committee did not act upon. These may be presented to the Association by the individual members.

N. Y., May 1, 1903.

Respectfully submitted,

ADDISON BROWN,
WILHELMUS MYNDERSE,
ENOS N. TAFT,
H. G. WARD,
DANIEL H. HAYNE.

Judge Brown then read the proposed Act, prepared by the Committee, commenting upon the various sections, and also read three suggested amendments proposed by certain members of the Committee, which the Committee as a whole had not had an opportunity to pass upon. The Act proposed by the Committee is as follows, the suggested amendments being included therein and printed in italics:

AN ACT to authorize the maintenance of actions in maritime causes for loss of life by negligence or wrongful act.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED:

SECTION 1. Whenever the death of any person shall result from injuries which have been, within six months prior to the

death, inflicted upon the high seas or upon the Great Lakes or in other navigable waters of the United States, whether such death shall occur on the water or on land, and such injuries were caused by the wrongful act, neglect or default of the owners, charterers, agents, officers or crew of any vessel, foreign or domestic, bound to or from any port of the United States of America, or by the owners, charterers, agents, officers, or crew of any vessel of the United States, wherever bound, *and in whatsoever navigable waters such vessel of the United States may be when such injuries are inflicted*, or by the wrongful act, neglect or default of any other person on board any such vessel, foreign or domestic, if such wrongful act, neglect, or default is attributable to the persons operating such vessel, or to their servants or agents, an action for damages may be maintained *in rem* against such vessel, or *in personam*, against any person or persons, or corporation, provided always, that such vessel, person or persons or corporation would have been liable to an action for damages in the court wherein such action is brought in favor of the decedent by reason of such wrongful act, neglect or default if death had not ensued, notwithstanding the death of the person injured and although the death shall have been caused under such circumstances as shall amount to a felony; provided, however, that such action or suit if *in personam* shall be brought within two years after such death, or, if *in rem*, within one year after such death.

SECTION 2. Every such action shall be brought by and in the names of the personal representatives of such deceased person, and the amount recovered in every such action shall be for the exclusive benefit of the husband, wife, or next of kin of the decedent, suffering pecuniary loss, and such amount may be awarded as shall be fair and just compensation with reference to the pecuniary damages resulting from the decedent's injuries and death, to the person or persons for whose benefit such action is brought, not exceeding ten thousand dollars (\$10,000), to be distributed among those entitled, according to the respective damages sustained by each, as shall be fixed and determined on the trial; *provided, however,*

in case such death was not immediate, that any necessary expenses actually incurred in the subsequent care and treatment of the deceased within said six months, by reason of such injuries, not exceeding one thousand dollars, may be recovered and awarded in such action to the party or person entitled thereto irrespective of the above limit of \$10,000.

SECTION 3. This act shall not abridge the rights of ship-owners and others to avail themselves of the provisions of Sections 4282, 4283, 4285, 4286 and 4287 of the Revised Statutes of the United States, and acts amendatory thereof and additional thereto relating to limitations of liability; nor the right of suitors to a remedy *in personam* in the courts of the several States and elsewhere, for the recovery of damages under this act, against any person or corporation liable therefor.

Section 4. Only one action, however, shall be maintained and no more than one recovery be had, and that pursuant to this Act, for injury or damage through such wrongful act or negligence to the deceased person; and if any action for damages therefor be pending in the name of the decedent or other person at the time of the decedent's death, within said six months, the Court in which such action is pending may, on the petition of the deceased's personal representatives, in its discretion, permit such action to be continued in their names and a recovery to be had under and pursuant to this Act for the benefit of all persons entitled under the above provisions.

Judge Brown stated that the Committee desired to receive suggestions from the members of the Association as to the matters covered by the proposed act, and a general discussion of same followed.

Suggestions as to amendment were made by those present, bearing particularly upon the limitation by the proposed act of the right to recover against foreign vessels for negligence occurring upon the high seas or on other than domestic waters, to such vessels as are bound to or from ports of the United States, and as to the advisability of removing all limitations of the application of the Act in that respect; also as to the necessity of an amendment on the lines of the proposed Sec-

tion 4 to cover cases arising in certain States where, by statute, a cause of action for personal injury survives the death of the person injured.

At the close of the discussion, on motion of Mr. Hughes, it was voted that the report of the Committee be re-committed, with the request that the Committee consider the various questions discussed at the meeting and all proposed amendments, and have the draft of the Statute, with their report, printed and distributed to the members of the Association thirty days before the next meeting.

THE PRESIDENT: The next business in order is the matter of the draft treaties adopted at the Hamburg Conference, and I call upon the Secretary to read the correspondence that has passed between the Association and the Department of State and the Treasury Department in respect thereto.

The Secretary thereupon read the following correspondence:

NEW YORK, December 1st, 1903.

Hon. JOHN HAY,
Secretary of State,
 Washington, D. C.

DEAR SIR:

The Maritime Law Association of the United States, at its recent meeting on November 21st last, considered the report brought by its delegates of the proceedings of the International Marine Conference held at Hamburg in September last. That conference, it seems, approved the form of certain treaties as to the law of collision and the law of salvage, which it is proposed to have submitted to the various maritime countries for diplomatic action.

The Maritime Law Association, on considering these proposed treaties, found that there were important differences between their terms and the established law of this country on several points, and the Association therefore requests of the State Department that whenever such treaties shall be presented to it for consideration, opportunity may be given to the Maritime Law Association to have a conference with

the State Department in reference to such treaties and such proposed changes of our law, and we were instructed by the Association to present this request to the State Department.

We remain,
 Your obedient servants,
 R. D. BENEDICT,
President.
 LAWRENCE KNEELAND,
Secretary.

DEPARTMENT OF STATE,
 WASHINGTON.

January 29, 1903.

LAWRENCE KNEELAND, Esq.,
Secretary Maritime Law Association of the United States,
 44 Pine Street, New York.

SIR:

Referring to your letter of December 1st last, requesting that whenever the drafts of international conventions adopted by the International Marine Conference held at Hamburg September last, relative to a uniform law of collisions and a uniform law of salvage, reached this department, that the Maritime Law Association of the United States be given an opportunity to have a conference with the State Department in reference to them, I have to inform you that the drafts have been received through the Belgian Minister at Washington, who inquires whether the Government of the United States would receive favorably an invitation to be represented at a diplomatic conference to pass upon them.

The drafts have been sent to the Secretary of the Treasury for an expression of the views of his Department. He has been informed of the correspondence this Department has had with your Association, and he has been requested to place his Department in communication with the Association in order that it may have the opportunity it desires.

I am, Sir,
 Your obedient servant,
 JOHN HAY.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, February 7, 1903.

ROBERT D. BENEDICT, Esq.,
*President of the Maritime Law Association of the
United States, New York City.*

SIR:

In compliance with the request of the Honorable the Secretary of State, I transmit herewith a letter from him, with an enclosure from the Belgian Minister, in regard to two drafts of international conventions relative to collisions and salvage of vessels.

The question for present consideration seems to be, whether it is desirable for the United States of America to participate in the diplomatic conference proposed by the Belgian Government. If so, an opportunity would doubtless be offered to your association to confer with the representatives of the United States before it entered the Congress.

This Department would be pleased to receive and communicate to the Secretary of State the opinion you may care to express upon the matter.

Respectfully,

O. D. SPAULDING,
Assistant Secretary.

THE MARITIME LAW ASSOCIATION OF THE UNITED STATES.

NEW YORK, February 17th, 1903.

To the Honorable the Secretary of the Treasury.

SIR:

I received the letter of the Treasury Department dated February 7th, 1903, in reference to the proposition of the Belgian Government for a Diplomatic Conference in regard to the drafts of International Treaties relative to collisions and salvage of vessels.

In answer to that communication, I beg leave to say that the Maritime Association of the United States, having been

informed, through its delegates, of the terms of the proposed International Treaties, deemed it advisable to communicate a knowledge of the proposition to the various interests in our country which would be affected by those treaties, and they accordingly prepared a circular to be issued to representatives of the various interests. A copy of that circular I beg leave to enclose for the information of the Department.

It seems advisable to give the various interests opportunity to express their views on the matters, as requested. After a sufficient time has been afforded, the Maritime Law Association will consider the whole subject again, and advise the Department of the opinion it has arrived at.

I beg leave to say, in advance, that the determination of the Department as to the wisdom of entering into a diplomatic conference at all might be affected by an expression of opinion on the part of the various interests as to the advisability of making such changes in the law of the United States as are suggested by these International Treaties. If the Treasury Department desires a speedy expression on the part of the Maritime Law Association, I shall be obliged if it will communicate that wish to me.

I remain,

Your obedient servant,

ROBERT D. BENEDICT,
President of Maritime Law Ass'n.

THE PRESIDENT: The members will remember that at the last meeting we appointed a Committee to distribute the Draft-Treaties and obtain an expression of the views of the maritime and other business interests of this country in respect thereto. That Committee is now called upon to report.

In the absence of Mr. Murray, Chairman of the Committee, Mr. Kneeland reported that the Committee had prepared and issued a circular letter to which the texts of the proposed treaties were appended, calling attention to their approval at the Hamburg Conference, to the changes in our law which would be effected by their adoption, and requesting an expression of opinion in respect to same; that three hundred and

seventy-five copies of such circular letter had been sent to the members of the Association, marine underwriters, steamship companies, ship-owners' associations, boards of trade and transportation in the principal cities, and to such other maritime and carrying interests as they were able to reach, and that since the first issue many additional copies had been distributed in answer to requests for same. That in response thereto the Chairman of the Committee had received a number of communications from judges, lawyers, insurance companies, and other bodies, expressing their views.

He thereupon read letters from Mr. Justice Brown of the United States Supreme Court, Judge Francis R. Lowell, Messrs. Frederic Cunningham and Lewis S. Dabney, of Boston; Mr. Everett P. Wheeler, of New York; Mr. Henry Pillans, of Mobile; the Vice-President of the Boston Insurance Company, Mr. George W. Towle, Jr., of San Francisco, Counsel for the Coast Steamship Company and the Great Northern Steamship Company, the General Manager of the Hamburg-American Line and the Secretary of the New York Produce Exchange. The strong preponderance of opinion expressed in these letters was against the proposed changes in the law, some favoring certain proposed changes and opposing others, the opposition being directed particularly against the proposed abolition of joint liability to cargo-owners, and the change in the rule as to the liability of tug and tow, and they also expressed the opinion that whatever changes in our law were advisable could be better made by legislative act than by the exercise of treaty-making power.

General discussion followed as to the advisability of the adoption of the treaties in question, and also as to the advisability of our Government accepting the invitation of the Belgian Government to join us in the diplomatic conference to consider same.

Mr. Hughes offered the following resolution:

Resolved, that it is the sense of this Association that it is inexpedient for this Government to enter into the proposed International Conference in reference to draft treaties relative to a uniform law of collision and salvage.

After further debate, upon a vote being taken the resolution was lost.

Mr. Dodge then offered the following resolution:

Resolved, that in the opinion of this Association it is desirable that the United States should send delegates to the contemplated conference proposed by the Belgian Government.

Resolved, that it is, however, the opinion of the Association that some of the changes in the Maritime Law of the United States involved in the adoption of the proposed treaties are such that it is not desirable that the United States should accept them. The changes involved in Articles 4, 5 and 7 of the Treaties, relating to collision, are referred to as being, in the opinion of the Association, objectionable to the maritime interests of the United States.

Mr. Hayne moved to amend the resolution by substituting for the first paragraph thereof the following:

“*Resolved*, that in the opinion of this Association it is within the province of the State Department to decide as to the expedience of attending the contemplated conference proposed by the Belgian Government,”—the balance of the resolution to remain as proposed by Mr. Dodge.

Upon a vote being taken, the amendment was lost.

Mr. Kneeland moved to amend the resolution offered by Mr. Dodge so as to read as follows:

Resolved, that while the Association does not feel called upon to advise as to the advisability of the Government sending delegates to the contemplated conference proposed by the Belgian Minister, it is, however, the opinion of the Association that some of the changes in the Maritime law of the United States, involved in the adoption of the proposed treaties, are such that it is not desirable that the United States should accept them. The changes involved in Articles 4, 5 and 7 of the treaty relating to collision are particularly referred to as being, in the opinion of the Association, objectionable to the maritime interests of the United States.

A vote being taken, the resolution as amended was carried.

Upon motion of Mr. Shope, it was voted that a Committee of five be appointed by the President, of whom the President should be one, to prepare a communication to the State Department, embodying the views of the Association in accordance with the resolution adopted.

The President appointed as such Committee, Mr. Henry G. Ward, Mr. Robert M. Hughes, Mr. Frederic Dodge and Mr. Kneeland.

The meeting then adjourned, subject to the call of the officers of the Association.

LAWRENCE KNEELAND,
Secretary.

ACTIVE MEMBERS.

ANDERSON, CHAS. E.,	34 South St., Baltimore, Md.
BAYLIES, EDMUND L.,	54 Wall St., N. Y. City.
BENEDICT, ROBERT D.,	68 Wall St., N. Y. City.
BETTS, GEO. W., JR.,	120 Broadway, N. Y. City.
BICKFORD, R. G.,	Newport News, Va.
BLODGETT, EDWARD E.,	28 State St., Boston, Mass.
BROWN, ARTHUR GEO.,	222 St. Paul St., Baltimore, Md.
BROWN, FREDERICK M.,	54 Wall St., N. Y. City.
BUSH, J. ADRIANCE,	100 Broadway, N. Y. City.
BRYANT, JOHN D.,	53 State St., Boston, Mass.
BUTLER, WILLARD PARKER,	59 Wall St., N. Y. City.
CARVER, EUGENE P.,	28 State St., Boston, Mass.
CATON, JAMES R.,	111 South Fairfax St., Alexan- dria, Va.
CLIFFORD, CHARLES WARREN,	New Bedford, Mass.
COE, WILLIAM R.,	49 Wall St., N. Y. City.
CONVERS, E. B.,	5 Beekman St., N. Y. City.
CONWAY, EUSTACE,	15 William St., N. Y. City.
COXE, MACGRANE,	63 Wall St., N. Y. City.
CUNNINGHAM, FREDERIC,	909 Exchange Bldg., Boston, Mass.
DABNEY, LEWIS S.,	53 State St., Boston, Mass.
DODGE, EDWARD S.,	53 State St., Boston, Mass.
DODGE, FREDERIC,	53 State St., Boston, Mass.
EDMONDS, HENRY R.,	425 Walnut St., Phila., Pa.
GARRAND, WILLIAM,	15 Bay St., W., Savannah, Ga.
GOODRICH, HENRY W.,	59 Wall St., N. Y. City.
GOULDER, HARVEY D.,	Cleveland, Ohio.
GREEN, HERBERT,	1 Broadway, N. Y. City.
GRISWOLD, LOREN E.,	53 State St., Boston, Mass.
HAIGHT, CHARLES S.,	21 State St., N. Y. City.
HALTERMANN, HERMAN,	66 Beaver St., N. Y. City.
HAYNE, DANIEL H.,	214 East German St., Balt., Md.
HEALY, FRANK,	31 Market Square, Providence, R. I.
HOUGH, CHARLES M.,	79 Wall St., N. Y. City.
HUGHES, ROBERT M.,	Columbia Bldg., Norfolk, Va.

JACKSON, HON. JOHN B.,	Athens, Greece.
KIRLIN, J. PARKER,	5 Beekman St., N. Y. City.
KNEELAND, LAWRENCE,	44 Pine St., N. Y. City.
LAROCQUE, JOSEPH, JR.,	40 Wall St., N. Y. City.
LEWIS, JOHN F.,	722 Bourse Bldg., Phila., Pa.
LOWELL, HON. FRANCIS C.,	111 P. O. Bldg., Boston, Mass.
MISTER, BEVERLY W.,	Equitable Bldg., Baltimore, Md.
MURRAY, A. G.,	34 Pine St., N. Y. City.
MYNDERSE, WILHELMUS,	54 Wall St., N. Y. City.
OGDEN, GEO. B.,	7 So. William St., N. Y. City.
PAGE, CHARLES,	Mills Bldg., San Francisco, Cal.
PARK, SAMUEL.	79 Wall St., N. Y. City.
PATTERSON, G. BOWNE,	Cor. Duval and Front Sts., Key West, Florida.
PUTNAM, HARRINGTON,	45 William St., N. Y. City.
RAVEN, A. A.,	49 Wall St., N. Y. City.
SYMMERS, JAMES K.,	79 Wall St., N. Y. City.
THOMPSON, BENJAMIN,	85 Exchange St., Portland, Me.
WALKER, WILLIAM A.,	79 Wall St., N. Y. City.
WARD, HENRY GALBRAITH,	79 Wall St., N. Y. City.
WARD, J. LANGDON,	120 Broadway, N. Y. City.
WHITELOCK, GEORGE,	701 Maryland Trust Bldg., Balt., Md.
WILCOX, FRANKLIN A.,	1 Broadway, N. Y. City.

ASSOCIATE MEMBERS.

ADAMS, HON. GEORGE B.,	P. O. Building, N. Y. City.
BENEDICT, EDWARD G.,	68 Wall St., N. Y. City.
BRADFORD, HON. EDWARD G.,	Wilmington, Del.
BRAWLEY, HON. WM. H.,	Charleston, S. C.
BROWN, HON. ADDISON,	45 W. 89th St., N. Y. City.
BROWN, HON. ARTHUR L.,	Providence, R. I.
BROWN, HON. HENRY B.,	Washington, D. C.
BRYAN, J. P. K.,	Charleston, S. C.
BURLINGHAM, CHARLES C.,	45 William St., N. Y. City.
CARPENTER, JAMES E.,	79 Wall St., N. Y. City.
CHAMBERLAIN, HON. E. T.,	Washington, D. C.

CHOATE, HON. JOSEPH H.,	U. S. Embassy, London, Eng.
CHOATE, HON. WM. G.,	40 Wall St., N. Y. City.
COLT, HON. LE BARON B.,	Bristol, R. I.
COXE, HON. A. C.,	P. O. Building, N. Y. City.
DAVISON, C. S.,	56 Wall St., N. Y. City.
DENEGRE, GEORGE,	New Orleans, La.
DIMOCK, HENRY F.,	Pier 11, N. R., N. Y. City.
EVARTS, MAXWELL,	35 Wall St., N. Y. City.
FRANK, N. H.,	San Francisco, California.
GOODRICH, HON. W. W.,	County Court House, Brook- lyn, N. Y.
GORE, THEODORE W.,	30 Kilby St., Boston.
GOURLIE, JOHN H.,	49 Wall St., N. Y. City.
GRISCOM, C. A.,	Philadelphia, Pa.
HALE, HON. CLARENCE,	Portland, Me.
HOLMES, HON. OLIVER WENDELL,	Washington, D. C.
HOLT, HON. GEORGE C.,	P. O. Building, N. Y. City.
HOWE, WM. WIRT,	New Orleans, La.
HUGHES, FLOYD,	Norfolk, Va.
JENKINS, HON. JAS. G.,	Milwaukee, Wis.
KIRKPATRICK, HON. ANDREW,	Newark, N. J.
KREMER, C. E.,	822 N. Y. Life Bldg., Chicago.
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LATHROP, HON. JOHN,	Boston, Mass.
LEAKEN, WM. R.,	Savannah, Ga.
LEAKIN, J. WILSON,	705 Fidelity Bldg., Balt., Md.
LEDYARD, LEWIS CASS,	54 Wall St., N. Y. City.
LOCKE, HON. JAS. W.,	Jacksonville, Fla.
MCPHERSON, HON. JOHN B.,	Philadelphia, Pa.
MACKALL, WM. H.,	Savannah, Ga.
MACKLIN, JAMES J.,	1 Broadway, N. Y. City.
MATHER, CHARLES E.,	226 Walnut St., Phila., Pa.
MATTESON, ARCHIBALD C.,	41 Market St., Providence, R. I.
MORRIS, HON. THOMAS J.,	U. S. Court House, Balt., Md.
NEALL, F. L.,	307 Walnut St., Phila., Pa.
OWEN, EDWARD L.,	71 Wall St., N. Y. City.
PAUL, J. RODMAN,	505 Chestnut St., Phila., Pa.
PILLANS, H.,	Mobile, Alabama.

PUTNAM, GEORGE,	Ames Bldg., Boston, Mass.
PUTNAM, HON. WM. L.,	Portland, Me.
RICHBERG, JOHN C.,	Chicago, Ill.
ROGERS, HENRY M.,	42 Court St., Boston, Mass.
RUSSELL, ARTHUR H.,	27 State St., Boston, Mass.
RUSSELL, THOMAS H.,	27 State St., Boston, Mass.
RUSSELL, CHARLES THEODORE,	27 State St., Boston, Mass.
SANDERSON, OSWALD,	c/o Thos. Wilson's Sons & Co., Ltd., Hull, England.
SHACKFORD, JOHN W.,	Pier 14, N. R., N. Y. City.
SHELBY, HON. DAVID D.,	Huntsville, Ala.
SHIPMAN, HON. NATHANIEL,	Hartford, Conn.
SHOPE, JULIAN B.,	43 Cedar St., N. Y. City.
SIMONTON, HON. CHARLES H.,	Charleston, S. C.
SMITH, ROBERT H.,	Baltimore, Md.
SOHIER, WM. D.,	Equitable Bldg., Boston, Mass.
STURGES, FRANK D.,	71 Wall St., N. Y. City.
SWAYNE, HON. CHARLES,	Pensacola, Fla.
TAFT, ENOS N.,	74 Wall St., N. Y. City.
TAFT, HENRY W.,	40 Wall St., N. Y. City.
TAFT, HON. WILLIAM H.,	Cincinnati, Ohio.
TOWNSEND, HON. WM. K.,	New Haven, Conn.
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