

Corrected to March, 1936.

THE MONEY EQUIVALENTS OF £8 STERLING NOW EFFECTIVE IN THE VARIOUS COUNTRIES WHICH HAVE ADOPTED THE BRUSSELS LIMITATION CONVENTION, FOR THE PURPOSE OF APPLYING THE CONVENTION, ARE NOW REPORTED TO BE:

<i>Country</i>	<i>Cargo & General Fund</i>	<i>Life & Bodily Injury Fund</i>	<i>Effective Date</i>
Uniform Convention..	£8 Sterling gold	£8 Sterling gold	
France.....	1,000 francs	1,000 francs	23 Feb. 1936
Belgium.....	1,400 francs	1,400 francs	11 Jan. 1929
Netherlands.....	50 florins	50 florins	Code of 1927
Denmark.....	145 kroner	145 kroner	Effective 1929
Norway.....	145 kroner	145 kroner	1 Sept. 1933
Sweden.....	145 kroner	145 kroner	Not effective although ratified 1930
Finland.....	* finmark	* finmark	12 Jan. 1935
Portugal.....	880 escudos	880 escudos	Not effective although ratified 1930
(Note: General revision of maritime code now in progress.)			
Spain.....	£8 †	£8 †	Not effective although ratified 1930
Italy.....	200 lire oro	200 lire oro	Not effective although ratified 1930
(Note: General revision of maritime code now completed and awaiting final approval. For limitation text, see Arts. 487-504.)			
Brazil.....	* milreis	* milreis	Not effective although ratified 1930
(Note: General revision of commercial code in progress.)			

COMPARISON OF LIMITATION CONVENTION WITH OTHER SYSTEMS

Great Britain.....	£8	£7	1862-1894
Canada.....	\$38.02	\$34.05	
U. S. A.....	Surrender of vessel and freight	\$60.00	1851-1935
Germany.....	One fund, for all claims, measured by Schiffswert und Fracht, or vessel and freight		1875-1910
Japan.....	One fund, for all claims, produced by abandonment of vessel and freight		

* Information not at hand.

† Equivalent in Spanish legal tender not specially fixed.

Proposals for Membership—It is requested that names of persons proposed for membership be in the hands of the Secretary by May 1st.

Election of Officers—Judge Veeder, having expressed his firm determination not to seek or accept re-election as President, has appointed a Nominating Committee for the purpose of dealing with the question of nominating a new President.

ARNOLD W. KNAUTH,
Secretary.

**THE MARITIME LAW ASSOCIATION
OF THE UNITED STATES**

NOTICE OF ANNUAL MEETING

The Annual Meeting will be held on Friday, May 8, 1936, at 8:30 P. M., in the House of the Association of the Bar of the City of New York, No. 42 West 44th Street, New York City.

Members desiring to join in an informal supper at the Harvard Club, No. 27 West 44th Street, on the evening of the meeting, at 6:30, are requested to notify the Secretary at once and send a check for \$2.75.

The business of the meeting will be drawn from the following subjects:

Safety at Sea—A further report may be received from the Committee, Messrs. Farwell, Gould and Vandeventer.

Limitation—Members who desire to seek an expression of opinion from the Association concerning pending bills, are invited to communicate with the Secretary.

Harter Act and Hague Rules—No further action appears to be called for. The Senate has passed the White (Hague Rules) Bill, and the House Merchant Marine Committee has brought in a favorable report, No. 2218. A vote in the House is to be expected in the near future.

The French Chamber of Deputies on February 21, 1936, passed two bills, one authorizing the President of France to ratify the Convention, and the other enacting the substance of the Hague Rules as French domestic legislation. The French Senate accepted both of these bills on March 20, 1936, eliminating its condition that French ratification should depend upon simultaneous action by Norway, Germany and Italy. French legislative action to ratify the Convention and enact the Rules as domestic legislation is thus complete. The new laws will be effective in twelve months.

In Italy, the substance of the Hague Rules has been worked into the new Commercial Code, which has now undergone its final revision and is scheduled for final acceptance in the course of the coming year.

Operation of Vessels by Receivers—The Committee, consisting of T. Catesby Jones, Betts and McGrann, will have a further report.

Legal Costs—No further action is needed, the desired legislation having been enacted during the past year.

Pending Legislation—The Committee on Current Legislation submits herewith a further list of bills.

Aviation and Admiralty—An International Salvage Convention relating to salvage of aircraft and their cargoes and passengers at sea, and also relating to salvage services rendered to vessels by aircraft at sea, was drawn at the meeting of the International Technical Committee of Legal Experts in Aviation (known as the "Citeja") at its meeting at the Hague in September, 1935, and the text has been translated and published for comment by the State Department in Treaty Information Bulletin 74. A criticism of this text and the proposal of certain amendments to the text was published by your Secretary in the Columbia Law Review for February, 1936. A number of reprints of the article are available and can be sent to members interested.

The proposed Convention affects maritime and admiralty interests directly, in so far as it would govern salvage services to vessels rendered by aircraft, and change the present law, which regulates such services in accordance with the Maritime Salvage Convention of 1910.

An appropriate resolution is being prepared by the Aviation and Admiralty Committee.

SECOND INTERNATIONAL CONGRESS OF COMPARATIVE LAW

Dean John H. Wigmore, for the U. S. Committee of the International Academy of Comparative Law, sends a notice that the next Congress will be held at the Hague July 26 to August 1, 1937. The system is for a series of topics to be proposed, each topic to be reported on by one or more persons from each country; then the reports from all countries are summarized by a general reporter.

Fifty-five topics are proposed for the 1937 Congress. Four of them relate to maritime law, and members of the Association may be interested in preparing reports concerning them. The four subjects are the following:

The influence of changes in the value of money on legal relationships of an international character.

A critical examination of the work of the Brussels Conventions of 25 August, 1924, and 10 April, 1926, relating to maritime law. These Brussels Conventions are:

Shipowner's Limitation Convention—25 August 1924;

Maritime Mortgages and Liens Convention—August 25, 1924, with a Protocol of 10 April 1926;

Ocean Bill of Lading Convention (Hague Rules)—25 August 1924;

Immunity of State Owned Vessels Convention—10 April 1926, with a Protocol of 24 May 1934.

Immunities of foreign states engaged in private transactions.

The application of International Conventions by national law.

Any member of the Association who desires to present a report on any of these topics is requested to notify Dean John H. Wigmore, c/o Northwestern University Law School, Chicago, Illinois, and is also requested to notify the Secretary of the Association.

THE BRUSSELS CONVENTION RELATING TO SHIPOWNERS' LIABILITY

In December, 1935, the Secretary published a table of money equivalents of various uniform limitation statutes, Document No. 219, p. 2258. Various corrections and additions to that table have subsequently been received. The statement, according to present information, should correctly read as follows: