

THE MARITIME LAW ASSOCIATION
OF THE UNITED STATES

MEMORIALS

OF

	PAGE NO.
LUCIUS HART BEERS.....	3331
GEORGE COSGRAVE	3332
HENRY BAZING DEGRAY.....	3333
OSCAR DIBBLE DUNCAN.....	3334
FRANKLIN SPENCER EDMONDS.....	3336
EARLE FARWELL	3338
JOHN LANMAN GALEY.....	3340
JOHN WHEELER GRIFFIN.....	3341
CHARLES F. QUANTRELL.....	3344
EDWARD M. SEIDL	3345
FORREST E. SINGLE.....	3346
GEORGE H. TERRIBERRY.....	3348

MEMORIAL OF LUCIUS HART BEERS

By GEORGE DE FOREST LORD

Lucius Hart Beers, a resident of Westhampton Beach, Long Island, with his law offices at 25 Broadway, New York, where he was associated as senior partner in the firm of Lord, Day & Lord, died at his Westhampton Beach home on October 1, 1948. He had been a member of The Maritime Law Association of the United States since 1924.

Mr. Beers was born in New York, the son of Henry Newell and Martha Hart Beers in 1860. He received his A.B. degree from Columbia College in 1881 and his LL.B. from Columbia Law School in 1883. He served a clerkship in the firm of Lord, Day & Lord and was admitted to the Bar about June 1, 1883. He continued this association and practised actively in this City until about a year before his death at the age of 88.

He had been Chairman of the Board of Trustees of Barnard College for many years and he was also a trustee of the American Farm School in Salonika, Greece, and an elder of the Brick Presbyterian Church, New York.

Mr. Beers represented the Cunard Steamship Company, Limited and Cunard White Star, Limited in the United States for many years and took a leading part in the famous *Lusitania* case during World War I. He also served in a civilian capacity on the anti-submarine board of the Navy Department during this period. In addition to his interest in maritime law, he was recognized as an authority on estate and probate matters.

Possessed of great physical strength he was amazingly youthful in his point of view almost until the end. He enjoyed out-of-door activities, particularly fishing and shooting. He was never happier than when sitting in a duck blind with his old 10-gauge gun watching a flight of ducks that might come his way. He continued his duck shooting trips to Currituck Sound, North Carolina, until he was 87.

MEMORIAL OF GEORGE COSGRAVE

By L. K. VERMILLE

Judge George Cosgrave was born in Calaveras County, California, February 20, 1870. In 1889 he moved to Fresno, California, where he taught school for six years and, upon his admission to the California Bar in 1895, engaged in the general practice of law. He made his home in Fresno until his appointment as United States District Judge for the Southern District of California by President Herbert Hoover in 1930. He served continuously for ten years as Federal Judge until he retired in 1940 due to ill health. Thereafter, he continued to serve the Federal Court on special assignments.

He became an associate member of the Maritime Law Association of the United States in 1931, and was continuously a member of this association until his death. He was also a member of the Fresno County Bar Association, the University-Sequoia Club, and past President of these associations, a member of the California Bar Association and of the American Bar Association.

Judge Cosgrave was possessed of natural dignity, was friendly and affable, and had a fine sense of humor. He was industrious, able, and vigorous in his work, both as practicing attorney and as Federal Judge. He was unflinching in his determination to do justice and adequately measured up to the responsibility of his high judicial position.

In private life he was a student of California history, having grown up with California in its formative and pioneer days. He wrote and published treatises on California pioneer history, and articles and books having to do with the early day Federal Courts and Judges in California.

He died August 4, 1945 while on a trip to British Columbia seeking recreation in the great outdoors which he dearly loved. In the death of Judge Cosgrave the Bench and Bar suffered a great loss.

MEMORIAL OF HENRY BAZING DE GRAY

By E. W. MURRAY

Henry B. DeGray was born at Hawthorne, New Jersey, on April 23, 1895. He died on May 1, 1948, the result of a tragic accident while engaged in blasting out the stump of a tree on his farm in New Jersey.

Henry graduated from Princeton with the Class of 1918 after an interruption in his college career while serving in the Navy in the first World War.

Soon after graduation he entered the office of Appleton & Cox, Inc. and spent his entire business life with this firm. He became a director of Appleton & Cox in 1931, Executive Vice-President in 1940, President in 1943, which office he held at the time of his death.

A severe task master over himself, he expected one and all to do their duty, but he was ever sympathetic to any one who honestly tried, even though one failed in some measure. He was devoted to his Father, Mother, Brother and Sisters. Time and again he would quote with patent appreciation the precepts of his parents, thus acknowledging the debt which he ever felt as owed to them.

He was active in the Church and widely interested in various charities, to which he generously contributed time, effort and financial support.

At the time of his death he was First Vice-President of the American Institute of Marine Underwriters, a member of the Board of Managers of the American Marine Hull Insurance Syndicate and the United States Salvage Association, a Director of The Board of Underwriters of New York, a member of the Executive Committee of the Association of Marine Underwriters, Vice-President of the American Marine Insurance Clearing House, Member of the Joint Committee on Interpretation and Complaint, a Director of the Westchester Fire Insurance Company, the North River Insurance Company, the United States Fire Insurance Company and the Seaboard Fire & Marine Insurance Company. He became a member of this Association in 1941.

His many friends will long remember his courtesy, ability and unimpeachable integrity.

MEMORIAL OF OSCAR DIBBLE DUNCAN

By RUSSELL T. MOUNT

Oscar Dibble Duncan was born at Gadsden, Alabama, July 11, 1874, son of John W. and Mary Moragne Duncan. He attended the University of Alabama from 1891 to 1893, graduating with the degree of A.B. He then entered the United States Naval Academy, graduating in 1897. Following active service in the Spanish-American War and the Philippine Insurrection, he resigned from the Navy in 1905, with the rank of Lieut. Commander. He studied law at Columbia Law School, 1906-1907, and at New York Law School 1907-1908, receiving from New York Law School the degree of LL.B. in 1908. He was a member of this Association from 1914 until his sudden death at Montclair, New Jersey, on June 12, 1947.

Mr. Duncan served on the U.S.S. *Maine* and the U.S.S. *New York* in 1897. He was a member of the staff of Admiral Sampson in the Spanish-American War, 1898. He was on the U.S.S. *Texas* the following year and the U.S.S. *Gulgoa* and the U.S.S. *Frolic* in the Philippines. He commanded the U.S.S. Gunboat *Panay* during the Samar and Philippine Insurrections, and thereafter was in the Department of Discipline and the Department of Astronomy and Navigation in the United States Naval Academy and in charge of experimental torpedo work at the United States Torpedo Station, Newport, Rhode Island.

He was admitted to the New York and Federal Bars in 1908. It was natural that he should be interested in Admiralty Law, and in 1907 he entered the Admiralty Office of Robinson, Biddle & Benedict, in New York City. In 1910 he went to Cleveland, as a partner in Goulder, Day, White, Gary & Duncan, being admitted to the Bar of Ohio State in that year. He returned to New York in 1913, to become a partner in Van Iderstine, Duncan & Barker. In 1916 he and Russell T. Mount organized the admiralty and insurance law firm of Duncan & Mount, 27 William Street, New York City, of which he continued as Senior Partner until his death. From 1916 to 1944 he was Counsel to the American Bureau of Shipping.

He handled many admiralty and marine insurance cases in the Federal Courts, including *The Allanwilde*, 248 U. S. 377.

From 1922 until his death he acted as attorney in the United States for Lloyd's of London in their non-marine business, and in 1938 became General Counsel in the United States for the Non-Marine Association of Underwriters at Lloyd's. He acted as attorney in establishing the American Trust of Excess Insurance Company, Ltd., the American Trust of British Marine Insurance Companies, and Lloyd's American Trust Fund.

In 1946, while visiting London, he was made an honorary member of Lloyd's, an honor conferred on only twenty-two occasions in the last one hundred and twenty-two years. The only other living honorary member is Winston Churchill, and the only other foreigner to receive such honor was Marquis Guglielmo Marconi.

He was a member of this Association, the Bar Association of the City of New York, the New York State Bar Association, the American Bar Association, the Federation of Insurance Counsel, the International Association of Insurance Counsel, the Army & Navy Club, Washington, D. C., the Society of Naval Architects and Marine Engineers, the New York Southern Society, St. George's Society and India House, New York, the American Club of London and The Montclair Golf Club.

On November 19, 1902, he married Jean Ray Waterman, and is survived by his widow of Montclair, New Jersey, his son, John W. Duncan, of South Orange, and his daughter Jean (Mrs. Howard W. Soule, Jr.), of Short Hills, New Jersey, and four grandchildren.

Southern in his background and tradition, genial in disposition, his world-wide experience in the Navy, and his international connections in his law practice gave him an unusually wide acquaintance. He had a remarkable memory of facts, of law, and of people whom he may have met only casually, and this gave him more than ordinary talent in the actual trial of cases in Court and in his advisory capacity as counsel. With his death, the insurance world has lost an outstanding figure.

MEMORIAL OF FRANKLIN SPENCER EDMONDS

By HOWARD M. LONG

State Senator Franklin Spencer Edmonds, a lawyer, legislator, educator, civic leader, and for many years a member of this Association, died at his Philadelphia residence on October 29, 1945, aged 71 years.

Born in Philadelphia on March 28, 1874, he graduated from Central High School in 1891, University of Pennsylvania in 1893, and in 1894-95 he was the Andrew D. White Fellow in Political Economy at Cornell University. Returning to Philadelphia, he studied Law and graduated from the Law School of the University of Pennsylvania in 1903, and thereafter was actively engaged in the practice of law in Philadelphia until the time of his death.

In the teaching world he taught History and Political Science at the Central High School, and subsequently he was Professor of Law at Swarthmore College, and received a degree of Doctors of Laws from Juniata College and Ursinus College. Senator Edmonds was President of the Philadelphia Teachers Association from 1903 to 1905, a member of the Philadelphia Board of Public Education from 1906 to 1911, and, later, drafted and sponsored the Act known as the "Edmonds Act" under which the present Pennsylvania School System is at present set up.

Senator Edmonds began his political career in 1905 when he became Chairman of the City Committee of the City Party; and in 1921 was elected to the Pennsylvania House of Representatives, and served three terms of two years each.

Because of his wide knowledge of taxation he became Chairman of the Pennsylvania Tax Commission in 1924 where he served for four years, and in 1932 he was elected President of the National Tax Association. In 1938 he was elected a State Senator from Montgomery County, Pennsylvania, and served in that capacity until his death.

In December, 1917, he went to France as a Y. M. C. A. Secretary, and became head of the Leave Area Department, which had charge of establishing recreational leave areas for American soldiers in France, returning to the United States in May, 1919.

He was a member of numerous legal, historical and educational organizations, taking an active part in the work of many of them. He was also a member of the Beta Theta Phi and also of the Phi Delta Phi fraternities.

In 1941 he was elected a member of the Board of Directors of the Equitable Life Assurance Society of the United States, on which board he served until his death.

Senator Edmonds was a very much beloved figure, and his life was rich in significant accomplishment in very many important fields of endeavor. All of his many services were characterized by the zeal and enthusiasm with which he gave so freely of his time and knowledge to the interests and activities which appealed to him.

As a writer, Senator Edmonds was the author of History of Central High School of Philadelphia. He was also the author of "Life of Ulysses S. Grant", "Reciprocity in State Inheritance Taxation", "Century's Progress in Education", "History of St. Matthew's Church, Francisville, Philadelphia, 1822-1925", and co-author with James A. Sprenger of "The Leave Area of the A.E.F., 1918-19".

With a wealth of valuable experience and accumulated wisdom, he made his presence felt in every group in which he worked. He was considerate and unfailingly courteous, and his personal qualities together with the clarity of his thinking, the soundness of his judgment, made his life and work of lasting benefit and influence to the many who were privileged to know him.

Senator Edmonds is survived by his wife, Elise J. B. Edmonds, and a son, Theodore. Another son, Lt. David S. Edmonds, was killed in an airplane crash in March, 1944, while serving with the United States Army Air Forces.

As one of the leading lawyers of the Bar of the City of Philadelphia, Pennsylvania, he was well known and very popular with other members of that Bar not only by reason of his pleasing personality but by reason of his integrity, fairness and ability.

By his death the lawyers of Philadelphia have lost a kindly and courteous brother lawyer as well as a friend and adversary of exceptional ability, and the teachers in the public schools of the State of Pennsylvania have lost a real and unselfish friend who at all times devoted himself to their welfare.

MEMORIAL OF EARLE FARWELL

By JOHN C. PRIZER

Earle Farwell died at Stamford, Connecticut, on June 18, 1947, at the age of 61. For more than twenty-five years he had been a member of Barry, Wainwright, Thacher & Symmers, having entered the office of its predecessor firm Wallace, Butler & Brown, shortly after his graduation from the Columbia Law School.

Mr. Farwell was born on September 20, 1885, in Southampton, England, the son of Captain William G. Farwell and Laura Brownscombe Farwell. Captain Farwell, a surgeon in the United States Navy, was then attached to the European Squadron.

Mr. Farwell attended the United States Naval Academy, from which he graduated in 1905. After leaving Annapolis he resigned from the Navy because of trouble with his eyes and entered the Columbia Law School, from which he graduated in 1908. Mr. Farwell joined the First Battalion of the New York Naval Militia in 1909 and at the outbreak of the First World War held a commission as Lieutenant Commander. When the Naval Militia was mobilized he accordingly entered active duty with that rank. During much of the war he was engaged in convoy escort service on the U.S.S. *Wakiva*, which was officially credited with the destruction of one submarine and was believed to have sunk others. The *Wakiva* was eventually sunk in a convoy collision and Mr. Farwell was later assigned as Flag Secretary on the staff of Rear-Admiral H. A. Wiley. He was awarded the Navy Cross.

After the end of the War, Mr. Farwell became a Commander in the Naval Reserve. He was actively interested in the Naval Academy Graduates Association, of which he was at one time President.

In October, 1919, Mr. Farwell was married to Virginia H. Thacher of Philadelphia. For many years preceding Mr. Farwell's death they resided at Southfield Point, Stamford, where Mr. Farwell was President of the Southfield Point Association.

Mr. Farwell spent his entire professional career in the practice of the admiralty law, for which his lifelong contact with maritime matters and his familiarity with practical navigation peculiarly qualified him. In addition to the cases in which he participated representing litigants he was frequently selected to serve as arbitrator or appointed upon request of proctors to serve as commissioner in cases involving important issues.

In 1919 Mr. Farwell became a member of this Association and continued active in its work until his death. He served on the Executive Committee and frequently served on special committees dealing with the Rules of the Road or other matters of practical navigation. His unswerving sense of fair dealing and his modesty and personal charm endeared him to a very wide circle of friends at the admiralty bar. To have been closely associated with him throughout the years was a rare privilege.

MEMORIAL OF JOHN LANMAN GALEY

By CHARLES C. BURLINGHAM

John Lanman Galey was born in Garland, Pennsylvania, July 3, 1883, the son of John Henry and Sarah Elizabeth Ross Galey. In 1895 his family moved to Buffalo, where he prepared for college at the Central High School (now the Hutchinson High School). In 1901 he entered Harvard, graduating in 1905 magna cum laude, and a member of Phi Beta Kappa. He then entered the Harvard Law School from which he obtained his LL.B. in 1908 with honors. He was an editor of the Harvard Law Review.

In 1908 he came to New York City and entered the office of Conyers and Kirlin. Later he was with Hornblower, Miller & Potter for a short time and then with Ivins, Wolff & Hoguet. In 1917 he entered the office of Burlingham, Montgomery & Beecher and in 1926 became a member of the firm, which had then become Burlingham, Veeder, Masten & Fearey, and continued with that firm until his sudden death on January 21, 1949. In 1922 he married Miss Ruth Jackson Marley, who survives him.

Galey became a member of this Association in 1925. He was a member of the Executive Committee from 1936-1939 and was Chairman of the Committee to Consider the Advisability of Changes in Practice with Proceedings for Limitation of Liability. He was also a member of the Committee on Workmen's Compensation for Seamen from 1941-1947 and he was a member of the Advisory Committee to the American Technical Committee of Aerial Legal Experts.

In the Association of the Bar of the City of New York he was a member of the Committee on Admiralty and Aeronautics for two years and was Chairman of the Admiralty Committee two years.

Galey was a man of unusual culture, widely read. He was very reserved, but with his friends his charm and humor blossomed out and made him a delightful companion. His logical mind and his clear and forcible style made him a persuasive advocate and an excellent trial lawyer. His perfect integrity, his strong character and his un-failing courtesy won him the respect and admiration of the Bench and Bar.

MEMORIAL OF JOHN WHEELER GRIFFIN

By HAROLD S. DEMING

John Wheeler Griffin, for many years an outstanding leader in our Admiralty Bar and President of this Association from 1942 to 1944, died at his home, 407 West 246th Street, Fieldston, Riverdale, New York, on July 28, 1948, at the age of 67. At the time of his death he was senior partner of the firm of Haight, Griffin, Deming & Gardner. Except for the period during 1918 and 1919 when he disassociated himself from private practice in order to serve as Assistant Admiralty Counsel to the United States Shipping Board, he was associated during his entire professional life with that firm and its predecessors—a period of over forty-five years.

He was born November 24, 1880, in Williamstown, Massachusetts, where his father, Edward Herrick Griffin, was a member of the faculty of Williams College. In 1891 his father became Dean of Johns Hopkins University and the family moved to Baltimore, and Griffin lived there until his graduation from Johns Hopkins in 1900 and in 1903 from Harvard Law School. In College he was a member of Alpha Delta Phi and was elected to Phi Beta Kappa; in the Law School, from which he graduated cum laude, he was a member of Phi Delta Phi, the Pow-Wow Club and was an editor of the Harvard Law Review.

Immediately upon graduation from Law School he began an intensive study of the whole field of Maritime Law and specialized in that field for the rest of his life. It is unlikely that his mastery of maritime law was exceeded by any of his contemporaries. He was an indefatigable student of the law, working not only at his office but in his well-stocked legal library at home. In his later years he devoted much time to the preparation of an exhaustive treatise on the law of collisions based on his research over many years; it was in proof at the time of his death and will shortly be published. It should prove a lasting memorial to his discriminating and thorough legal scholarship.

But it has been aptly observed that in the field of active litigation, the law is usually 2% of the case and the facts 98%. Griffin had an extraordinary ability to get at the factual roots of every situation. He was unremitting in his investigations, tactful in eliciting the truth from the willing and the unwilling alike and notably able in present-

ing his assembled facts to the Court. The records show that through the years he brought to a successful conclusion a very high proportion of the litigations in which he engaged, both in the trial courts and on appeal. No member of this Association is likely to disagree with the statement by Judge John C. Knox in his autobiography that "There are several outstanding admiralty lawyers in New York, among whom Charles C. Burlingham, Chauncey I. Clark, John W. Griffin, and Roger Englar are especially eminent".

As noted above, during the First World War, being disqualified from active service because of his eyes, he served as Assistant Counsel to the Shipping Board. During the Second World War, although in private practice, he rendered a similar service to the cause of the Allies in his day-by-day counselling of the officials of the Norwegian Shipping and Trade Mission. This arm of the Norwegian Government had the task of directing the entire Norwegian Fleet in the war effort. The vital part played by this fleet is well known. How important Griffin's services in this connection were considered by the Norwegian Government is evidenced by the fact that King Haakon of Norway in November, 1947, decorated him with the Royal Order of St. Olav, Knight, First-Class. Into his services to the Norwegians, Griffin had put much more than his legal skill and wise counsel. Through long years a large proportion of his clients had been Norwegians and his personal friendships in Norway were many and close. His admiration for Norway was deep. He once said of her people: "They have the same ideals as we but they come much closer to living up to them."

It would be hard, indeed, however, to find a man who ever came closer to living up to his own high ideals than did John W. Griffin. On those of us who worked with him through the years as his partners, he has left an indelible impression. Naturally, we were impressed with his extraordinary professional ability and his unending capacity for work (up until ten years before his death he had never missed a day from work, in high school, college, law school or the office because of illness); but what impressed us more were his unimpeachable standards of personal conduct. His partner, Wharton Poor, in his Memorial of him written for The Association of the Bar of the City of New York (of which Griffin was a member for thirty-nine years) wrote:

"Aside from exceptional legal ability, his leading characteristic was the absolute fairness of his decisions, no matter how nearly

his own personal interests might be concerned. Those coming into contact with him were soon aware that any question submitted to his arbitrament would be decided with complete impartiality, even although resulting to his prejudice. The thought of taking any unfair or technical advantage of an opponent was wholly abhorrent to him."

That the members of our Admiralty Bar, all over the country, appraised him as his partner did, is borne out by the letters received by us after his death. One of his most constant, able and rigorous opponents in the Admiralty Courts wrote of him: "We never had a quarrel in our forty years of friendship, either in court or out."

Griffin was singularly happy in his family life; and to his relatives, however remote, and his wide circle of friends, unfailingly generous of his time, his money and his friendship. No one could convince the writer of this Memorial that anyone ever came to Jack Griffin in personal trouble and went away uncomforted. In the finest sense of the words, he was a Christian gentleman.

In addition to serving as President of this Association, he served on many of its committees, including three terms on the Executive Committee. He was also active in the Association of the Bar, serving on several committees, including that on Admiralty, and was for years a member of the American Bar Association. He was a member of India House, the Whitehall, University and Harvard Clubs; a trustee of the Riverdale Country School for Boys, and a vestryman of St. Michael's and All Angels Protestant Episcopal Churches, and later of Christ Protestant Episcopal Church, Riverdale.

He left his wife, the former Emily Brune of Baltimore; two sons, Captain Barton B. Griffin, AUS, and Dr. John Wheeler Griffin, Jr., and a daughter, Mrs. Alexander B. Smith.

MEMORIAL OF CHARLES F. QUANTRELL

By MARTIN P. DETELS

Charles F. Quantrell was born in New York City on June 27, 1887. In 1910 he married Ada F. Bridgins and in 1912 was admitted to the Bar. After practicing law with the firm of Blandy, Mooney & Shipman and the firm of Murray, Prentice & Howland, he joined the admiralty law firm of Harrington, Bigham & Englar in 1920 and a few years later became a partner of the firm of Bigham, Englar & Jones, now Bigham, Englar, Jones & Houston, with whom he continued to practice law until the date of his death, March 25, 1948. He has been a member of this Association since 1920.

During his long career as a member of the Admiralty Bar, he became recognized and respected as an authority on ship transfers, loans and mortgages. Many millions of dollars were lent to owners and operators of vessels by banks who relied upon his knowledge, experience, judgment and draftsmanship. He also specialized in certain non-maritime branches of the law, namely, sales, leases, wills, estates and tax matters, where his capacity for concentration and attention to detail complemented his firm grasp of the broad general principles involved.

He had an infinite capacity for friendship and his home life was exceptionally happy until June 25, 1943, when his son, Lieutenant Charles B. Quantrell, Jr., while navigating an American bomber, met death in the skies over Britain; and a little of his father died with him. From then on in, the trace of a twinkle was gone from his eye, a bit of the bounce from his step, but for his wife, his surviving son Bruce (who also served in the Army during World War II), and his partners, clients and friends, his cheerful manner and kindly disposition remained unchanged. Perhaps a great grief can physically weaken as well as break the human heart. More than a year before he passed away, his doctor told him that his days were numbered, but with magnificent, uncomplaining courage and the same unfailing friendly smile, he continued to carry on. His friends (and they were legion) will bear witness that the qualities of courage and kindness cannot be inconsistent—for this gentle man combined them both in high degree.

MEMORIAL OF EDWARD M. SEIDL

By CARLYLE BARTON

Edward M. Seidl joined the office staff of Niles, Barton, Morrow & Yost, attorneys in Baltimore, Maryland, in July, 1943. He had been in the Legal Department of the War Shipping Administration in Washington, having been disqualified for military service because of his health. He was making his home in Baltimore and the same health problem caused him to give up his government position in favor of a position which would not require the long trip every day.

He very soon proved his worth and everyone in the office became very fond of him.

Edward M. Seidl was born in Baltimore July 24, 1921. He received his early education in the schools in this city and then attended the University of Virginia. He took his law course at the University of Maryland, receiving his law degree there in February, 1943. He was especially interested in admiralty law and rapidly took on work in that division of our office although he also took part in trust and estate work and in corporate and business matters generally.

Upon his return of various partners and associates who had been in the military and naval service, at the end of the war, Edward Seidl was requested to continue his association with us and he was invited to become a partner the first of January, 1948.

He was extremely industrious and everyone knew that he could be depended upon to handle thoroughly and efficiently any matter which was entrusted to him. All of his partners and associates and members of the office staff felt a real affection for him and were shocked to learn of his sudden death on the early morning of June 23, 1948.

We express our sympathy to his wife and also to his mother and father, Mr. and Mrs. E. Arch Seidl, and to his infant son, Edward Lawrence Seidl, who was not yet old enough to know him but in later years will take great pride in the fine record which his father left behind him and the affection and esteem which was felt for him by all who knew him.

This brief memorial has been prepared in behalf of his office associates at Niles, Barton, Morrow & Yost by his partner.

MEMORIAL OF FORREST E. SINGLE

By HORACE T. ATKINS

Forrest E. Single was born in West Point, California, October 14, 1891, and died suddenly in New York City on February 28, 1949.

Forrest was a Zeta Psi at Stanford University and there received his law degree in 1914. After leaving law school, his first engagement was with Johnson & Higgins in San Francisco, handling Protection & Indemnity claims and other questions pertinent to marine insurance matters. In February, 1917, he was engaged by Willcox, Peck & Hughes in San Francisco, and gained further experience in the field of marine insurance. After serving throughout World War I in the Navy, he returned to Willcox, Peck & Hughes in San Francisco. In 1918, he was admitted to the California Bar. The following year he was transferred to Seattle as manager of the marine and adjusting branch of Willcox, Peck & Hughes.

In September of 1919, Forrest moved to New York, becoming associated with Harrington, Bigham & Englar, where his practical experience in insurance matters on the West Coast was drawn upon and applied to the law of marine insurance. Admitted to the New York Bar in 1921, he became a partner of Bigham, Englar & Jones on January 21, 1924.

It was while with Bigham, Englar & Jones that Forrest undertook and successfully carried out a mission of great importance and interest. In behalf of all interested American marine insurance underwriters, he proceeded to Japan, where he spent the latter months of 1923 and the early months of 1924 in connection with the settlement of claims which resulted from the Japanese earthquake and fire of September 1, 1923.

In March of 1925, Mr. Single joined with Mr. Theodore L. Bailey in forming the partnership of Bailey & Single. January 1, 1926, he opened his own law office. The practice which he established was thereafter carried on by successive firms, he being the senior partner in each, viz., Single & Single; Single & Hill; Single, Atkins, Middleton & Tyler; Single, Atkins & Tyler; Single & Tyler.

From June, 1938, and until his death, Forrest carried on his practice solely under his own name. In these later years, his work required frequent trips to the West Coast, England and South America.

His many friends, among lawyers and in the marine insurance fraternity, and in shipping circles, were impressed by the magnetism of his engaging personality. Those who knew him intimately appreciated that in an hour of real trouble, Forrest did and would exert himself to his utmost, regardless of any personal inconvenience, to alleviate distress and grief.

He is survived by his widow, Maye Gilbert Single; his son, Forrest E. Single, Jr.; his daughter, Mrs. S. J. Wright; his brother, Carroll J. Single, of San Francisco; and a sister, Mrs. Edward Finucane, of Stockton, California.

MEMORIAL OF GEORGE H. TERRIBERRY

By JOSEPH M. RAULT

On October 19, 1948, the Admiralty Bar lost one of its deans, the City of New Orleans one of its finest civic leaders and his partners one of their closest friends in the passing of George Hitchings Terriberry. Born in Galveston, Texas, on February 10, 1875, Mr. Terriberry had spent most of his life as a New Orleanian, attending Tulane University and taking his Bachelor of Arts degree in 1898 and his Bachelor of Laws in 1900. He was admitted to the Bar of the State of Louisiana in that year, and continuously thereafter, until his death, practiced actively in the City of New Orleans. In 1917 he established the predecessor firm to the present firm of Terriberry, Young, Rault & Carroll. He was a member of this Association for years and also was a member of the Association of the Bar of the City of New York. He was a former Vice-President of the American Bar Association and a former President of the Louisiana Bar Association. Of course, he was a member of his local association, the New Orleans Bar Association. Not only an active practitioner, he was vitally interested in the affairs of lawyers and the development of the law.

In addition to his professional activities, he was one of the foremost leaders of civic affairs in his City and State. In his early life, he served as a member of the Louisiana State Legislature. He was one of the founders and first President of the New Orleans Community Chest. He was a former President of the New Orleans Association of Commerce. He was a former President of the New Orleans Symphony Orchestra and a former President of the Louisiana Vocational Guidance Association. He served on many directorates of educational and charitable institutions as well as of business institutions.

He served his country as a volunteer private in the Spanish American War.

On the lighter side, he was King of the New Orleans Carnival in 1940, a civic honor the significance of which New Orleanians, if not the outlanders, will appreciate.

The many who knew him professionally and the thousands who knew him by his good works will mourn the loss of a fine man.