

THE MARITIME LAW ASSOCIATION
OF THE UNITED STATES

MEMORIALS

of

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MEMORIAL OF LLOYD L. BLACK

By JOHN C. BOWEN
and
MILLARD P. THOMAS

District Judge Lloyd L. Black died unexpectedly August 23, 1950, after a brief illness following an emergency operation. Born in Leavenworth, Kansas, in 1889, he spent his life from boyhood in the State of Washington. Upon graduation from the University of Washington Law School in 1912, he soon became widely known as a vigorous and successful practitioner throughout the State of Washington. He was active in the Democratic party.

In 1939, while serving as State Superior Court Judge for Snohomish and Island Counties, at Everett, Washington, Judge Black was appointed United States District Judge for the Western District of Washington by the late President Roosevelt and entered upon the duties of that office on August 22, 1939. Thereafter his judicial jurisdiction was extended by an Act of Congress to include the Eastern District of Washington. In addition to much important trial work of public concern, Judge Black achieved distinction for his work in immigration and naturalization, for his success in the field of bankruptcy, and particularly in matters involving reorganization of corporate debtors.

Judge Black's death was a great shock to his innumerable friends on the west coast and an irreparable loss to the many legal, civic and religious organizations served by him with selfless devotion.

He was a member of the Methodist Church, Phi Beta Kappa, and affiliated with many veteran, fraternal and civic betterment organizations. He is survived by his widow Gladys, and two sons, Bryce and David.

Judge Black will be widely remembered as a judge of ability, integrity and charity and also as a man of good will, ever active in promoting by personal example and public effort the best in American citizenship. He was greatly beloved for his never-failing kindly attitude in and out of the court room.

MEMORIAL OF THOMAS C. BURKE

BY ROBERT G. McCREARY

Thomas C. Burke was born in Utica, New York, on March 4, 1875, the son of Francis Lambert and Josephine Rainey Burke, being the nephew of Thomas Martin Aloysius Burke, the fourth Bishop of Albany, New York.

Mr. Burke was educated at Canisius High School and Canisius College where he received his Bachelor's and Master's Degrees and was admitted to the Bar on June 30, 1896.

On June 6, 1911 Mr. Burke was married to Georgia Holmwood of Buffalo.

He was a member of the Erie County Bar Association, New York State Bar Association, American Bar Association, American Society of International Law, American Judicature Society, Maritime Law Association of the United States and the Catholic Lawyers Guild.

He was very active in religious circles, being a charter member of the Knights of Columbus, in September of 1949 having been appointed a Knight of St. Gregory for his distinguished service to the Church.

His legal career was begun in Buffalo, studying law in the office of Roland Crangle, later becoming a partner in the firm of Crangle & Burke, which partnership was dissolved about 1910. In 1927 Mr. Burke joined Charles S. Desmond in a partnership known as Burke & Desmond and when, in 1940 Mr. Desmond became Supreme Court Judge of Erie County, New York (now Judge of the New York Court of Appeals), his son, Thomas M. Burke, became a partner of the firm of Burke & Burke which was in existence at the time of Mr. Burke's death on January 18, 1950.

Mr. Burke was a skillful and conscientious lawyer with a reputation for ability and reliability and possessing a fine legal mind. During his practice he took part in a large amount of important litigation, including a number of admiralty cases relating to shipping on the Great Lakes. In his death his fellow lawyers, his friends and all those who knew him suffered a grievous loss.

Mr. Burke is survived by five children, James H. Burke, a marine engineer of Calcutta, India, Thomas M. Burke, attorney, John R. Burke, accountant, Laurence E. Burke, student and Francis B. Burke, electrical engineer, all of Buffalo.

MEMORIAL OF HERBERT ALAN DAWSON

BY WILLIAM J. CONLEN

Herbert Alan Dawson, of Philadelphia, Pennsylvania, where he was born on September 24, 1880, died in the Lankenau Hospital in that City on August 26, 1949.

Mr. Dawson was admitted to practice in the Courts of Philadelphia on July 1, 1901, on the motion of J. Rodman Paul, Esq., then a member of the firm of Biddle & Ward, with which firm Mr. Dawson had served a clerkship. The firm of Biddle & Ward, with which the late Judges Henry Galbraith Ward and Charles M. Hough were associated, had for a long time been prominent in the practice of admiralty and marine insurance law.

Mr. Dawson, who was able and industrious and made work a fixed habit, soon became a noted advocate in all the cases he undertook, and at the time of his death was the senior partner in the firm with which he had continued to be connected all of his professional life.

In the last years of his life Mr. Dawson conducted the most celebrated will case in the annals of the Bar of Philadelphia. It was known as the Garrett Estate and the various turns the litigation took evoked numerous articles in magazines and weeklies throughout the country. In this case Mr. Dawson demonstrated the beneficial result of his long devotion to an exacting practice. He worked without surcease, collected and penetrated all of the facts of the case, and became a devastating opponent for the many fraudulent claimants to the vast fund involved.

In private life Mr. Dawson found great pleasure in outdoor activities. He was a hunter and yachtsman, and at every opportunity he was found on a yacht sailing Barnegat Bay, Chesapeake Bay and many other eastern waters. He had a quick wit, a versatile mind, and a great interest in music, and was an active member in the Opera Club of Philadelphia. He was a member of the Union League of Philadelphia, the Meridian Club, the Miles River Yacht Club, the Historical Society of Pennsylvania, and various Bar Associations, including the Association of the Bar of the City of New York.

Mr. Dawson had a warm personal approach to many men, and even before his death it was a common thing to hear many tributes to his almost tender solicitude for his friends.

MEMORIAL OF WILLIAM HARISON

BY ALFRED OGDEN

William Harison, a member of The Maritime Law Association of the United States since 1909, died at St. Luke's Hospital, New York, on August 25, 1948.

Mr. Harison was born in New York in 1870, the son of Richard M. and Gertrude Ogden Harison.

He graduated from Columbia College in 1891 and from the Columbia Law School in 1893, and was admitted to practice the same year. Mr. Harison's first association was with the firm of Parsons, Shepard & Ogden, where he remained for only a short period. He then became associated with James M. Varnum in the firm of Varnum & Harison. After Mr. Varnum's death he formed a partnership with Lawrence W. Kneeland under the firm name of Kneeland & Harison, which later became Kneeland, Harison & Hewitt when Thomas D. Hewitt joined the firm. Mr. Kneeland died in 1920. Thereafter the firm continued under the name of Harison & Hewitt until Mr. Harison's death. Following Mr. Hewitt's death in 1941, William Imhof became a member of that firm and this partnership continued until Mr. Harison's death.

Kneeland & Harison and Kneeland, Harison & Hewitt had a rather extensive admiralty practice and acted as counsel for cargo interests in numerous cases. Two of these cases, the *Jason* and the *Julia Luckenbach*, were argued before the Supreme Court of the United States and both of them are noteworthy in admiralty jurisprudence. Mr. Harison also specialized in real estate, trust and estate law.

Mr. Harison was a descendant of Richard Harison, the first United States Attorney for this District, and was a great-great-great grandson of Major General Philip Schuyler of the Continental Army and was a hereditary member of the New York State Society of Cincinnati of which he was Secretary for many years.

Throughout his life Mr. Harison was active in the affairs of the Protestant Episcopal Church. In 1895 he succeeded his father as Treasurer of The Protestant Episcopal Society for Promoting Religion and Learning in the State of New York and as Treasurer of the Corporation for the Relief of Widows and Children of Clergymen of the Protestant Episcopal Church in the State of New York, and acted as Treasurer of both organizations until his death. He was also Treasurer of the Church of St. Matthew and St. Timothy.

In 1925, Mr. Harison married Alice Bayard Kemble, who died in 1936. He is survived by his sister, Miss Elizabeth Harison.

MEMORIAL OF GEORGE MURRAY HULBERT

BY JOHN C. KNOX

George Murray Hulbert was born at Rochester, New York, on May 14, 1881. Upon completion of his preliminary education in upstate institutions he came to New York, and took his law course at the New York Law School. He was admitted to the bar of this state in 1902. His law practice, with some interruptions, continued from that date until June 6, 1934 when, through an appointment by the late President Franklin D. Roosevelt, he became a judge of the United States Court for the Southern District of New York.

In fact, nevertheless, the public career of Judge Hulbert began long before the date on which he ascended the Bench. He was a member of the 64th and 65th Congresses (1915-1919), representing the 21st New York District. On January 1, 1918, he resigned his office in order to become Commissioner of Docks and Director of the Port of New York. In 1921, he was elected President of the Board of Aldermen, serving as such until December 31, 1925.

From that date until the assumption of his judicial duties, Judge Hulbert engaged actively in the practice of his profession, specializing in admiralty and maritime work. His interests, however, were not confined to the law. He was made President of the Amateur Athletic Union, and became a member of the executive council of the International Amateur Athletic Federation. He also served as Grand Exalted Ruler of the Elks, and as a trustee of that organization's National Foundation, and of the Alfred E. Smith Foundation. Furthermore, he was Vice-President General of the Sons of the Revolution, and president of the Empire State Society.

In many respects, the career of Judge Hulbert was of notable character. As a member of Congress, he was instrumental in obtaining large appropriations for the improvement of the Port of New York. As Commissioner of Docks, he brought about vast betterments in the equipment of the city's waterfront facilities. As President of the Board of Aldermen, and a Vice Mayor of the City of New York, he made for himself an enviable record for industry, intelligence, courage and public service.

With this background, Judge Hulbert was well equipped to become a United States Judge. His wide experience with people in all walks of life, his profound sense of patriotism, together with his abiding confidence in the democratic processes of government, were

oustanding qualities for judicial work. He had, also, a sense of tolerance and understanding. He believed, too, that men should not only live their own lives, but permit their fellows to do likewise. He thought in terms of decency, and of right and justice. He was without fear of anyone or anything. His one ambition was to administer justice without respect to person, and to do equal right to the poor and to the rich. His ambition was fully realized.

The personal relationship between Judge Hulbert and his colleagues was at all times warm, friendly, and even affectionate. At conferences, he was wise, sagacious and helpful. His sound judgment, wide experience and highly developed mind were of great aid in reaching conclusions with respect to official policies and court management. My colleagues and I have lost not only a valued member of the court, but a sincere and companionable friend as well.

The Admiralty Bar is especially indebted to Judge Hulbert for his action in procuring for the court a splendid collection of ship models, together with a considerable list of maritime charts. These articles will hereafter be known as "The Hulbert Collection of Maritime Lore."

Judge Hulbert, who died on April 26, 1950, is survived by his wife, Regina R., and their daughter Mrs. Joseph C. Kenny, and four grandchildren.

MEMORIAL OF HENRY H. LITTLE

BY LEON T. SEAWELL

Henry H. Little died at St. Petersburg, Florida, on February 6, 1950. He was 79 years of age, and had been spending his winters in Florida for the past several years.

Mr. Little was born in Fauquier County, Virginia, and was the son of the late John Chapman Little and Ellen Williams Little. He spent the early years of his life in Fauquier County, his parents coming to Norfolk, Virginia, when he was 15 years of age, and from that time his home was at Norfolk, Virginia. In 1895 he married Miss Annie M. Conrad of Winchester, Virginia, who died in 1942.

He began his law practice with the late Robert M. Hughes, and later was a member of the firm of Hughes, Little & Seawell, with which firm he remained as an active member until about ten years ago when he retired from the practice of law. His specialty was admiralty law, and his reputation as an able, earnest and zealous practitioner spread throughout the ports of this country. He took part in a number of large and interesting cases, and his ability was recognized wherever he practiced. He was a member of this Association, and at one time a member of its Executive Committee; he was President of the Norfolk-Portsmouth Bar Association, and he was one of the founders and chairman of the board of the Hampton Roads Maritime Association. He was interested especially in all matters pertaining to port development and was the first president of the James River Bridge Corporation and active in securing its establishment.

With the outbreak of the First World War he offered his services to the Government and was assigned to the legal staff of the United States Shipping Board with offices in New York. There he remained until his tour of duty was ended when he returned to his law practice in Norfolk.

He and Mrs. Little established a neighborhood Sunday School in their home at North Shore Point, from which evolved the Episcopal Church of the Good Shepherd which he first served as vestryman, and later acted as President of the Board of Trustees of the Funds of the Protestant Episcopal Church in the Diocese of Southern Virginia.

The activities of the lawyer, churchman and public spirited citizen are documented in this record, and also the character of the man himself. A soft spoken dignity and reserve marked his speech, but when the occasion called for it he could speak with great bluntness. These qualities coupled with a talent for analysis and accommodation made his services as a negotiator of settlements as sought after as a pleader before the courts. Down through the years in all his associations Mr. Little carried with him the poise and grace of an older day, practicing little courtesies and kindnesses for which so many of our people will hold him in long remembrance.

MEMORIAL OF GEORGE de FOREST LORD

BY ALLAN B. A. BRADLEY

George de Forest Lord, President of the Maritime Law Association, was born on December 18, 1891 at Lawrence, Long Island. He was graduated from Yale with the degree of Bachelor of Arts in 1914 and from the Columbia Law School with the degree of Bachelor of Laws in 1917. While at the Law School he was an editor and secretary of the Columbia Law Review.

World War I was then upon us and he served as a First Lieutenant in the Artillery, seeing active service in France. When the war was over he returned to this country and became associated with the firm of Lord, Day & Lord which had been founded by his great grandfather, Daniel Lord, Jr., in 1817 and continued from generation to generation under the name of Lord, Day & Lord since 1848. For seven years he taught admiralty at the Columbia Law School and with George C. Sprague was co-author of "Cases on Admiralty". He was also a contributor to the Columbia Law Review in which "Admiralty Claims Against the Government" was published in 1919; and with Garrard W. Glenn he was the co-author of "The Foreign Ship Mortgage" (Yale Law Journal, June 1947) and of "Unification of Maritime Liens and Mortgages" (Paper for Inter-American Bar Associations 6th Annual Conference at Detroit, 1949).

While Mr. Lord was assiduous in the practice of the law he nevertheless was also active in philanthropic and civic affairs. Of all his extra-curricular activities, perhaps the one closest to his heart was The Children's Aid Society, having served as a Trustee for some twenty-five years and as President since 1949. At the time of his death, besides being President of The Maritime Law Association and of The Children's Aid Society, he was President and Trustee of the Downtown Association, Trustee of The New York Public Library, the United States Trust Company, the Seamen's Bank for Savings and a Director of The Twenty-five Broadway Corporation. Shortly before his death he had resigned as Director of the National Surety Company and of the Marine Insurance Company. He was a member of the Life Savings Benevolent Association and Trustee of the United Charities of the City of New York.

While not an active club man he nevertheless was a member of the Downtown Association, the Piping Rock Club, the Yale Club

of New York City, the Century Association, the Racquet and Tennis Club, the Anglers Club and the Turf and Field Club.

Mr. Lord was counsel for The Cunard Steam-Ship Company Limited and Isbrandtsen Company, Inc. He acted as counsel for the British Ministry of War Transport in the United States in World War II; in recognition of his services he received the decoration of Honorary Officer of the Civil Division of the British Empire.

This list of his achievements does not however paint a picture of the man. He was a kindly and gentle man. I think his outstanding characteristic was integrity. He gave his best to anything he undertook and was most thorough at his work. As an after dinner speaker he was unique; he had a droll sense of humor but his wit was barbless and left no stings behind. How he managed to find time for outdoor sports is a mystery, but he loved them and took part in them whenever he could. For many years he hunted with the Meadowbrook Hounds; he loved trout fishing and when opportunity offered got off to the Balsam Lake water in the Catskills. The autumn was pretty sure to find him at Currituck in North Carolina or Great South Bay shooting ducks and geese, and a winter seldom passed that he did not spend a few days at least, quail shooting at Blake Plantation, South Carolina with his brother and partner Franklin B. Lord. While there for a short vacation he was stricken suddenly with a cerebral hemorrhage and died at Savannah, Georgia on February 2, 1950.

Surviving are his widow, Mrs. Hazen Symington Lord, two sons, George de Forest Lord, Jr. of New Haven, Connecticut and Edward C. Lord, II of Syosset, Long Island, a daughter, Mrs. Charles G. Meyer, Jr. of Syosset, and another brother, Edward C. Lord of Sterling Junction, Massachusetts.

Inheritor of a fine and noble tradition, he left its lustre shining brighter than he found it. As in Pilgrims' Progress, "so Valiant-For-Truth passed over the river and all the trumpets sounded for him on the other side."

MEMORIAL OF JULIUS J. ROSENBERG

BY WILLIAM RADNER

Julius J. Rosenberg was born in New York City on May 1, 1911, and died on August 15, 1949, his untimely death at the age of 38 cutting short a career of constructive achievement.

Mr. Rosenberg was graduated from the College of the City of New York in June 1930 and, cum laude, from the Harvard Law School in June 1933. He was admitted to the New York Bar in February 1934 and was associated with the firm of Scribner & Miller from that date until 1942.

Barred from military service because of physical disability, and desirous of assisting in the war effort, Mr. Rosenberg joined the War Shipping Administration in December 1942 and served with that agency and its successor, the Maritime Commission, until December 1946. During this period he served, at various times, as Associate District Counsel in New York City, Counsel of the War Shipping Administration Price Adjustment Board, and Assistant General Counsel of the War Shipping Administration. During the latter part of his service, he also acted as Executive Assistant to Captain Granville Conway, Administrator. His selfless devotion to the accomplishment of the many arduous duties assigned to him during his service with the War Shipping Administration was a subject of universal recognition. General acclaim and praise were accorded the skill and effectiveness with which he discharged those important duties.

In January 1947 Mr. Rosenberg resumed the private practice of law in New York City, and in the short period prior to his death he had developed a substantial practice, involving the handling of important maritime affairs for various clients in the United States and abroad.

Julius Rosenberg was a person of great erudition—a devoted friend and a wise counselor. He will be remembered for his brilliant mind, his exceptional skill, his devotion to duty, his indefatigable energy, his personal charm, his unimpeachable integrity, and his kindly disposition.

He is survived by his widow, Mrs. Marion Langer Rosenberg; his son, Seth Langer; his mother, Sarah Wallach Rosenberg; his father, Max Rosenberg; two brothers, Dave Rosenberg, of Gloversville, New York, and Arthur Rosenberg, of New York City; and three sisters, Sophie Gordon, Helen Petrak, and Claire Newman.

MEMORIAL OF JOHN HENRY SKEEN

By GEORGE W. P. WHIP

John Henry Skeen was born in Baltimore on May 19, 1883. After an illness of four months, he died in Baltimore on October 18, 1950, leaving surviving him his wife and three sons, two of whom are lawyers and members of this Association.

Mr. Skeen was educated in Baltimore schools including the University of Maryland. In 1905, he was graduated from the Law School of the University, and in the same year he began the practice of law in Baltimore where he continued to practice his profession until his death. At the time of his death and for many years prior thereto, he was a member of the firm of Frank, Skeen & Oppenheimer.

While Mr. Skeen's practice extended over a wide field, Admiralty matters were especially interesting to him. He appeared in many cases in the Admiralty courts, and he was a worthy opponent. But John Skeen was not merely a worthy opponent. He was also a friendly opponent. He had the happy faculty for making friends both in and out of Court.

Mr. Skeen was interested in many things outside of his profession. He was particularly interested in the Boy Scouts of America, and he did much to further the movement in Maryland. He gave freely of his time and talent to his church and its affiliated organizations. During World War II as Special Assistant to the Attorney General of the United States, he acted as Hearing Officer in the matter of appeals by conscientious objectors. And many other worthy causes claimed his attention.

I am happy to have known John Skeen. He was my friend.

MEMORIAL OF ARTHUR J. SULLIVAN

By S. W. WILDE

Mr. Arthur J. Sullivan, for many years a member of this Association, died on April 23rd, 1950, after a brief illness, at the age of 53. He was born in New York and after education here and in Wisconsin, he entered the Marine Insurance business and thereafter saw service in World War I. After he became associated with Frank B. Hall & Co., Inc., in 1919, he served in various executive capacities and he was elected President in 1945 and occupied this position at the time of his death.

His exceptional business ability and knowledge, combined with a warm feeling of fellowship will make his loss keenly felt, not only by his associates but also by his numerous friends in the maritime and commercial industries, here and abroad.

Mr. Sullivan was a member of the Association of Average Adjusters of the United States and a former Chairman, also a member of the Maritime Association of the Port of New York, a Director of Dalzell Towing Company, Inc., and Electric Ferries, Inc., a member of the Downtown Athletic Club, The Economic Club of New York, India House, Ridgwood Country Club, St. Nicholas Club and Whitehall Luncheon Club.

Through his death, the maritime community in particular has lost one of its foremost leaders and forceful personalities. His guidance in these troubled times will be missed tremendously.

MEMORIAL OF PAUL TISON

BY STANLEY R. WRIGHT

Paul Tison was born in New York City in 1896 and died in April, 1950, survived by his widow, Helen Hines Tison, and three children: Paul Tison, Jr., Mrs. Ted Hilton and Mary Walker Tison; also his mother, Mrs. Alexander Tison, a sister, Mrs. Kennard, and brother, Alexander Tison, Jr.

In World War I, Paul drove an ambulance for the French Army in France, later transferring to the American Red Cross and in Italy was decorated for exceptional bravery under fire. In World War II, he served in the Army Air Forces, being honorably discharged as a Major. After the war, he never returned to golf but maintained his interest in hunting and fishing—his principal interests being his lovely family and the practice of the law.

Paul graduated from Harvard College in 1918, from Columbia University Law School in 1924, and joined this Association in 1927 after becoming associated with Burlingham, Veeder, Masten & Fearey. He joined The Long Island Rail Road Company's Legal Department in 1934 and from 1949 also served as Town Judge of Darien, Connecticut, where his family long has resided on Tokeneke Road. For several years he was Chairman of the Darien Democratic Committee. His was a useful life.

MEMORIAL OF CHARLES E. WYTHE

BY STANLEY R. WRIGHT

Few lawyers are privileged to practice in such varied surroundings and to endear themselves to so many brothers in the profession as Charles E. Wythe. Born in Ocean Grove, New Jersey, on September 13, 1887, he died in Long Beach, California, on August 13, 1949. He became a member of this Association in 1923 and served on its Executive Committee in 1931 and 1932.

Graduating from New York University Law School in 1910, he went to Manila, P. I., as counsel to the Executive Bureau. There, on December 24, 1912, he married Elsie H. Fischer. She and both of their children, Evan and Marian, survive. Returning to New York in 1914, he became associated with the Legal Aid Society, then with Burlingham, Veeder, Masten & Fearey until 1923 and with the U. S. Shipping Board until 1939 when he and Horace M. Gray formed the firm of Gray & Wythe. Back with Burlingham, Veeder, Clark & Hupper from 1943 to 1948, he began to feel the need for more leisure time. Elsie missed their daughter, married and living in Southern California, so they sold the home in Montclair and moved to Long Beach, California. Hearing of this, the U. S. Coast Guard appointed him Hearing Officer for Southern California, a position he thoroughly enjoyed and enjoyed writing about to his less fortunate friends with their noses still to the grindstone.

MEMORIAL OF J. E. YONGE

BY DAVID W. DYER

James Ernest Yonge was born in Roanoke, Virginia on November 8, 1892, the eldest son of James E. Yonge of Fincastle, Virginia and Leticia Breckenridge Gamble of Pensacola, Florida.

Mr. Yonge graduated from Washington & Lee University in 1913 and chose the law for his professional career winning his law degree of the University of Florida in 1916 and was admitted to the Florida State Bar in the same year.

At the beginning of World War I, he enlisted and while still a Cadet in the United States Air Force, was selected for transfer overseas where he was attached to the French Air Force, serving with distinction as Flight Instructor and Fighter Pilot. Upon his return from overseas, he entered the practice of law in Miami, Florida where he maintained offices until his untimely passing.

In 1927, Mr. Yonge was retained to represent Pan American Airways in Florida and later became counsel for the Latin-American Division of the Pan American Airways. Mr. Yonge made many noteworthy contributions to the American and International aviation laws and became nationally renowned as an authority on this subject.

Mr. Yonge became a member of the Maritime Law Association of the United States in 1936 and was also a member of the Dade County Bar Association, the Florida State Bar Association and the American Bar Association, being chairman of the Aeronautical Committee of the latter. He was a member of the American Legion, Phi Delta Phi Legal Fraternity, Phi Delta Theta Social Fraternity and served as Consul for Paraguay for many years.

Mr. Yonge died on November 2, 1948 and is survived by his wife, Peggy Delaney Yonge and two sons, James E. Yonge, Jr., and Philip Delaney Yonge.

His was a life that brought distinction to his calling. His splendid record reflected credit on this Association.