

MARITIME LAW ASSOCIATION OF THE UNITED STATES.

NEW YORK, February 6, 1914.

A meeting of this Association was held at the rooms of the Bar Association in the City of New York on February 6, 1914, adjourned from January 30, 1914. There were present Hon. George C. Holt, presiding, Hon. Charles M. Hough, Hon. Clarence Hale of Portland, Me., Hon. Harrington Putnam of Brooklyn, Mr. Charles E. Anderson and Mr. W. W. Parker of Baltimore, Md., Frank Healy of Providence, Mr. Fitz Henry Smith, Jr., of Boston, and Mr. C. C. Burlingham, Mr. Lawrence Kneeland, Mr. George B. Ogden, Mr. Robert Van Iderstine, Mr. A. Gordon Murray, Mr. William Harison, Mr. Robinson Leech, Mr. O. D. Duncan and Mr. E. G. Benedict, of New York.

The first matter considered was the bill proposed by Beverly W. Mister, Esq., permitting jury trials in admiralty causes and bills of exception on appeals, copy of which bill is attached to circular of January 6, 1914. Mr. Kneeland, for the Executive Committee, stated that the committee had received a copy of the bill; together with a copy of a communication from Mr. Mister in regard thereto, but had no report thereon to offer. Judge Putnam stated that he thought the proposed bill as to jury trials was on an important subject, which ought to be considered by the Executive Committee or a special committee, and a detailed report made thereon. He therefore moved that the proposed bill be referred to a special committee of three to be appointed by the President, which committee should consider the proposed bill and report thereon; that opportunity should be given to Mr. Mister to be present before the committee; that power be given the committee to communicate with the appropriate committee of Congress, and in general that the committee be authorized to speak for the

Association in regard to said bill. This motion was carried, and the President subsequently appointed as the special committee the following members:

HON. HARRINGTON PUTNAM,
 HON. CHARLES M. HOUGH,
 LAWRENCE KNEELAND, ESQ.

The second bill proposed by Mr. Mister, providing for a lien for wages in favor of the master of a vessel, was then referred to the same committee.

The matter of the Pilot Rules for Inland Waters was then in order. Judge Hough, for the committee previously appointed to consider the same, said that the committee had reported in September, 1911, recommending certain changes in the Rules, and that a copy of this report had been sent to the Secretary of Commerce and to the Board of Supervising Inspectors, but he thought that nothing of importance looking to a change in the Rules had been done. Mr. Smith stated that by authorization of the Secretary of Commerce the Steamboat-Inspection Service was now rewriting the Inspection Rules and he thought the time appropriate to bring again before the Secretary of Commerce the suggested amendments to the Pilot Rules. He therefore moved that the former committee be instructed to communicate with the Secretary to see whether the proposed amendments could not be adopted. The motion was carried.

The Secretary then laid before the meeting a communication from Mr. W. O. Hart, of New Orleans, suggesting that if this Association could hold a meeting in connection with the meeting of the American Bar Association, he thought it would increase interest in the Association and insure a larger attendance; also a communication from Mr. George Whitelock, Secretary of the American Bar Association, stating that the next meeting of that Association would be held in the City of Washington, D. C., on October 20, 21 and 22, 1914, and that a meeting of this Association might be arranged for October 19. The idea was approved and the Secretary directed to call a meeting of this Association at the place and general time of the meeting of the American Bar Association,

and at such specific hour and place as should be arranged with the Secretary of the American Bar Association.

A report on the Loss of Life bill was then called for. Mr. Smith, for the committee in charge of the bill, stated that the bill had been introduced into the House, referred to the Judiciary Committee, and by that committee reported with some amendments in the form annexed to the circular of the Association of January 6, 1914; that the measure had come up on the House Calendar for unanimous consent, but that Congressman Bryan, of Washington, had objected, whereupon the bill had gone over without prejudice; Mr. Bryan obtaining leave to print. Mr. Bryan's remarks thereafter appeared in the Congressional Record of February 2, 1914, and from this it appeared that Mr. Bryan not only objected to the form of the Association bill, but had introduced a bill of his own on the subject. Mr. McCoy, of New Jersey, who is in charge of the Association bill, had notified the committee that the bill would now come up in the usual way, and could not be reached for action for some months. The Association left the matter of the bill in the hands of its committee after passing the following resolution:

"It is the sense of this Association that the bill relating to the maintenance of actions for death on the high seas as reported by the Judiciary Committee (H. R. 6143) should be enacted into law, and in particular the part affording one uniform remedy for the whole United States."

A report was called for from the committee on the other bill of the Association, viz., the bill permitting suits against the United States, for damages caused by vessels owned or operated by the United States, but the committee had no report other than to say that they had spoken with Mr. McCoy about it, but that up to the present time nothing had been done.

The meeting then adjourned.

EDWARD GRENVILLE BENEDICT,
Secretary.