

Originally the section contained no exceptions. The last clause was added by the amendatory act. The exact question now presented for decision is this: Does the mere fact that a vessel, in making a passage of the strait, crosses the international boundary line, legalize a towage service which would be a violation of section 4370 if performed wholly on the American side? This strait is an arm of the sea, wholly within the jurisdiction of the United States and Great Britain, as part of the territory of the two countries, and is not, like the open ocean, a free highway for the ships of all nations. By treaty stipulations the boundary between the two countries is upon a line following the middle of the strait, and all that part of it north of the middle is British water, and all south of the line is American water. But by the treaty the entire strait is free and open to both countries for purposes of navigation, so that the vessels of each are free to sail anywhere in the strait, upon either side of the line. It is my opinion that, while this treaty remains, no part of the strait can be regarded as foreign waters to either American or British vessels, (*The Apollon*, 9 Wheat. 362;) and further, that the term "foreign waters," as used in section 4370, means water under the exclusive dominion of a foreign government for all purposes. My conclusion is that foreign tugs are not privileged to tow American vessels bound from one American port to another on either side of the strait, and that a penalty has been incurred by the tug Pilot as charged in the libel in this case.

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### THE AGUAN.<sup>1</sup>

HONDURAS & C. A. S. S. Co. v. \$9,500 IN SILVER SPECIE.

(District Court, S. D. New York. November 19, 1891.)

**1. SALVAGE—MASTER AS SALVOR.**

In disaster the ship-master is agent of the cargo as well as of the ship, and he is but fulfilling his legal duty in providing for the safety of such of the cargo as can be saved, and is not entitled to salvage compensation therefor.

**2. SAME—SEAMEN AS SALVORS.**

Seamen who assist in saving cargo after the ship is wrecked, and the voyage broken up and the crew discharged, are entitled to extra compensation.

**3. SAME—STATEMENT—STRANDING.**

A steam-ship ran aground on a well-known shoal, in clear weather, at sea, and became a total loss. The passengers and 81 of the crew were discharged, and sent by a small steamer to the port of destination. The master retained seven of the crew to guard \$9,500 specie on board the vessel, and subsequently removed it from her to a small island, from which they finally brought it in a small boat to a place of safety. The work was not dangerous or arduous. Held that, apart from his presumptive negligence in stranding the vessel, the master was not entitled to salvage, but that compensation of \$1,000 should be paid to the seven sailors.

In Admiralty. Suit to recover salvage.

<sup>1</sup>Reported by Edward G. Benedict, Esq., of the New York bar.

*Wheeler, Cortis & Godkin*, for libelants.  
*Butler, Stillman & Hubbard and Mr. Mynderse*, for claimants.

BROWN, J. At about 3 o'clock in the morning of March 26, 1891, the steamer *Aguan*, on a voyage from New York to Greytown, Central America, stranded on the outer shoals of Roncador island, about 6 miles from that island, and 300 miles from Greytown. The island of Roncador has no inhabitants except fishermen, who have huts there for a part of the year. Forty passengers, with provisions and baggage, were landed at Roncador on the same day, and the chief officer, with 4 men, was dispatched in a boat to Corn island, some 200 miles distant, for the small steamer *Presidente Carazo*, belonging to one of the passengers on board, which arrived on the 31st day of March, and took the passengers and 31 of the crew, and the baggage, to Greytown. All hope of saving the *Aguan* had been abandoned, and, as the owner of the small steamer refused to take more than the passengers, crew, and baggage, the master, with 7 of the crew, which in all numbered 39, remained for the purpose of guarding the specie on board until the *Carazo*, which promised to return at once after landing the passengers at Greytown, should come back, and take them and the specie thither. On the 4th of April, the *Carazo* not having yet returned, and the weather becoming somewhat threatening, and the steamer seeming likely to break up soon, the specie, which was in 3 casks, and weighed about 800 pounds, was removed to the island, about 6 miles distant, with the assistance of a fishing boat and schooner. On the 7th of April, nothing being heard from the *Carazo*, the master and the remaining 7 of the crew started for Greytown in a small two-masted sail-boat, taken from the ship, carrying the specie with them. They arrived at Greytown on the 8th, put the specie on the libellant's steamer *Hindoo*, a sister ship, notified the consignee at Greytown, and asked one-third the amount as salvage compensation. This being refused, the specie was brought to New York, and the present libel filed by the owners of the *Hindoo* and *Aguan*, and by the master and seamen who remained by the ship.

Without considering the question of the presumptive negligence of the master in running his vessel upon a well-known shoal in fine weather, the master is not entitled to salvage compensation, for the reason that the proofs do not show any such extraordinary circumstances, or any such service outside of the line of his duty, as to entitle him to a salvage reward. In disaster the master is the agent and representative of the cargo, as well as of the ship, as respects all matters connected with its safety and preservation, so far as preservation is possible. In cases of stranding, it is his duty to provide for the safety of such of the cargo as can be saved. In arranging for the return of the *Presidente Carazo* from Greytown to take the specie which she had refused to take upon her first trip, the master was only fulfilling his legal duty. The arrangement was a simple and proper one, upon which he had a right to rely. It did not apparently involve any danger, and but small inconvenience. Why the *Carazo* did not return, we are not told. The agent of the libel-

v.48F.no.4—21

ant company, who went to Greytown in her, and who verified the libel in this case, if he knew the reason, has not disclosed it. But that is not, perhaps, material. Though her failure to come back entailed much additional care and labor, it did not change the master's duty as respects the specie.

As respects the seamen, the case is somewhat different. All hope of saving the ship or of continuing the voyage had been abandoned before the Carazo sailed away. The engagement of the sailors for the ship and the voyage was broken up. Thirty-one of the crew were sent to Greytown, evidently discharged, and the seven who remained should be treated, I think, not as seamen remaining on wages, but as any other persons would be treated who were secured by the master for the purpose of guarding and preserving so much of the cargo as was practicable, after the abandonment of the ship, until the Carazo returned. That seamen after their discharge may be allowed compensation as salvors, where the voyage is broken up, has been repeatedly adjudicated. 3 Kent, Comm. (12th Ed.) 196; *The Blaireau*, 2 Cranch, 240, 269; *The Umattilla*, 29 Fed. Rep. 259; *The Mary Hale*, Marv. Wreck & Salv. 161; *The Holder Borden*, 1 Spr. 144; *The Warrior*, Lush. 476. The old sea laws, while emphasizing the duty of the seamen to stick by the ship, and to save as much as possible of ship or cargo by all reasonable exertions, provide also for extra compensation to seamen over and above their wages, though not discharged, when they have performed this duty. Article 3 of the Rolle of Oleran says: "The master shall allow them a reasonable consideration to carry them home." The ordinance of Philip II. of Spain gave them wages "and a reward out of the goods saved." The laws of the Hanse Towns (article 44) says: "The master ought to reward and satisfy them." The marine ordinance of Louis XIV. (book 3, tit. 4, art. 9) says: "Whatever way they be hired, they shall be over and above paid for the time they are employed in saving the wreck and goods." 2 Valrog. Code Com. § 501; 3 Desjard. Droit Mar. § 716; and see *Reed v. Hussey*, Blatchf. & H. 525, 543. That the seamen who remained should receive some extra compensation under circumstances like the present seems to me not only equitable, and authorized by the maritime law, but sustained by sound policy, as an incentive to faithful conduct. I do not find, however, that the actual service was arduous, and the sum of \$1,000 will, I think, be a fair and liberal compensation, for which a decree may be entered. with costs.

THE EXPRESS.<sup>1</sup>MAYOR, ETC., OF CITY OF NEW YORK *v.* THE EXPRESS.

(District Court, S. D. New York. November 9, 1891.)

## 1. COLLISION—VESSEL AT PIER—FOG-SIGNALS.

A vessel moored for the night, according to her custom, along-side a well-known dock, and not projecting beyond the wharf into the channel, and run into by a steamer passing in the fog, is not in fault because she had no lights set, and sounded no signals.

## 2. SAME—NAVIGATION IN FOG—NARROW CHANNEL—SOUNDINGS.

The Express, going east, met a thick fog at night at Little Hell Gate, and continued her navigation in a narrow and winding channel, without using the lead, until she ran into the F. E., tied up, as usual, at a well-known pier on North Brothers' island. A fog-bell on the island, near the course of the Express, was rung frequently. *Held*, that the E. was solely to blame for the collision, it being her duty to use the lead.

In Admiralty. Suit to recover damages caused by collision.

*Wm. H. Clark*, Corp. Counsel, and *James M. Ward*, for libellant.  
*Carpenter & Mosher*, for claimant.

BROWN, J. The libellant's steam-boat Franklin Edson, which for the past two years has been used in the service of the health department, under the provisions of law for the transportation of persons having contagious diseases, was in the habit of tying up at night on the southerly side of the pier extending from the northerly side of North Brothers island about 275 feet into the water towards the Port Morris shore. A sufficient depth of water had been obtained there by dredging, and towards evening on the 16th of February, 1891, the Edson returned to her usual mooring place along the southerly side of the dock, at about 5 o'clock P. M., and was there made fast, with her head towards the shore, and her stern a few feet inside of the outer end of the pier. At a little past 7 o'clock the steam propeller Express, loaded with 19 freight cars, and with a float attached to her port side loaded with 12 other freight cars, while making her way to the eastward on one of her regular trips from New York to Wilson's Point, near Norwalk, Conn., in a dense fog, ran up against the pier just ahead of where the Edson lay, and carried her float upon and into the Edson, causing the latter great damage, to recover which the above libel was filed. The Express was accustomed to make daily trips to Wilson's Point, leaving New York usually at about 6 o'clock P. M. When she started upon this trip the weather was smoky, but without indications of thick fog. On arriving near the mouth of Little Hell Gate, she ran suddenly into a bank of fog so thick that the spindle light on the Sunken Meadow could not be seen. She thereupon hauled a little to the southward, to avoid the shoals there, and afterwards, on hearing the bell and getting a glimmer of the light from North Brothers island, for a moment, nearly ahead,

<sup>1</sup>Reported by Edward G. Benedict, Esq., of the New York bar.