

his claim. When the state court has disposed of the property, then the libelant can pursue his remedy in rem against it, without regard to the proceedings in the state court.

The motion of the claimant is granted to this extent: that the marshal be ordered to deliver possession of the property to the assignee in the insolvency proceedings, from whom he obtained it. The costs will be divided equally between the parties.

THE HEKLA.

NATIONAL STEAMSHIP CO., Limited, v. THE HEKLA.

(District Court, E. D. New York. July 7, 1894.)

1. SALVAGE COMPENSATION—STEAMSHIP WITH BROKEN THRUST SHAFT.

A steamship on the Atlantic ocean, with her thrust shaft broken, must be considered as in a position of peril, although the shaft may be temporarily mended on board; and towing her into port is a meritorious service, entitled to a liberal reward.

2. SAME.

A steamship worth, with her cargo, \$213,300, and having 843 passengers on board, broke her thrust shaft on the Atlantic ocean, and was towed to New York by another steamship, worth \$200,000, having a cargo valued at \$248,000, and freight amounting to \$13,510. The towage occupied nine days, and was skillfully rendered, in rough weather, at an expense of \$3,681.05. *Held*, that \$30,000, with the expenses, was a reasonable reward.

3. SAME—RIGHTS OF CARGO OWNERS.

A shipper whose cattle suffer damage by reason of their detention on board during the extra time consumed in rendering salvage services is not entitled to share in the compensation. *Goldsmith v. North German Lloyds*, 23 Fed. 820, followed.

This was a libel by the National Steamship Company, Limited, against the steamship Hekla, her cargo and freight money, to recover for salvage services. The owner of cattle forming part of the cargo of the vessel rendering the services intervened, claiming to be entitled to share in the salvage award.

John Chetwood, for libelant.

Wing, Shoudy & Putnam, for claimants.

Butler, Stillman & Hubbard, for intervener.

BENEDICT, District Judge. This is an action to recover salvage compensation for services rendered the English steamship Hekla by the National steamship America in April, 1893. The Hekla, being a steamship of 2,113 tons, bound to New York, having a cargo on board consisting in part of exhibits for the World's Fair, and 843 passengers, on March 24th, when about 1,500 miles from New York and 250 miles from St. Johns, Newfoundland, broke her thrust shaft. The shaft was repaired, and on the evening of the 25th the steamer proceeded under steam towards New York. On the 27th a council of the officers of the steamer was held, at which it was decided to accept

the first assistance offered, "as the ship, during the last 24 hours, had only made 410 miles, in calm weather, and the first and second engineers declared it would not be advisable to make more revolutions, * * * and also that the repaired shaft might again break." Thereafter, she signaled the steamship *Normandie*, bound to New York, but assistance was refused her, and she proceeded slowly. On April 1st the repairing to the shaft gave way, and the ship, lying in the trough of the sea and rolling heavily, became helpless. About 12 hours afterwards she signaled the steamer *America*, a steamer of the National Line, bound to London. At her request the *America* lay by her, the heavy weather making it impossible to make fast until April 3d, when the towline was made fast, and the *America* proceeded to tow the *Hekla* towards Halifax. Meanwhile, an attempt to again repair the thrust shaft was being made, which succeeded in enabling steam to be used. At the request of the *Hekla* the *America* then changed her course for New York, the engine of the *Hekla* assisting at moderate speed. On April 4th the repairing to the shaft again gave away, and the engines of the *Hekla* stopped. For the third time, repairs to the shaft were undertaken, the *America* continuing on her course to New York. On April 7th, when the steamer had reached pilot ground, the repairs to the shaft were completed; but the *Hekla* did not connect her screw until after the pilot had spoken her, which was on the morning of the 9th of April. Thereafter, the *Hekla* used her steam until the towing lines of the *America* were finally cast off, near the Sandy Hook light, and the *Hekla* went up to Quarantine under her own steam. The *America* proceeded to her wharf in New York, took in fresh coal and fodder, and shortly after resumed her voyage for London; having disbursed for coal, fodder, and port bills, \$3,681.05. Much of the time during the rendition of this service by the *America*, the weather was heavy; part of the time the wind blowing a gale, in which the *Hekla's* line parted. The *Hekla* was in danger of being short of provisions, and was supplied with beef, milk, butter, etc., by the *America*. The value of the *Hekla*, in her condition on arrival, was \$70,000; the value of the cargo of Chicago exhibits, \$90,400; the value of sundry merchandise, \$52,900; rendering the total amount subject to salvage \$213,300. The value of the *America* was \$200,000, and she had a cargo valued at \$248,000, and freight amounting to \$13,510.

That a meritorious salvage service was rendered by the *America* to the *Hekla* is not disputed, but the claimants insist that a very moderate compensation should be allowed, upon the ground that the *Hekla* was not disabled by the breaking of her thrust shaft and only required assistance to expedite her progress. This proposition is based upon the fact that the *Hekla's* shaft was repaired, and able to work, by the time the steamer reached New York. Reference is made to the case of *The Umbria*, which vessel was navigated safely into port, a distance of 800 miles, with a mended shaft, without assistance. I cannot agree with the proposition that this is a case of acceleration only, for while it is true that the *Umbria* was navigated