

GREAT BRITAIN FACES MANY DIFFICULTIES IN ENDEAVORING TO BLOCKADE ALL GERMANY

Two Great Fleets Would Be Necessary, One For the North Sea and Another For the Baltic.

Kiel Canal Enables Kaiser to Send His Navy to Either Sea on a Few Hours' Notice.

INTERNATIONAL law as laid down at The Hague peace court and agreed to by the maritime powers of the world provides that a blockade in order to be binding must be effective. It must be maintained by sufficient force to prevent access to the enemy coast line.

England's blockade of Germany up to the present time has not been effective. Commerce has been going on between Germany's Baltic ports and Sweden. Now Great Britain proposes to make the blockade complete, effective—to patrol the Baltic with sufficient warships to prevent any neutral vessel entering or leaving a German port.

Whether or not she can succeed in doing this is merely a matter of opinion, but there are many obstacles in the way. First and of greatest importance there is the Kiel canal. Germany has a fleet in this canal second in power to England's alone. It can steam the sixty-one miles through the canal and go from the North sea to the Baltic in a few hours, whereas it would take an English fleet a couple of days to cruise around the northern shores of Denmark and go from one sea to the other.

Two Big Navies Needed.

Thus it is readily seen that in order to establish an effective blockade the entente allies would be compelled to



MAP SHOWING ENGLAND'S BALTIC PROBLEM AND THE DISTANCES WHICH MAKE IT DIFFICULT TO ESTABLISH AN ACTUAL BLOCKADE OF GERMANY.

have two fleets as strong or stronger than the German navy, one in the North sea and the other in the Baltic. This, of course, in addition to the vessels that are now being used in the Mediterranean and other naval theaters of war.

Should England send an inferior fleet to the Baltic, Germany in all probability would send her ships out and get some action. Should the North sea squadron be weakened in order to establish the blockade the kaiser would probably send his ships out past Helgoland, and the naval action would take place where Great Britain had the smaller fleet.

But it may be possible for the allies, for Russia and France have a good many first class ships and would lend valuable aid. It would take a navy larger than any power in the world possesses to erect a barrier of warships along the entire German coast, and for the blockade to be effective this would be necessary. Unless it is done it is doubtful if the embargo would be recognized by the neutral nations whose commerce would be affected.

Among the possible solutions of the problems now under consideration by England is a scheme whereby neutral governments would provide a naval convoy through British waters for merchant vessels carrying a noncontraband cargo, guaranteed as such by the governments concerned. This, of course, is only a partial solution, and the difficulties of it are foreseen.

Blockades Always Important.

Blockades have always formed one of the most interesting features of wars. An effective blockade now exists in the Mediterranean and no ship can enter Constantinople. The United States established and maintained an effective blockade at Havana and Manila. But perhaps the most notable blockade in all history was the action of the federal government in establishing a blockade of the 200 ports in the Confederacy's territory during our civil war. The rules governing blockades today were compiled largely from the precedents established at that time.

In the sixties it was deemed impossible to carry out such a mammoth bottling scheme, but it was done. How gigantic a task it was may be gathered from an extract of a speech made by Senator James H. Hammond of South Carolina at that time:

"We have 3,000 miles of conti-

Clearly the nations will have to do some amending at the first big conference following the close of the conflict.

International Blockade Law.

The articles follow:

Article 1.—A blockade must not exist beyond the ports or coasts belonging to or occupied by the enemy.

Article 2.—In accordance with declaration of Paris of 1864 a blockade in order to be binding must be effective—that is to say, it must be maintained by force sufficient readily to prevent access to the enemy coast line.

Article 3.—The question whether a blockade is effective is a question of fact.

Article 4.—A blockade is not regarded as raised if the blockading force is temporarily withdrawn on account of stress of weather.

Article 5.—A blockade must be applied impartially to the ships of all nations.

Article 6.—The commander of a blockading force may give permission to a warship to enter and subsequently leave a blockaded port.

Article 7.—In circumstances of distress, acknowledged by an officer of a blockading force, a neutral vessel may enter a place under the blockade and subsequently leave it, provided she has neither discharged nor shipped a cargo there.

Article 8.—A blockade in order to be binding must be declared in accordance with article 9 and notified in accordance with articles 11 and 12.

Article 9.—A declaration of blockade is made either by the blockading power or by the naval authorities acting in its name. It specifies (1) the date when the blockade begins, (2) the geographical limits of the coast line under blockade, (3) the period within which neutral vessels may come out.

Article 10.—If the operations of the blockading power or of the naval authority acting in its name do not tally with the particulars which, in accordance with article 9 (1) and (2), must be inserted in the declaration of a blockade, the declaration is void and a new declaration is necessary in order to make the blockade operative.

Article 11.—A declaration of blockade is notified (1) to neutral powers by the blockading power by means of a communication addressed to the governments direct or to their representatives accredited to it, (2) to the local authorities by the officer commanding the blockading force. The local authorities will in turn notify the foreign consular officers at the port or on the coast line under the blockade as soon as possible.

Article 12.—The rules as to declaration and notification of blockade apply to cases where the limits of a blockade are extended or where a blockade is re-established after having been raised.

Article 13.—The voluntary raising of a blockade, as also any restriction in the

DR. F. A. COOK.

Discovers That "Wild Men of Borneo" Are Not Wild at All.



The wild men of Borneo are not wild at all, according to Dr. Frederick A. Cook, who arrived in New York on the liner Kristianafjord.

Dr. Cook said he did not find the men of Borneo living up to the reputation given them by P. T. Barnum. "Their only wild traits are headhunting and polygamy," he said. He had "a lovely visit with them."

One Dead; Five Injured.

St. Paul, Jan. 26.—Tony Johnson of Hastings, Minn., was killed and five other men were injured, one perhaps mortally, when the roof and two side walls of the People's Coal and Ice company ice house collapsed. The other men at work escaped unscathed when the roof of the building began to sink, the side walls spreading out and completely collapsing.

Holland Bans Rubber Export.

London, Jan. 26.—A Reuter dispatch from The Hague says: A royal decree has been issued prohibiting the export from Holland of rubber and gutta-percha and articles manufactured therefrom.

Prohibition Bill Defeated.

Frankfort, Ky., Jan. 26.—A bill which would submit a constitutional amendment providing for statewide prohibition was defeated, 20 to 14, in the upper house of the general assembly.

Former I. T. U. Head Dies.

Chicago, Jan. 26.—W. B. Prescott, former president of the International Typographical union, died at his home here of apoplexy. Mr. Prescott was born in Toronto, Ont., in 1862.

GRAIN AND PROVISION PRICES

Duluth Wheat and Flax.

Duluth, Jan. 25.—Wheat—On track and to arrive, No. 1 hard, \$1.35%; No. 1 Northern, \$1.34%; No. 2 Northern, \$1.31%. Flax—On track and to arrive, \$2.40%.

St. Paul Grain.

St. Paul, Jan. 25.—Wheat—No. 1 Northern, \$1.35% @ 1.38%; No. 2 Northern, \$1.30% @ 1.34%; No. 2 Montana hard, \$1.34%; corn, 77 @ 78c; oats, 49 1/2 @ 50c; barley, 68 @ 77c; rye, 97 @ 98c; flax, \$2.40%.

Chicago Live Stock.

Chicago, Jan. 25.—Cattle—Steers, \$6.30 @ 9.75; cows and heifers, \$3.15 @ 8.20; calves, \$7.75 @ 11.00. Hogs—Light, \$7.10 @ 7.65; mixed, \$7.25 @ 7.75; heavy, \$7.30 @ 7.80; rough, \$7.30 @ 7.40; pigs, \$5.60 @ 6.80. Sheep—Native, \$7.60 @ 8.25; lambs, \$8.50 @ 11.00.

Chicago Grain and Provisions.

Chicago, Jan. 25.—Wheat—May, \$1.36 1/4; July, \$1.26 1/2. Corn—May, 79c; July, 79 1/2c. Oats—May, 53 1/2c; July, 49c. Pork—Jan., \$20.45; May, \$20.52 1/2. Butter—Creameries, 28 @ 30 1/2c. Eggs—24 @ 26 1/2c. Poultry—Springs, 15c; fowls, 15c; turkeys, 18c.

Minneapolis Grain.

Minneapolis, Jan. 25.—Wheat—May, \$1.33%; July, \$1.31%. Cash close on track: No. 1 hard, \$1.40 1/2; No. 1 Northern, \$1.35 1/2 @ 1.37%; No. 2 Northern, \$1.30 @ 1.34%; No. 3 Northern, \$1.25 @ 1.30%; No. 3 yellow corn, 77 @ 78c; No. 3 white oats, 49 1/2 @ 50c; flax, \$2.40%.

South St. Paul Live Stock.

South St. Paul, Jan. 25.—Cattle—Receipts, 3,300; steers, \$3.75 @ 8.75; cows and heifers, \$4.25 @ 6.75; calves, \$4.75 @ 9.75; stockers and feeders, \$4.00 @ 7.00. Hogs—Receipts, 17,000; range, \$7.05 @ 7.80. Sheep—Receipts, 6,000; lambs, \$5.50 @ 9.75; wethers, \$5.50 @ 7.25; ewes, \$3.00 @ 7.00.

St. Paul Hay.

St. Paul, Jan. 25.—Hay—Choice timothy, \$16.00; No. 1 timothy, \$14.50 @ 15.25; No. 1 clover, mixed, \$13.00 @ 13.75; No. 1 mixed, different grasses, \$12.00 @ 12.75; No. 1 mixed, timothy and wild, \$13.00 @ 13.75; choice upland, \$14.50; No. 1 upland, \$13.00 @ 13.75; No. 1 midland, \$16.00 @ 17.75; No. 1 alfalfa, \$18.00 @ 18.75.

limits of a blockade, must be notified in the manner prescribed by article 11.

Article 14.—The liability of a neutral vessel to capture for breach of blockade is contingent on her knowledge, actual or presumptive, of the blockade.

Article 15.—Failing proof to the contrary, knowledge of the blockade is presumed if the vessel left a neutral port subsequent to notification of the blockade to the power to which such port belongs, provided that such notification was made in sufficient time.

Article 16.—If a vessel approaching a blockade port has no knowledge, actual or presumed, of the blockade the notification must be made to the vessel itself by an officer of one of the ships of the blockading force. This notification should be entered in the ship's logbook and must state the day and the hour and the geographical position of the vessel at the time. If through the negligence of the officer commanding the blockading force no declaration of blockade has been notified to the local authorities or if, in the declaration, as notified, no period has been mentioned within which neutral vessels may come out a neutral vessel coming out of the blockaded port must be allowed to pass free.

Article 17.—Neutral vessels may not be captured for breach of blockade except within the area of operations of the warships detailed to render the blockade efficient.

Article 18.—The blockading forces must not bar access to neutral ports or coasts.

Article 19.—Whatever may be the ulterior destination of a vessel or of her cargo she cannot be captured for breach of blockade if at the moment she is on her way to a nonblockaded port.

Article 20.—A vessel which has broken blockade outward or which has attempted to break blockade inward is liable to capture as long as she is pursued by a ship of the blockading force. If the pursuit be abandoned or if the blockade be raised her capture can no longer be effected.

Article 21.—A vessel found guilty of breach of blockade is liable to condemnation. The cargo is also condemned unless it is proved that at the time of the shipment of the goods the shipper neither knew nor could have known of the intention to break the blockade.

COAL \$40 A TON IN ITALY.

Only the Wealthy Can Afford a Fire, Which is a Luxury.

Anthracite is selling in Italy at more than \$40 a ton at the present time, although considerable shipments of American coal lie unsold in the coal pockets at the seaports. Only the wealthiest people have been able to afford coal fires.

The poorer classes consider fire a luxury and only occasionally are able to get enough wood to indulge in a blaze. A birdseye view of any Italian city at present shows only a few scattering wisps of smoke, mostly from locomotives, a few factories and hotels.

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