

The Only Way Great Britain Could Declare a Complete Lawful Blockade of Germany

Two Fleets Would Have to Keep Constant Watch on Both Sides of Kiel Canal—Baltic and North Seas Would Have to Be Protected.

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

mental seashore line, so indented with bays and crowded with islands that when their shore lines are added we have 12,000 miles. Can you hem in such a territory as that? You talk of putting a wall of fire around 850,000 square miles so situated. How absurd!"

Yet it was done. Every month saw it made tighter, according as the federal government was able to increase the number of vessels forming a great cordon. But up to the very last the blockade so justly celebrated was broken again and again by the equally celebrated blockade runners. The records state that the federal blockaders brought in during the war 1,149 prizes, of which 210 were steamships. There were 355 vessels burned, sunk, driven on shore or otherwise destroyed, making a total of 1,504 vessels of all classes. The value of these vessels and their cargoes, according to a low estimate, was \$31,000,000. To capture them 2,549 miles of coast, with 200 places where anchor could be dropped and cargoes loaded, had to be bottled up.

But what of the value of the cotton the blockade runners took from the southern states to the English looms of Manchester and Lancashire up to the time they had to shut down? And of the cargoes of "hardware," as the arms and ammunition carried were innocently called? Steam presses reduced the cotton to the smallest possible bulk, so that the long, narrow blockade runners were able to carry from 100 to 1,200 bales of 500 or 600 pounds each. Sometimes there were three tiers of bales on the upper decks. A clear profit of \$150,000 each way was not unusual. The owners could afford to have a vessel captured after one or two trips. It was estimated that of the sixty-six block-

tion of Paris of 1856 a blockade in order to be binding must be effective—that is to say, it must be maintained by force sufficient to prevent access to the enemy coast line.

Article 2.—The question whether a blockade is effective is a question of fact.

Article 3.—A blockade is not regarded as raised if the blockading force is temporarily withdrawn on account of stress of weather.

Article 4.—A blockade must be applied impartially to the ships of all nations.

Article 5.—The commander of a blockading force may give permission to a warship to enter and subsequently leave a blockaded port.

Article 6.—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 7.—A blockade in order to be binding must be declared in accordance with article 9 and notified in accordance with articles 11 and 16.

Article 8.—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 9.—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 8 (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 10.—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 inform the foreign consular officers at the port or on the coast line under the blockade as soon as possible.

Article 11.—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 12.—The voluntary raising of a blockade, as also any restriction in the limits of a blockade, must be notified in the manner prescribed by article 11.

Article 13.—The liability of a neutral vessel to capture for breach of blockade is contingent on her knowledge, actual or presumptive, of the blockade.

Article 14.—Failing proof to the contrary, knowledge of the blockade is presumed if the vessel left a neutral port subsequently to notification of the blockade to the power to which such port belongs, provided that such notification was made in sufficient time.

Article 15.—If a vessel approaching a

Topics of the Sport World

By SQUARE DEAL

British Football Scandal.

A sensation has been caused in football circles in the north of England by a report issued by the commission of the English Football association on the result of the game between Liverpool and Manchester United, which was decided last April. The report shows that the game was prearranged between the players for the purpose of betting and winning money. The committee found that sums of money had changed hands on the result of the game and that the players profited considerably. The football association has permanently suspended four Liverpool players—Sheldon, Purcell, Miller and Fairfoul—and three Manchester United professionals—A. Turnbull, West and Whalley—from taking part in playing football or football management, and they are also barred from entering any football ground in England in the future.

Braves Promise to Behave.

The Boston Nationals, whose "kicking" tactics on the baseball field during the past season were criticised in some quarters, will improve their manners next year if President James E. Gaffney has his way. In a letter mailed recently to every one of the Braves under contract the club executive announces his "determination that the conduct of the team shall be above criticism."

"Umpire baiting is a thing of the past. It is a detriment to the winning of pennants," he said, continuing, "Every player who is fined by an umpire next season must pay his own fine, and no player under suspension will receive salary during that period."

President Gaffney assured the players that he would "back them to the limit" if they were right and the umpire wrong, but he expressed the belief that the umpires would treat the players properly if met in the same spirit.

Joie Ray to Close Career.

Joie Ray says that next year will be his last in competition. The national champion's intention is to go out and beat the indoor record for the mile. He hopes to displace Abel Kiviat's mark of 4 minutes 18.5 seconds, and he'll give it the first wallop at the Boston A. A. games Feb. 5. Joie faces a tough proposition, but he may come through, remembering that the Windy City flier has negotiated the route on the cinder path in 4 minutes 16.2 seconds.

If 1916 is to close Ray's career as a runner it is likely that next summer he will make another attempt to beat Norman Taber's world's record of 4 minutes 12.35 seconds. There are only a

couple of good milers in America, now that Kiviy has been "canned" and Taber declares he never will put a shoe on again.

Houghton Braves' Owner.

Percy D. Houghton, the Harvard football coach, is now president and part owner of the Boston club of the National league. Associated with him in the purchase of the Braves is a syndicate of Boston men, including Arthur C. Wise, a member of a Boston banking firm. The new president announced that he would retain the services of George E. Stallings as manager of the club and that Stallings would have absolute charge of the playing end of the organization.

The announcement of the sale of the club, which two years ago won the



Photo by American Press Association. Percy Houghton, Boston Braves' New Owner.

world's championship after a sensational season, was a surprise. Unofficially the price paid is said to be close to \$500,000. The club was purchased three years ago by Mr. Gaffney and John M. Ward for \$187,000. Experts are of the opinion that Houghton will be a success in baseball. He is not the type of man to sit back and watch any team in which he is interested lose consistently without jumping in to apply methods which have been so uniformly successful.

A LITERARY RIDDLE.

Why Does a Woman Write Differently From a Man?

Why is it that you can always tell a story written by a man from one written by a woman? I saw the thing put to a rather severe test within the last month, with results that were startling.

Ten men and women, all of whom do considerable novel reading, had had dinner together. One of the men asked the question I put at the top of these paragraphs. He was in his own home and went to some trouble to prove that the sex of authors is an easy thing to determine.

Giving to each of the nine others a pencil and piece of paper, the host proceeded to read extracts from twenty different books and magazines, selecting parts in which proper names would not identify the story. As he read each person wrote down his guess as to whether the author was a man or a woman.

Of the 180 answers made by the nine persons to the twenty tests all but eight were correct. As he kept the books from which he read concealed it was impossible to get aid with the eye.

But, although everybody guessed right almost every time, no one could still give a good definition of the continuum. Why does a woman write differently from a man?—Philadelphia Ledger.

ROMANCE OF THE BAHAMAS.

Life in Nassau Was Once a "Purple Princely Thing."

During the American war between the states Nassau of the Bahamas was very much on the tongues of men, as the devil-may-care emporium of contraband cotton, whereby bays many a dashing sea story, some of which you can still hear from the lips of the men who took part in them.

The whole history of the Bahamas, since Columbus made his first landfall in the western seas on Watling's island, has been a fantastic record of desperate opportunism. The prose of "legitimate" business has seldom dulled the edge of precarious prosperity on these derelict islands, whose very existence still seems at the grudging mercy of the sea.

Buccannering, wrecking and blockade running—no more tedious employ than these masculine professions occupied the Bahamians for generations, and so long as there were merchantmen to be boarded or scuttled, rich cargoes to be harvested from the white fanned reefs or cotton to be run to Wilmington at a profit of \$100,000 the trip life in Nassau was a purple princely thing, and even the shoedacks in Bay street played pitch and toss with gold.—Richard Le Gallienne in Harper's Magazine.

INFLAMMABLE BOMBS.

Substances Used in the Making of These Deadly Explosives.

The incendiary bomb used by the Zeppelin aircraft, as a rule, is conical, of ten inch diameter at the base, wrapped round with tarred rope and having a metal handle at the apex. The base is a flat cup, into which a pierced metal funnel is fitted, having the ignition device and handle fitted at the top.

The funnel is generally filled with thermit. The latter, upon ignition, generates intense heat and by the time of the concussion has taken the form of molten metal, having the extraordinary high temperature of 5,000 degrees F. The molten metal is spread by the concussion.

Outside the funnel is a padding of a highly inflammable or resinous material, bound on with an inflammable form of rope. The resinous material creates a pungent smoke.

There is generally some melted white phosphorus in the bottom of the cap, which develops noxious fumes. In some cases celluloid clippings are added, and occasionally a small quantity of gasoline.—Philadelphia Press.

Chinese Architecture.

The monuments of China are among the most conspicuous in the world. Interpreted broadly they range from a coin or an oracle bone to the Great wall. China has more than 2,000 important specimens of the pagoda, an original form of tower architecture unsurpassed for beauty by any similar kind of structure. The Porcelain tower at Nanking deserved to be ranged with the wonders of the world, and for reasons which made it the superior of the so called seven wonders. Chinese sculpture has never been surpassed, and there is no evidence in mundane art to show that it ever will be. There is a single fragment in the Metropolitan museum in New York—a stone head of the Tang period—whose grandeur of plastic mastery since its appearance has conferred distinction upon the sculpture of the world.—Journal of the American Asiatic Association.

The Inns of Chancery.

Most of the old inns of chancery are no more. Clement's inn, where Falstaff and Shallow "heard the chimes at midnight," New Inn, of which Sir Thomas More was a member; Lyon's inn, where Cole once taught the students; Furnival's inn, where Charles Dickens lived; Thavies inn, which was one of the earliest of all the legal settlements in London; Barnard's inn, where Lord Chief Justice Holt was among the "principals"—all these historic places have "in the change and chance of time" disappeared from view. Staple inn remains in its ancient state by the good will of the insurance company that purchased it a number of years ago.—London Law Journal.



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-

Traveled Hundreds of Miles.

The blockade runners cleared from ports in Great Britain under the British flag, taking out a sailing captain to comply with the law. They steamed to Bermuda, Nassau in the Bahamas, Havana and Matamoros. From these British, Spanish and Mexican ports the cargoes were carried to Savannah, Charleston and Wilmington, on the American coast, a distance varying from 500 to 800 miles, according to points of departure and arrival. There was no risk of moment until the three mile off coast limit of the blockaded ports was reached.

The Agreement of Today.

The latter day agreement about blockades is the gradual growth of the consensus of national opinion since the Napoleonic period. During 1806-7 Great Britain and the United States both said at various times that a blockade to be binding must be effective. Otherwise the blockade would be merely a "paper blockade." This view of blockades gradually became the accepted one, and at a congress of nations in Paris in 1856 all nations there represented acquiesced in it. This declaration of Paris held force during both the first and second Hague peace conferences. After the second conference Great Britain called a special conference of maritime powers, and after sitting from Dec. 4, 1908, to Feb. 26, 1909, they adopted a code of twenty-one articles governing blockade, expanded from the long acknowledged fundamentals.

But in none of these twenty-one articles is there provision made for dealing with a blockade maintained with submarine torpedoes and floating mines. Nor does the adopted code contemplate the segregation of a war zone on the open sea or the high seas. 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 declara-

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 in the case 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 capture of the goods the shipper neither knew nor could have known of the intention to break the blockade.

Queer Bird Islands.

The most curious bird "islands" are to be found among the islands of Santa Barbara and in the California seas. These resting places for the birds are very small indeed, and often you can see the "island" disappear from sight, while the bird flutters lustily away to another.

They are simply fish that are perhaps the laziest in the whole world of ours. The natives call them the mola-mola, and the white folks know them as mole, or moon fish. They bask in the sun and seldom leave the surface of the water except when chased by an enemy. They vary in size up to ten feet across their backs. As for tails, they are satisfied with very rudimentary ones, a mere fringe of fluke growth serving as such. They are not afraid of the gulls and cormorants, for these birds settle down on their backs and rest there, preening and oiling their feathers and having a fine time. These fish are not good to eat, being of about the tenderness of India rubber.

The Sunday School Lesson

SENIOR BEREAN.

Golden Text.—Be thou faithful unto death, and I will give thee the crown of life (Rev. ii, 10).

Verses 54-56.—Stephen's defense.

The witnesses who accused Stephen charged him with blasphemy in attacking the Mosiac ritual and so its author, God. It is probable, noting his words to the Sanhedrin, that Stephen had preached that the law and the temple worship would pass away before the rising power of Jesus. It was a startling declaration. On almost the same charge they had convicted Jesus. The apostles had never attacked the temple ritual and had been conspicuous for their devotion to the worship of their fathers. But Stephen, with his Greek tendencies, presented the promise of inevitable trouble unless his dangerous teaching could be silenced at once, so that it was a untoldly hostile assembly that Stephen faced in the sanhedrin. His defense was a recital of the history of the nation, seeking to show two things in particular—first, that God had been and so could be worshipped outside the temple at Jerusalem, and second, that the nation had a long record of rejecting God's servants and God's will. Then he developed two main contentions, as illustrated in the lives of Joseph and Moses and David, all of whom worshipped before the temple was built and all of whom were rejected by their people and later honored by God. By such an approach Stephen came to the climax of his argument, when he turned upon the men sitting in judgment and declared that, even as their fathers had persecuted the prophets, so they had murdered Jesus. The application was too clear. Since they had betrayed God's righteous one, God would reject them, and once more his people would worship him without temple or Mosiac law. Before Stephen could utter the words the Sanhedrin was in a turmoil. The biting sentences had found their mark. The proud leaders were "cut to the heart." The original words literally translated mean "sawn through." Like snarling beasts they "gnashed on" Stephen "with their teeth." But the presence of "the Holy Spirit" within his heart made Stephen superior to all outward circumstances. The riot in the council chamber faded from his vision, and he saw heaven's glory and "Jesus standing—not sitting, as generally conceived—"on the right hand of God," waiting to help his oppressed disciple. "Behold," he cried, "the Son of Man!" The use of this title stamps the words as genuine, since it is used elsewhere

only in the gospels and points to an early stage in Christian theology. But it sealed Stephen's fate. An exalted Jesus was the most blatant blasphemy to these leaders who had rejected and crucified him.

Verses 57-58.—The first martyr.

Such words were too blasphemous to enter the ears of these pious prelates, so "they cried out" and "stopped their ears" and "rushed upon" Stephen "and cast him out of the city." It was "without the camp" that the penalty for blasphemy must be suffered, and the legal forms were carefully observed by this mob. Yet the whole matter was illegal, for when they stoned him they were acting in violation of the Roman law and without due sentence of death having been pronounced. But Pontius Pilate, the Roman governor, who was recalled soon after, was in such a precarious position in Jerusalem that he was forced to wink at many violent acts on the part of the native authorities. The Jewish requirements were observed, however. As commanded in such cases, "the witnesses" took a prominent part in the stoning. They "laid down their" outer "garments at the feet of a young man." This is the point at which Saul, known as the Apostle Paul, enters the record. He was about thirty years of age at the time and a prominent member of the synagogue of the Cilicians, since he had been born in Tarsus, a city of Cilicia. It is probable that Luke, his traveling companion, obtained this story from him. So "they stoned Stephen, calling upon the Lord," and by his very prayer proving that the divinity of Jesus was already established in the church. And, like his Master, Stephen died praying for his enemies. It is with a beautiful contrast to the tumult of the preceding verses that Luke writes "he fell asleep, Saul was consenting"—a sure touch of autobiography, since no other could know what was passing in his heart.

Verses 1b-3.—The expanding church. "The blood of the martyrs is the seed of the church." It has been true since the first martyr went to his crowning, but the sowing has been accomplished in unlikely ways. In this case the death of Stephen was the signal for "a great persecution," which drove from Jerusalem all classes in the church. Into the regions of Judea and Samaria they went, where Christ had told them to go, but where it took the fear of death to drive them. "But Saul laid waste the church." The whole verse indicates that he made a systematic business of it and sought to stamp it out while it was in its infancy. From this great sin he could never afterward entirely free his thoughts.