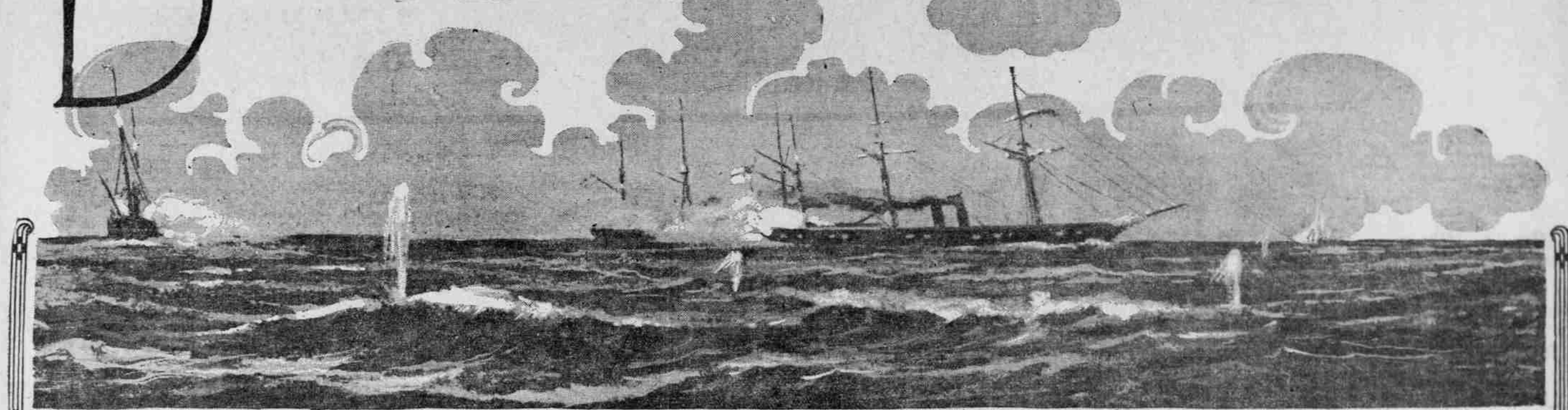


BLOCKADE REGULATIONS AND USE OF FLAGS OF NEUTRAL NATIONS



THE CONFEDERATE FLAGSHIP FLORIDA RUNNING THE BLOCKADE AT MOBILE, UNDER BRITISH FLAG, FROM SPEARS' HISTORY OF OUR NAVY, COURTESY, CHARLES SCRIBNER'S SONS NEW YORK, N. Y.

BY RICHARD G. CONOVER.
Three Yankee gunboats fool'd the bay,
Three Yankee gunboats just a-foolin'
round.
All lookin' sassy, but we just can't stay,
Soon as it's dark we'll surely slip away.
Somebody needs it, and it'll be found,
Somebody needs it, I'll be bound.

WHEN Germany proclaimed the entire English Channel and all of the waters surrounding the British Isles a legitimate war zone she placed herself in rebellion against blockade fundamentals that have been recognized and systematically applied by the nations since the sixteenth century.

That was what the world noticed most. But consequent on her proclamation is the threatening likelihood that her new interpretation of her rights and her powers will lead to the annihilation of a time-honored institution—that she has rung the knell of the blockade runner. It looks as though the floating mine and the torpedo of the submarine might turn the trick.

The international law defining and declaring sacred the neutral liberty of the open sea and the high seas is attacked in its most vital sections by the Kaiser's proclamation. Modern engines of war carrying a wave-hidden death back up the coast. Even though Germany fail in this instance to force a recognition of her right to operate her blockade innovation, the fact that it is feasible and that she has tried it establishes a precedent that other nations in other wars may rightfully or wrongfully follow. And in the same degree that the innovation succeeds blockade running must decline.

In the past the blockade runner always kept a locker full of neutral flags. He flew any one of them as it suited his ship's papers. When there was no danger of a pursuer overhauling him and examining his papers he flew the flag that suited his whim. But while sailing or steaming under the flag that suited his papers he was never in peril until he arrived just outside the blockaded port. War ships of the country blockading the port had the right to hail him, and stop him, and suspect him, and inspect him, but they could not capture or confiscate him under that neutral flag—until he ventured to break through the patrol at the port he sought.

Three miles out from a coast—cannon shot distance of old—has been the limit of the jurisdiction of a state. So the blockade runner took it easy until he reached this limit, or near enough to it to make it easy after dark. His neutral flag was his ample protection. Now, exactly what is the Kaiser's blockade innovation that threatens annihilation to the blockade runner? It is the extension and expansion of this three-mile limit of old to fifty, sixty, eighty or a hundred miles, according as commercial waterways around the British Isles vary in width. If the blockade runner ventures within this pronounced war zone, even under a neutral flag, he at once becomes an object of suspicion. He has been warned that he may be the victim of floating mines or the target of a mistakenly aimed torpedo; so why is he braving such peril?

Suppose a blockade runner aims to make Portsmouth or Havre. Up bobs a German submarine out of the English channel right off Cape de la Hague. The runner is flying the Argentine flag and his papers say that he is steaming from Buenos Ayres to Christiania, Norway. Does the submarine believe him because he is flying a neutral flag? Very likely not. Instead, its commander may demand to know why he braves the passage through a war zone after being warned. And the runner will be mighty lucky if allowed to proceed—just as lucky as if he were found around the old three-mile coast limit of a blockaded port.

Germany says that her expanded blockade innovation is the result of Great Britain having previously declared the waters between Scotland and Norway an area of war. If this be so here are several of the great powers interpreting international law in a most radical way. If a body of water like the English Channel can be called a war zone it is only a step to technically pronounce the entire war zone to be of the same status as a blockaded port. And if you can declare a blockade that will embrace thousands of square miles of ocean it will seem most plausible to say that any vessel—even under a neutral flag—that enters the Adriatic Sea or the Gulf of Mexico or the Mediterranean Sea is subject to seizure and confiscation, as they would be now under the three-mile limit rule. And when you come to set adrift floating mines in such a great area how can a neutral steamship hope to fare any better than an enemy vessel?

In the spirit-land corner where the

BLOCKADE CODE OF CIVILIZED NATIONS

Immediately following the second conference of The Hague Peace Court Great Britain called a special conference of the maritime powers of the world. This conference sat from December 4, 1908, to February 26, 1909, and adopted the accompanying code to govern blockades.

It will be noted that only ships are mentioned in connection with the manner and means of blockading. Floating mines and submarine torpedoes find no place in the articles.

The very first article of the code prohibits the use of the open or non-territorial sea as a "war zone" by limiting operations to ports and coasts of a state.

Article 1. A blockade must not extend beyond the ports or coasts belonging to or occupied by the enemy.
Article 2. In accordance with the Declaration 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 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

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 3 and notified in accordance with articles 11 and 16.
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 coastline 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 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, inform the foreign consular officers at the port, or on the coast line under 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 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 subsequently to notification of the blockade to the power to which such port belongs, providing that such notification was made in sufficient time.
Article 16. If a vessel approaching a blockaded 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 non-blockaded 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.

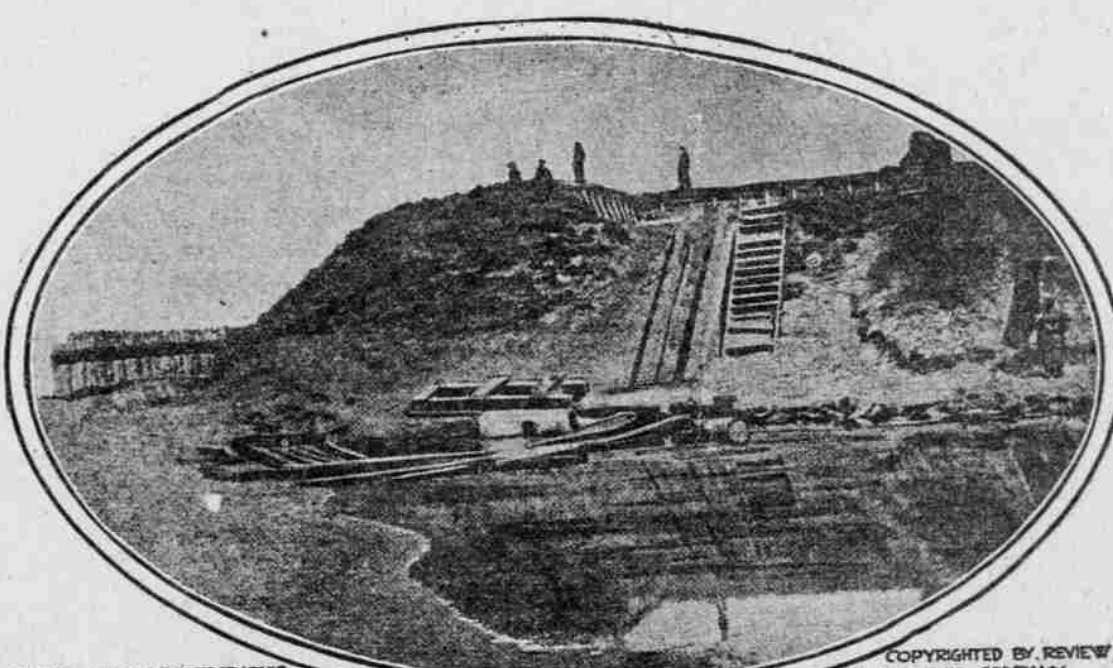
famous blockade runners and privateers rendezvous the news of the new adaptation of blockade must have caused many a frown of spook displeasure. Especially must the innovation have irritated Captain J. N. Maffitt, the commander of the celebrated Confederate States cruiser Florida, first vessel built for the Confederacy abroad. There never lived a more daring, determined and enduring man, and his exploit of breaking the Federal blockade at Mobile Bay—both in and out—within three months has gone down into history as the acme of what a brave and skillful brain may achieve.

Probably the best official account of this remarkable blockade breaking is contained in the brief official report of Commander George Henry Preble, United States Navy, who was the man outwitted by Captain Maffitt. Here is the text of his account of the affair sent to the great Admiral D. G. Farragut, who commanded the Western Gulf blockading squadron at the time.

"United States Steam Sloop Onida, Off Mobile, September 4, 1862.—Sir: I regret having to inform you that a blockade runner ventures within this pronounced war zone, even under a neutral flag, he at once becomes an object of suspicion. He has been warned that he may be the victim of floating mines or the target of a mistakenly aimed torpedo; so why is he braving such peril?"

"I had sent the Winona to the westward to speak a schooner standing in under stall, when the smoke of a steamer was discerned bearing about southeast and standing directly for us. Observing that she was burning black smoke I immediately got the Onida under sail, when the smoke of a steamer named the Winona to 'chase at discretion.' We soon neared the stranger—in company with the Winona—who, as we approached him, gradually hauled to the northward and westward. "When abeam of him, about 100 yards away, I hailed him, but receiving no answer, I fired a shot across his bow. He ranged ahead without stopping, but still thinking him an English man-of-war, I fired two more shots across his bow and then directed a shot at him, which, unfortunately, went over, between his fore and main masts. He soon hauled down his flag and trained his guns to bear on us, but, having no flag to light under, did not fire. We continued firing at him, assisted by the Winona and one of the mortar schooners, but he made sail and by his superior speed, and unparalleled audacity, managed to escape us. We sent our shot and shell all around and over him, and we are certain that several of our shot and the Winona's struck him."

"The Cayuga was to the westward of the port and not in signal distance. The Cuba is loaded and ready to run the blockade, and beg leave to suggest the necessity of more vessels on this station, as the few here now frequently have to be scattered and sent in chase



TAKEN FROM PHOTOGRAPHIC HISTORY OF CIVIL WAR. THE "MOUND" AT FORT FISHER FROM WHICH POINT BLOCKADE RUNNERS WERE SIGNALED AT NIGHT.

of the numerous vessels that appear in sight. "With great mortification, "I am, very respectfully, your ob't s'vt, "GEORGE HENRY PREBLE, "Commander."
Without doubt the ability to appropriate a neutral flag at any time made much of the success of the blockade runner possible. Flags and ruses were the runner's constant abettors. It is a strange fact that nations, as a rule, do not mind a foreign vessel using their flag in a crisis. Of course, this does not mean a foreign enemy. The use of a neutral nation's colors by a foreign vessel to escape capture has long been deemed quite allowable. But it is merely a contingent permission, the nation whose flag is used always reserving the right to frame its own rules about the use of its flag and to pursue, capture and confiscate the vessel for so doing. This is set forth in the case of Great Britain, in section 60 of the merchant shipping act of 1894, which declares:

"If a person uses the British flag, and assumes the British national character on board a ship, owned whole or in part by any person not qualified to own a British ship, the ship shall be subject to forfeiture under this act—unless the assumption has been made for the purpose of escaping capture by an enemy or by a foreign ship of war in the exercise of a belligerent right."
During the war between Chili and Peru in 1879 the latter country inquired of the United States whether or not it might be permitted to use the American flag over its merchant vessels, and

under what conditions. The State Department returned answer that there was no statute prohibiting the use of the American flag by a foreign vessel beyond the jurisdiction of the United States, and no penalty provided for so doing. International law, however, while allowing for almost every kind of ruse on the open sea or high seas, is drastically condemnatory of acts constituting perfidy. So long as a blockade runner did not commit such an act he could shift his flag with every wind that caught his sail.
An example of perfidy is the case of the French frigate Sybille, 38 guns, which in 1832 enticed the British man-of-war Hussar by displaying the British flag and intimating herself to be a distressed prize of a British captor. The Hussar approached to succor her and was attacked by the Sybille without the French flag being shown. But she gave vigorous battle and captured the Sybille. Whereupon the commander of the British vessel broke the surrendered sword of the French commander across his knee and roundly condemned him for his perfidy. It is reported that two American men-of-war made use of the Spanish flag in the Spanish-American War in 1898 and that a Russian man-of-war used the Italian flag in the Black Sea during the war of 1877. But these acts were held to be permissible ruses.
One of the greatest blockades of history was that of Confederate ports by Federal vessels during the Civil War of 1861-65. It was deemed an impossibility to carry out such a mammoth bottling up scheme, but it was done.

How gigantic a task it was may be gathered from an extract from a speech delivered by Senator James H. Hammond, of South Carolina:
"We have three thousand miles of continental seashore line, so indented with bays and crowded with islands that when their shore lines are added we have twelve thousand 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 1149 prizes, of which 216 were steamships. There were 255 vessels burned, sunk, driven on shore or otherwise destroyed, making a total of 1564 vessels of all classes. The value of these vessels and their cargoes, according to a low estimate, was \$31,000,000. To capture them 3548 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 blockade the 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 ironically called? Steam presses re-

duced the cotton to the smallest possible bulk, so that the long, narrow blockade runners were able to carry from 600 to 1200 bales, of 500 or 600 pounds each. Sometimes there were

HOW IMITATION GEMS ARE MADE

NATURE is often copied with conspicuous success by those engaged in the imitation of precious jewels. Zircons are composed of silica and titanium. Their luster is deceptive, a means having been discovered of extracting the color, thus leaving them diamonds to all appearances, although their falseness promptly proclaims itself when put to a test. Precious stones are often dyed with such thoroughness and cleverness that it is asserted, the stone may be broken without discovery of the process; that is to say, by the uninitiated.
In Oberstein, Germany, the sole industry is the manufacture of imitation jewelry and the dyeing of chalcedony and other stones. The only carmelian, bloodstone and agate may be enriched in color by immersion in the dyepot. The stones are placed in vessels con-

taining the coloring matter and are then subjected to great heat for periods varying from a few hours to a week or more. In the case of chalcedony, which shows bands of different degrees of intensity, certain of the bands take the color and others not. The stones then receive a further steaming in pots containing other dyes.
Fluorapatite is capable of great improvement in tint when subjected to a heating process and crucidolite is given a hue of blood-red by a similar method, that is to say, by the uninitiated.
The emerald and the catseye are of all stones the most easily imitated. One family at Oberstein is said to possess the secret of converting crucidolite into catseye. Catseyes also may be made of aragonite, some of the hornblendes, and even of fibrous gypsum.

NEW AND NOVEL INVENTIONS

A CALIFORNIA inventor has obtained a patent on a device that will be attached to a steel cable and will serve to carry a man up the cable by merely turning the pedals.
To a woman inventor goes the credit of having obtained a patent on a rubber stamp attachment that may be fastened to any pencil or pen. It consists of a rubber stamp member that is held by a U-shaped sleeve that may be slipped over the end of any pen or pencil. While not interfering with the writing manipulation, this little attachment insures the rubber stamp being at hand at all times.
Inventors are certainly the deadly enemies of the fly. Another example of their endeavor to wage war on the insect is presented in the invention of a native of Michigan. His device con-

sists simply of a pistol-shaped fly swatter. The device is intended for children and incidentally their enjoyment in killing flies. The device is so constructed that a flexible and springy strip is released by pulling a trigger.
An Indiana inventor has obtained a patent for a life preserver of unusual and entirely radical design. It consists of a belt with an adjustable buckle, on which are held two spherical bags that are inflated with air. The striking feature of this life preserver is that it occupies but little space when the bags are deflated.
Thaddeus Cahill, of New York, has obtained a patent for a typewriter designed to prevent the operator from printing letters one on top of the other at the end of the line. (Copyright, 1913, by the Cleveland Company)

INCENDIARY PROJECTILE IS TESTED

THE British government, together with the French and Belgium authorities, has decided to give serious consideration to an incendiary projectile for which much is claimed by its inventor, Lieutenant Clifton West, of the Legion of Frontiersmen.
The inventor claims that his projectile is perfectly safe to handle, and that on coming to earth after an interrupted flight it will do no damage beyond that caused by the impact. If, however, in passing through the air it should strike a dirigible a solid mass of flame is emitted, the whole operation being performed by the velocity of the projectile during flight. The apparatus has been fired.

which governs the ignition is impervious to atmospheric conditions, and cannot be injured by fire or water. It is simple in mechanism, and the cost of manufacture is small.
No special projecting agent is required for it can be fitted to any existing caliber gun. It can also be used as an ordinary explosive shell, and as a "tracer," being especially suitable for illuminating purposes in place of the star shell. The illumination can be timed for the whole or any part of the duration of its flight. By reason of this, it is possible to obtain the necessary illumination without disclosing the position from which the projectile has been fired.