

The Freedom of the Seas an American Policy

(By Iredell Meares.)

The United States has stood since its early history for the freedom of the seas. This means that the ocean and the seas, with their arms and connecting channels, shall be free to the navigation of the ships of all nations. The jurisdiction of any one nation of any part of the seas is limited to within marine league or three miles off from its shores.

This is not, however, an exclusive jurisdiction, but subject to the right of navigation by ships of all nations; otherwise, within the stated limit, the civil laws of the nation whose territory embraces the shore line extend over the seas. Thus, ships of belligerent nations cannot engage in naval combat or commit acts of hostility against each other within three miles of the shore of a neutral nation's territory. The acts would be no less an invasion of a neutral's sovereignty than if committed within its rivers or harbors. Crimes, like piracy or murder, or lesser crimes, committed on board ships within the stated limit are triable and punishable in the courts of the nation whose territory embraces the shore line, unless otherwise stipulated by treaty, as offenses against its laws; but, if committed on ship board beyond the prescribed limit, the offense would be subject to the jurisdiction of that nation under whose flag the ship rightfully sailed or belonged.

States has given the evidence of unselfish devotion and voluntary adherence to the principle of the free navigation of the seas, with its arms and connecting channels, whether natural or artificial, alike to all nations, when, after building the great ocean canal between the Atlantic and Pacific at a cost of four hundred million dollars and undertaking at its own cost its maintenance and protection, it has opened for all time the Panama Canal to the ships of all nations on equal terms and at like tolls.

Catagat.

The Catagat Channel or strait, connects the Baltic Sea with the North Sea. It is the only natural channel for the passage of ship from sea to sea. It is deep, but narrow, with cliffs rising on either side. The German fleet blocks the English fleet from passing through to the Baltic, as it commands the narrow way on the Baltic side. The English fleet blocks the exit of the German fleet from passing through the Baltic to the North Sea, as a naval necessity, if she were to get her fleet out of the Baltic, and, on the North Sea end of that canal, the great fortification of Heligoland.

The freedom of navigation through this Catagat Channel was once the subject of controversy between the United States and Denmark. Prof. Albert Bushnell Hart, the professor of history in Harvard University, in his "Foundation of American Foreign Policy" refers briefly to the incident. He says:

"Every since the Middle Ages the Danish Government has levied duties on vessels passing through the straits to the Baltic; the only logical ground for that of defense from pirates, and for many decades ground had disappeared. The United States therefore took the lead in protesting; European powers then took the matter up, and in 1857 held a kind of

Congress and made a joint agreement to compound the duties by paying a lump sum, of which \$900,000 was assigned to the United States.

"Our Government refused to share in the congress or its findings, and made a separate settlement with the Denmark. In effect, the American republic was standing for the principle of free navigation or the open seas in behalf of all nations."

Present War.

In the present war, but before our country became engaged, both England and Germany, it is fair to say, violated neutral rights by declaring paper blockades. These violations were the occasion of frequent remonstrance by this government. The recognized blockade of international law is where a nation at war with another blocks the entrance of a particular port of its enemy by the presence of a sufficient naval force, at the sea entrance of the harbor, to make it effective; that is, to prevent the passing in or out of ships of commerce, enemy or neutral, except as permitted. If effective, neutral ships are bound to respect an actual blockade or, if attempting to run it, incur the danger of being attacked, sunk or captured, without reparation, by the blockading fleet. The mere declaration of a blockade on paper has never been considered valid in international law. It must be actual. Declaring blockades of extended zones of the high seas, miles away from the enemy ports or shore lines, has never been asserted before this war and has never been recognized as the belligerent's right.

England's fleet could not blockade German ports as it would not venture through the Catagat Channel into the Baltic Sea, on the shore lines of which those ports are located, because Germany's navy commanded the eastern outlet of that channel. Germany could not blockade English ports. The British fleet in the North Sea was powerful enough to prevent it. Germany could not attempt it, without risking her fleet in naval combat.

This led England to declare a mined area and blockade zone of the English Channel and North Sea. Germany declared a submarine blockade of the ocean around France and the British Isles. These were pronounced by our government as "illogical,

illegal and indefensible." Those nations had as much right to have declared a blockade or war zone on the high seas off the coast of America as off the coast of either France or the British Isles or other nations.

The law of nations concedes the right of the belligerent ship to destroy the enemy commerce ship, provided the non-combatant crew and passengers are afforded the right by the belligerent ships to stop, search and examine the neutral commerce ship, and, if articles of contraband are found, destined for the enemy, they may be seized or destroyed, but, under no circumstances can the neutral crew or passengers be removed, or the ship of the neutral nation seized or sunk. Compensation can be made, if wrongfully done, to the owners.

England's command of the sea enabled her in the main to adhere to these laws. This was her advantage. Germany could not, since her naval ships could not openly venture upon the high seas. This was her disadvantage. She then resorted, contrary to all law, to her ruthless policy. She sank American ships, prohibited their entrance in the war zone, and killed American citizens, over two hundred or more. England did not sink vessels, destroy cargoes or kill innocent non-combatants, women and children, or citizens of neutral nations. Germany did. Herein lies the vital difference in the conduct of the nations, which led to war with Germany, as the immediate cause, if not the ultimate inspiration of making the war of the Allies the war of America.

National Honor.

These violations of international right, it is said, might have been adjusted by diplomacy; perhaps so, if we had continued to submit to them, but we could not wait longer on diplomacy, with national self-respect, when our rights were ruthlessly violated on the high seas, our vessels sunk, our countrymen drowned, our commerce blocked, and our flag insulted. If we had, this great republic would have dishonored itself, surrendered its rights, confessed its impotency, abandoned its traditions, and no longer would have been the home of the brave and the land of the free. As before, we are again fighting for the freedom of the seas,

AUTOMOBILE REPLACES PASSENGER REVENUE IN GERMANY GROWS TWENTY-FOUR MULES

No more impressive demonstration of the utility of the passenger motor car could be desired than the use to which an Overland automobile has been put in the Texas rice fields.

After five years of service over the muddy roads around Crosby, Texas, this car, during the last year, did the work of 24 mules in harvesting the rice crop of the Old River Rice Company, at Crosby. The veteran touring car was hitched to a cutter, and back and forth across the 9,000-acre stretch of rice it cut a swath that previously required three cutters with eight mules each. The cutter itself was speeded up by a gasoline engine, so that from eight to twelve miles an hour was the steady gait of the outfit.

"The outfit is a seven-wheel wonder," declares F. G. Gammon, superintendent of the farm. "It costs us a little over \$1 a day to run the machine, while it costs nearly that much to keep a mule. In its present state of service, the automobile could not be appraised at much more than \$350, because of its five years of use and abuse, while one mule costs \$250."

"When one considers that there is also a saving of two cutters, as well as 24 mules, with the everyday expense of keeping them, rain or shine, as well as two men, there can be no question concerning the economy, efficiency and utility of the Overland car."

Winston-Salem-Morehead City-Beaufort Pullman Sleeping Car Line Becomes Winston-Salem-Goldsboro Sleeping Car Line

Southern Railway System announces effective with last cars into and out of Beaufort Sunday, Aug. 12th, the Winston-Salem-Morehead City-Beaufort Sleeping Car Line will be shortened to Winston-Salem-Goldsboro Line. Car will continue to be handled on trains Nos. 232-112 and 111-237.

For further details ask Southern Railway System Agents, or address J. O. Jones, Traveling Passenger Agent, Raleigh, N. C.

PASSENGER REVENUE IN GERMANY GROWS

Amsterdam, Netherlands, Jan. 12. Passenger traffic revenues on German railroads in the third war year show an increase of 5.3 per cent. over the record figure of the last twelve months of peace (August, 1913)—July, 1914), according to The Norddeutsche Allgemeine Zeitung. In the first war year revenues fell off 32.1 per cent., and in the second war year 21 per cent. on the record figure reached in the year ending July 31, 1914. These figures include the receipts from military traffic, which, it is declared, taking the average of the three years, formed only an eighth part of the total railroad income.

The revenues for the month of August, 1917, are specially quoted as showing the development of railroad traffic. Compared with the corresponding month of 1916, the passenger traffic showed an advance of 30.6 per cent., and of 14.1 per cent. as compared with August, 1913, the last corresponding month of peace. Freight traffic rose 11.6 per cent. as compared with August, 1916, and 19.1 per cent. as against 1913.

A Vienna dispatch says the revenues of the Austrian State railroads have risen since the last peace year from \$30,000,000 crowns to 1,080,000,000 while expenditure for the current financial year is put at 1,190,000,000 crowns.

THIRTEEN INDIAN BOYS ARE BURNED

Muskogee, Okla., Jan. 12.—Thirteen Indian boys were burned to death early this morning in a fire which destroyed the boys dormitory of the Dwight Indian Training school at Marble City, Okla., 40 miles southeast of here. Over 100 boys escaped, scantily clad in the bitter cold.

Loose Orthography

The folks who write what moderns read are much distressing me. They WILL spell led (the past of lead) With "a" 'twixt "e" and "d."

—Farm Life.



What is More Terrible to Mothers

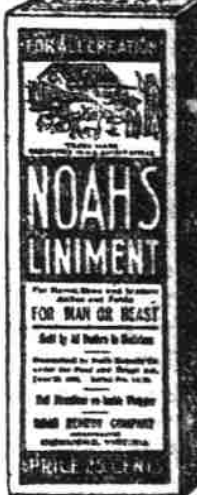
than the every-day accidents—cuts, bruises, scratches, etc.—that happen to their children?

Noah's Liniment stops the blood, deadens the pain, takes away the danger of blood poisoning and heals the wound. It is antiseptic.

Noah's Liniment

is the best single preparation any family can have in their home. It is a pain remedy for internal use as well as a liniment for external application. Noah's Liniment is excellent for colds, coughs, sore throat and toothache.

Made in Richmond, Va. by Noah Products Corp., and sold by dealers—25c, 50c, \$1.00.



BRITISH TROOPS RAID ENEMY TRENCHES

London, Jan. 12.—Early this morning British troops raided trenches east of Loos, capturing a few prisoners, the war office announces. There is nothing further to report.

Bank A Little Money Every Week and Have Money
MEN--WOMEN--BOYS--GIRLS--LITTLE CHILDREN--BABY
SHOULD JOIN OUR

Christmas Banking Club



The Reasons for The Christmas Banking Club

- To provide a way for those of moderate and even small means to save money.
- To teach thrift to old and young by a systematic method of saving a specified sum each week. The Christmas Banking Club makes it easy for all to save.
- To make it possible for you to provide for Insurance, Taxes, Interest, or to buy Bonds or make other investments. You can take care of future payments by Banking a little money each week.
- To give all "a bank connection" so that they will learn the many ways in which our bank can be of service to them.

She joined our CHRISTMAS BANKING CLUB with 5¢

next Xmas she will have \$63.75

You can still join. Come In

WHAT THE DIFFERENT CLUBS WILL PAY YOU

1c CLUB PAYMENTS	2c CLUB PAYMENTS	5c CLUB PAYMENTS	10c CLUB PAYMENTS	50c CLUB PAYMENTS	\$1.00 CLUB PAYMENTS	\$5.00 CLUB PAYMENTS	X CLUB
1st Week ... 1c	1st Week ... 2c	1st Week ... 5c	1st Week ... 10c	1st Week ... 50c	1st Week ... \$1.00	1st Week ... \$5.00	for
2nd Week ... 2c	2nd Week ... 4c	2nd Week ... 10c	2nd Week ... 20c	2nd Week ... 50c	2nd Week ... \$1.00	2nd Week ... \$5.00	\$2, \$3, \$4
3rd Week ... 3c	3rd Week ... 6c	3rd Week ... 15c	3rd Week ... 30c	3rd Week ... 50c	3rd Week ... \$1.00	3rd Week ... \$5.00	\$10 or
Increase Every Week by 1c	Increase Every Week by 2c	Increase Every Week by 5c	Increase Every Week by 10c	Deposit 50c Every Week	Deposit \$1.00 Every Week	Deposit \$5.00 Every Week	Any
Total in 50 Weeks \$12.75	Total in 50 Weeks \$25.50	Total in 50 Weeks \$63.75	Total in 50 Weeks \$127.50	Total in 50 Weeks \$25.00	Total in 50 Weeks \$50.00	Total in 50 Weeks \$250.00	Amount

YOU CAN BEGIN WITH THE LARGEST PAYMENT FIRST AND DECREASE YOUR PAYMENTS EACH WEEK

THE PLAN OF THE CLUB IS SIMPLE

You begin with a certain amount, 1c, 2c, 5c or 10c, and increase your deposit the same amount each week. Or, you can begin with a certain amount, 50c, \$1.00, \$5.00 or any amount, and deposit the same amount each week.

There is a Club for Everybody. Pick out the club you want to join and bring in your first payment. Do it today.

HOW TO JOIN—IT COSTS NOTHING TO JOIN

It is Very Easy to Join Our Christmas Banking Club

All you need to do is to come into our bank with 10c, 5c, 2c or 1c, or 50c, \$1.00, \$5.00 or any amount and tell us which Club you wish to join. We will make you a member of the Club and give you a BANK BOOK showing the Club you have joined.

COME IN AND ASK ABOUT IT

We Pay 4 Per Cent Interest on Your Christmas Banking Club

CITIZENS BANK Cor. 2d. and PRINCESS STREETS WILMINGTON, NORTH CAROLINA

War of 1812.

The War of 1812 between this country and England, on the part of the United States, was in effect for the principle of the freedom of the seas. It was in protest and resistance to the interference by England with American ships and sailors on the high seas. In her need for men to man her navy, England undertook to impress American sailors on the pretext that they were British subjects, seizing them on board of American ships, and impressing them in her naval forces. In the wars between England and France, both nations had disregarded the neutral rights of this country by subjecting our ships to wrongful seizure and our commerce to illegal interference. It was then a subject of repeated protests by our government. The United States retaliated by an embargo, prohibiting exportations to those countries, and by non-intercourse acts, prohibiting all commercial relationship between the citizens of the respective countries, but both methods proved ineffectual.

We declared war against England. The brilliant victories of our little navy over the greater English navy, despite the reverses on land, led to the withdrawal by England of the Orders in Council and the stoppage of the practices under them, which had provoked the War of 1812. The merchants of Glasgow, in resolutions adopted in September 1814, declared that "the successes of the American privateers have proved injurious to our commerce, humbling to our pride, and discredit to the directors of the naval power of the British nation, whose flag till of late waved over every sea and triumphed over every rival." Thus, in the pride of its youth and courage of its manhood, this nation struck for a principle, which it cannot abandon, in the strength of its present power, and preserve its status among the nations of the earth.

Panama Canal.

In very recent years, the United