

tion which permits her to carry on her trade through convenient and adjacent neutral ports. It is equally certain that the present measures of constraint taken by Great Britain impose very serious limitations on the rights of neutral trade.

A recent contributor to the *American Journal of International Law*, James W. Garner, in the October number of 1915, puts the problem very fairly as follows: "It is incontestable that, as a general principle, a belligerent has no lawful right to blockade directly or indirectly the ports and coasts of a neutral state, but if the enemy is wholly or partially surrounded by neutral territory through whose ports he may draw supplies from over the seas and through which he may send his goods abroad, has the opposing belligerent no right to intercept such trade through the exercise of his power to prohibit commerce altogether by means of a blockade? Manifestly, if he has no such right the power which international law gives him in respect to the maintenance of a blockade must in many cases be ineffective, if not illusory..... Germany, as is well known, is flanked by a group of neutral states, some of them geographically separated from her only by a surveyor's line, others only by narrow seas. In the case of the former states, extensive railway connections make it as easy, in some cases easier, to transport goods from certain neighboring neutral ports to points in Germany where they are needed, as it would be to move them from Hamburg or Bremen; in the case of Norway, Denmark and Sweden, communication by sea between those countries and Germany remains open, and it is notorious that large quantities of supplies from America have been going to Germany through the ports of these states, and especially from those of Sweden." The writer concludes that: "We have, therefore, an irreconcilable conflict between the recognized right of a belligerent to intercept trade with his enemy and the right of freedom of trade between neutrals; neither right can be fully exercised without impairing the effectiveness of the other. If the right of blockade is to be maintained, the application of the doctrine of continuous voyage to blockade running must be