

and denied that a coast line could be thus shut off from commerce without specifying the particular harbours before which the ships would be stationed." (Mahan I., 110.) What were called the "new" principles of blockade which Britain was called upon to renounce were "that unfortified ports, commercial harbors, might be blockaded, as the United States a half century later strangled the Southern Confederacy. Such blockades were lawful then and long before." (Mahan I., 242—) "The United States have received their lesson in history. If the principles contended for by their representatives Marshall and Pinkney had been established as international law before 1861, there could have been no blockade of the Southern coast in the Civil War." May 31st, 1814, a proclamation was made by Britain of blockade of the coast of the United States from New Brunswick to Florida; this "was a clear defiance, in the assurance of conscious power, of a principal contention of the United States that the measure of blockades against neutrals was not legitimately applicable to whole coasts, but only to specified ports closely watched by a naval force competent to its avowed purpose." (Mahan II., 11.) "The American *projet* . . . consisted of articles embodying the American positions on the subjects of impressment and blockade . . . These demands which covered the motives of the war . . . were pronounced inadmissible at once by the British and were immediately abandoned. Their presentation had been merely formal; the United States Government within its own Council Chamber had already recognized that they could not be enforced." (Mahan II., 432.) Let me only add that less than a month after the last blockade spoken of above the United States gave instructions to their Commissioners to abandon the only claim which stood in the way, and had from the beginning of the war stood in the way, of peace negotiations.

So far I have said nothing about the Orders-in-Council. These were admittedly not justified by the law of