

may be abrogated in localities where two navies meet in war, but war is not the normal condition, it is the exceptional condition of ocean traffic now, and "it is beyond the resources of any nation to carry on war with an equal nation for more than a few months. Then the lanes of traffic are open again and cannot be closed except through commercial competition. This has nothing to do with sea-power, for the nation with the less sea-power may have the greatest elements of success in commerce."* "Control of the sea" is a phrase which does not express an accomplishment for a feat, because at the present time no one nation's navy can make itself master of the whole seas, and if it could the whole world would rise in protest and execration. We refer, of course, to the stoppage of commerce.

The truth is that ocean traffic has become a gulf stream which, within a comparatively few years, has spread in wider volume between every continent and island direct, and no longer flows concentrically upon England. Each year widens this stream and varies its flow and reflow, and the civilized world is so united by the sea, outside of Anglo-Saxon commerce, that the interruption of its necessary communications becomes intolerable, no matter what the "sea power" of any nation. The cold logic of this change is being forced upon the thinking men of Great Britain. In the shrinking of the area of effective "control" of the British navy to the home waters and the North Sea we have a visible demonstration of the fallacy of "command of the sea" in the sense in which it is being defined by the advocates of force. But supposing all the resources of the British Empire were put to accomplish this kind of control, it would not be worth while, seeing that the freedom of the sea is becoming just as essential to every possible friend or enemy as to herself.

* Prof. David Starr Jordan on "Sea-Power."