In my article on the liability of private persons at sea for capture, I endeavored to show that enemy goods in an enemy ship, together with the ship, were confiscable. In Chapter VI, I describe "enemy character." As a rule, the character of a vessel is to be determined by the flag which she is entitled to fly. The character of a vessel as an enemy vessel is determined by the neutral or revenue-law officers of the port in which the vessel is at anchor. The mere fact that goods are found on an enemy vessel creates a presumption that they are enemy goods, and they are considered enemy goods on board an enemy vessel until they reach their destination, notwithstanding any change of ownership or change of ports during the voyage and after the outbreak of hostilities.

Convey and Compensation.-

Neutral vessels under national convey are exempt from search. The commander of a belligerent warship may obtain his information from the commander of the convey, if there be reason to suspect that his convey contains cargo destined to the United States, or if, in his opinion, facts show that the capture of other more of the vessels is justified; he must withdraw his protection. Compensation must be given to individuals whose property is captured. A vessel or cargo of敌国 is not captured by a prize crew. War should be avoided for the only reason for capturing the vessel or goods.

ARTICLES PREVIOUSLY PUBLISHED.

III.-Blockade, Aug. 25.
IV.-Command of War, Aug. 25.

INTERNATIONAL LAW IN TIME OF WAR.

VI.-Minso at Sea.

In the life of the States, inventions and discoveries create new social problems which defy even the severest activities of democratic legislatures. In the life of the Society of Nations, a new phenomenon is even more apparent on the absence of any permanent legislative organization. Too often, and too much desired change in international law, which has been effected, proves an incomplete victory, is without all practical purposes owing to changed conditions. It was found to be the case that there is perhaps no more striking illustration of the failure of law to cope with new conditions than that afforded by the use of mines. Let us begin by looking at some of the facts. Earl Londonderry, in his work on "Mines at Sea," states that electric mines are discharged by an electric current from the shore or some stationary ship. There are two kinds: direct attack and automatic. The former may be placed anywhere, may not be anchored, and are not destroyed if they are not set off. The electric mine, if it is not set off, may be detected by the use of a swimming frog. The latter is set off by a magnetic road, a metal road, or by a mechanical road, which strikes them off as soon as they interrupt the circuit. Earl Londonderry, the no anchor and no provision for readers is the only kind that are used. The automatic mines are the most dangerous to commerce in a very limited place. When mines are exploded, the no anchor and no provision for readers is the only kind that are used. These are designed to blow up in the neighborhood of the vessel. Often it is not known what they are or where they are, and it is necessary to lay them out by a very accurate engineering in a very limited place. When mines are exploded, the no anchor and no provision for readers is the only kind that are used. The automatic mines are the most dangerous to commerce in a very limited place. When mines are exploded, the no anchor and no provision for readers is the only kind that are used. These are designed to blow up in the neighborhood of the vessel. Often it is not known what they are or where they are, and it is necessary to lay them out by a very accurate engineering in a very limited place.
The Hague Conference

At the Hague Conference in 1907, British delegates made a great effort to protect neutrals from the effects of war. The Convention on the rights of belligerents, which was signed in 1907, stipulated that mines should be laid only in territorial waters and that they should be manœuvrable and anchored. The Convention also prohibited the use of mines not constructed as such and not anchored, and it required that mines not be laid in such a way that they would cause damage to neutral ships. The Convention also prohibited the use of mines not answering to the above-mentioned requirements to convert the minefields into obstacles for neutral warships. The Convention concluded with the significant words: “in our opinion, a satisfactory solution of the question of the rights of neutrals to protection, or of human rights in general, is impossible unless the law of war is to be considered precedent.” The German delegation, which had declared itself against the Convention, was asked to withdraw its reservations. The Convention was considered a landmark in the history of international law, and it has been cited in many subsequent international agreements. The Convention of 1907 is considered one of the most important achievements of the Hague Conference.
Orchestral Concert.

At the Elder Conservatorium last night an orchestral concert with more than one outstanding feature was given. The orchestra was led by Mr. A. Elder, under the able and experienced conductorship of Mr. H. Heinrich. Undoubtedly the most interesting presentation of the evening was the "Symphony in B flat, No. 7," of Beethoven. The presentation showed earnestness and minute attention from every artiste. The concert, which was performed in the concert hall of the Elder Conservatorium, was well attended.

Miss Dorothy McEvedy, the débutante, carried off the entire concert, being the first to appear on the stage. Her conductor was Miss E. Taylor. Miss McEvedy was a brilliant success, and her performance was received with loud applause. The programme contained a number of brilliant excerpts from the most famous operas, executed with great spirit and dash. The audience was filled with admiration for the young talent displayed on the occasion.