

increase of shipping and encouragement of the navigation of this nation.' This, the first of the series of navigation acts, which so powerfully and in the end so disastrously affected the course of the Empire, provided that no article produced or manufactured in Asia, Africa, or America, whether the produce of English or of foreign colonies, should be imported into England, Ireland, or any English colony or possession except in English, including colonial, ships, in the crews of which Englishmen formed the majority, and that no article produced or manufactured in Europe should be imported into England, Ireland, or any English colony or possession, except either in English ships or in ships belonging to the country in which the articles were produced or manufactured. This was the main purport of the Act, but it contained various other provisions, one of which debarred foreigners from importing into or exporting from any English possession cod, herring, and other kinds of fish for salting. The Dutch had proved to demonstration what nurseries of ships and seamen were the carrying and fishing trades, and the Long Parliament decided that these trades should, as far as possible, nourish English in preference to foreign shipping. But whether the act was effective and how far, to what extent it promoted English and damaged Dutch interests, and to what extent it contributed to the first Dutch war, has been much questioned by the best modern authorities.¹

There was nothing new in the terms of the Act,

¹ See *History*, January 1923. 'Historical Revisions—The Navigation Act of 1651,' by G. N. Clark.