

that ever was made in England, and without which we had not now been owners of one half of the shipping or trade, nor employed one half the seamen that we do at present.' ¹ Plantations he approved, if they were in due subordination to and dependence on the Mother Country, but not otherwise; and it was the dependence on the Mother Country involved in the navigation laws that commended them to him, as to other English merchants of his time, and not merchants only. At a little later date Davenant referred to Child by name and echoed his views. The bent and design of the navigation act, he wrote, was 'to make those colonies as much dependent as possible upon their Mother Country,' and he laid down that 'colonies are a strength to their Mother Kingdom while they are under good discipline, while they are strictly made to observe the fundamental laws of their original country, and while they are kept dependent on it.' ² Trade and sea power, trade as nourishing sea power, and sea power as safeguarding and extending trade, that was the main outlook of Charles II's reign. Plantations were smiled upon—only if they were dependencies and not colonies in the true sense.

'Trade is now become the lady, which in this present age is more courted and celebrated than in any former by all the princes and potentates of the world, and that deservedly too.' So wrote Roger Coke in

¹ P. 106.

² Davenant, *ut sup.*, pp. 85 and 207. Charles Davenant, eldest son of Sir William D'Avenant, the poet, lived 1656–1714. Adam Smith quoted him twice in the *Wealth of Nations*. In addition to *Discourses on the Public Revenues and on the Trade of England*, including Discourse III, *On the Plantation Trade*, published apparently in 1698, he wrote also *An Essay on the East India Trade* (1697).