

are to consider, we are a very little spot in the map of the world and make a great figure only by trade, which is the creature of liberty. . . . The Navy is of so great importance that it would be disparaged by calling it less than the life and soul of Government.’<sup>1</sup> Over forty years later, Bolingbroke, in ‘The Idea of a Patriot King,’ written in 1738 and published in 1749, wrote of trade and sea power in much the same terms as Halifax. ‘The situation of Great Britain, the character of her people, and the nature of her Government, fit her for trade and commerce. Her climate and her soil make them necessary to her well-being. By trade and commerce we grew a rich and powerful nation, and by their decay we are growing poor and impotent. As trade and commerce enrich, so they fortify our country. The sea is our barrier, ships are our fortresses, and the mariners that trade and commerce alone can furnish are the garrisons to defend them.’<sup>2</sup>

Before the seventeenth century went out, in 1696, the year after Halifax died, a Board of Trade and Plantations was created by King William III, which lasted until it was swept away by an Act of 1782, passed at the instance of Edmund Burke, in view of the coming independence of the North American colonies. The title of the Board told the facts of the case. Until the Old Empire came to an end, for fully three-quarters of the eighteenth century, trade con-

<sup>1</sup> *The Complete Works of George Savile, First Marquess of Halifax*, edited, with an Introduction, by W. Raleigh (1912), pp. 169, 172, 175.

<sup>2</sup> *Letters on the Spirit of Patriotism and on the Idea of a Patriot King* (Clarendon Press, 1917), with an Introduction by A. Hassall, Student of Christchurch, p. 116.