

unfitted for tobacco growing, and in the seventeenth century a flourishing tobacco growing industry had grown up in the west midlands. It was ruthlessly destroyed. In editing the Records of the Privy Council I have found that between 1650 and 1685 warrants for the rooting up of English-grown tobacco were sent to no less than 22 of the counties of England. First the sheriff and his posse was employed; the people of Winchcombe in Gloucestershire, "gathering themselves together in a riotous and tumultuous manner, did not only offer violence but had like to have slain the sheriff, giving out that they would lose their lives rather than obey the laws in that case provided." (*Acts of the P.C., Colonial Series, Vol. I, 673*). Then the local militia were ordered out, and when they proved slack in the destruction of their neighbour's crops, the small regular army was employed, and year after year troops of cavalry trampled down the ripening tobacco. In every instance the reason for this destruction is expressly stated to be "the better encouragement of all English planters to go on cheerfully in the advancement of any of the English plantations" (148); or "the encouragement of navigation, the benefit of his Majesty's plantations, and support of his foreign plantations" (673). A similar attempt about the middle of the eighteenth century was stamped out with equal severity.

Similarly, if the colonies were forbidden to engage in advanced iron manufactures, a bounty and a preference was given upon iron ore and pig iron. In every case where a restriction was laid on a colonial manufacture, in the same year a bounty or a preference was given on a raw material. To quote from Mr. G. L. Beer, the most recent American writer on the subject: "Such subordination did not, however, imply a sacrifice of the colonies, for their economic development was in general not deflected from its normal course. Nor, on the other hand, did it mean absolute predominance of British interests. As has been pointed out, these had been obliged, in a number of instances, to yield to the welfare of the Empire. It is significant that Great Britain denied the insistent requests of English ship-builders for protection against the colonial industry, because such a measure would have interfered with the expansion of British sea-power as a whole. In fact, it would be difficult to estimate whether colony or metropolis was called upon to