

tensive traffic, the colony trade raises a breed of a better quality, than the trade which consists of short voyages.

“ In the fourth place, (page 189), the colony trade has this very great advantage, in common with the coasting trade, that the sailors which it employs are seldom or never in a foreign port. They are, of consequence, much less exposed to the danger of deserting into Foreign service ; vacancies in their number are more easily, and better filled up, not by foreigners but by other inhabitants of the same country ; and they are always in some part of the empire, where their services may be needed for the military operations of the state. The seamen required for the navy, upon an emergency, cannot be procured from the vessels engaged in a Trade that requires them to remain in a foreign country, in the Gulph of Finland, for example, or in the Levant. In this case Government must wait for their return. But those employed in the colony trade are either in some port of the mother country, or of the colonies ; on both of which stations their services may be required for the Ships of War.

“ A navy is necessary, (page 190), either for the defence of a maritime country, and the military operations which it may carry on against other states ; or for the protection of its commerce. Without the possession of an extensive foreign commerce, indeed, no nation can support a powerful navy, unless it remains in a state of perpetual war, or submits to an expense which none but a commercial nation can sustain. But, like most other political re-agents, the services rendered by the trade and the navy are reciprocal, and the effects of their progressive improvement are mutual.