

Pages of British History.

HISTORICAL BATTLES—NOTEWORTHY EVENTS IN THE STORY OF THE CREATION OF THE BRITISH EMPIRE.

The Earl of Cumberland Against the Spaniards—Porto Rico, 1598.

One of the most remarkable occurrences of the year 1598 was the tenth and last privateering expedition of George Clifford, the famous and adventurous Earl of Cumberland, against the Spaniards. His father had been raised to an earldom in 1525, by Henry VIII., and he was the first English subject who ever built a ship so large as 800 tons burden; and this vessel he employed in many actions against Spain, particularly in the West Indian seas.

No European prince ever possessed such vast resources as Philip II. of Spain. In addition to his Spanish and Italian dominions, the Kingdom of Portugal, and the States of the Netherlands, he was master of the whole East Indian commerce, and reaped the richest harvest of ores from his South American mines. But his mighty armaments against England, his intrigues with France, and his long and aggressive wars in the Low Countries, enriched those whom he sought to subdue; while the Spaniards, dazzled by the sight of the precious metals, and eleated with the idea of vast wealth, neglected the agriculture of Spain; its ingots and wedges of gold were no sooner coined than called for; while the interception of his Plate fleets and the plunder of his colonies became the incessant occupation of the English sea-adventurers, until "Spanish" became a term synonymous with money or treasure.

Lord Cumberland's expedition in 1598 was the largest he had ever fitted out, and was the greatest that any English subject had as yet set upon the sea. Several of the fleet were his own vessels, equipped entirely by his private purse, and without any assistance from the Queen.

On the 6th March these adventurers sailed from Plymouth, to improve their fortunes on the high seas and among the Spanish colonies; and they had not long lost sight of the white cliffs of England before they received intelligence from a passing ship of five great caracks that were speedily to set sail from Spain with more wealthy cargoes than ever accompanied by five-and-twenty vessels bound for Brazil.

Finding that it was in vain to wait for the caracks or the Brazilian ships, the Earl bore on with his whole fleet for the South Cape, capturing on the way "two Flemings" laden with corn. In a few days he was off the Canary Isles, and effected a landing on Lanzarote, which is thirty-six miles long by fifteen broad. In this solitary part of the world, a wealthy Spanish marquis had built for himself a strong castle of stone, defended by ramparts and brass cannon.

Sir John Berkeley advanced against this stronghold at the head of 600 pikemen and musketeers; and though twenty men might have held the keep against them, as the entrance was in the upper story, by ladders which were drawn in, the garrison abandoned it, "and ran like bucks, leaving it a prey to the English, so terrible was the very name of the English to them at that time."

Sailing thence on the 21st April, on the 23rd of May the fleet was off Dominica and the Virgin Isles, where the Earl remained a month. He landed, mustered all his men, and announced to them that his next desire was to capture San Juan de Porto Rico, the attempt in which Drake had failed, and the intelligence was greeted by reiterated cheers.

On the 8th of June he was off this island, which is the most eastern of the Great Antilles, and his plan of attack differed from that of Drake. He landed 1,000 men at a considerable distance from the town marched towards it. Both the Earl and Sir John Berkeley were in complete armour. Their way, we are told, was by steep cliffs and rugged rocks, till they reached an arm of the sea about a musket-shot in breadth, which separated them from the town, and where they found themselves exposed to the fire of a fort.

Opposite, on a slope, rose San Juan, on an isle, or isthmus, about half a league long. Cumberland's force was without boats by which to cross the little strait, and for a time he and his other captains were much perplexed, till a communication was discovered between the city and the mainland, by means of a narrow causeway that led to a bridge which was drawn up. Beyond this bridge was a strong barricade, and higher up was the fort. This causeway was so rough that the English preferred to wade through the sea by the side of it.

A Struggle for Supremacy Commenced.

A very dark night had succeeded a hot and brilliant day, when the attack was resolved on, "and though the Earl was carried away very ill, by a fall from the causeway into the sea, when the weight and encumbrance of his armour nearly drowned him," his soldiers pressed on with ardour, passed the draw-bridge in the sea, which came up to their waists, and assailed the gate of the barricade with their bills and hatchets; but so stout was the resistance of the Spaniards, and so heavy their fire upon the English, who were compelled to fight in the water, that the assailants were forced to retire.

The next attack was attended with better success; and, flushed with rumours of the gold mines that were alleged to be in the rocky parts of the isle, and the precious ore found in the sand of its rivers, Cumberland's men advanced with fresh ardour. While a party of musketeers, levelling their weapons over rocks on their rests, picked off the Spanish cannoniers at their guns, another, which was composed of pikemen and musketeers, was set ashore on the other side, midway between the fort and town. Finding their retreat about to be cut off, the garrison of the former were compelled, after a sharp resistance, to abandon it.

El Moro, a place of great strength, together with the strong castle in the western part of the town, and a third fort between it and the Moro, all surrendered in quick succession to the adventurous Earl, who then found himself in undisturbed possession of the place.

He now resolved to retain it, to increase its fortifications, and to make it a point whence fleets might cruise against the Spaniards, now deemed the natural enemies of England. This plan met with the warm approval of his followers; and a roll was prepared for those who volunteered to remain there as the nucleus of an English colony and garrison. In furtherance of this great scheme, the Earl ordered all the Spanish inhabitants to depart to other isles.

Of the 1,000 men who landed, Camden records that 700 died exclusive of those slain by the Spaniards which numbered 60. The Earl held possession of Porto Rico for only forty days, but in that time he collected and brought away a vast quantity of hides, ginger, and sugar; eighty pieces of cannon, and other war ordinance. But it is supposed as a matter of fact he collected a much greater quantity of plunder in the form of ingots and gold dust.

The character of the Earl of Cumberland, is tersely summarised by an old naval historian, who speaks of him as "a man of admirable qualities, both in civil and military affairs. He knew as well how to fight as to govern, and had virtues capable of rendering him equally illustrious both in war and peace. He was so excellent a person that it can hardly be said what was lacking in him; and yet he had one very considerable want, viz., a steady gale of good fortune; and, considering the vast expenses he was at, in building, hiring, and furnishing ships, it is a question whether his expeditions increased his estate." His Earl-dom became extinct in the year 1643.

A Tribute to the British Soldier.

This, in honour of the British soldier, is from an essay contributed to the *Forum*, in which Professor Trent quotes from the United States historian Theodore Roosevelt, the following description of the British officers who in the early days occupied frontier posts in America:—

"The important people were the army officers. These were imperious, able, resolute men, well drilled, and with a high military standard of honour. They upheld with jealous pride the reputation of an army which in that century proved again and again that on stricken fields no soldiery of continental Europe could stand against it. They wore a uniform which for the last two hundred years has been better known than any other wherever the pioneers of civilization tread the world's waste spaces or fight their way to the overlordship of barbarous empires: a uniform known to the southern and the northern hemispheres, the eastern and the western continents, and all the islands of the sea. Subalterns wearing only grey-headed generals are called upon to face; and at the head of handfuls of troops, have won for the British crown realms as large, and often as populous, as European kingdoms. The scarlet-clad officers who serve the monarchy of Great Britain have conquered many barbarous people in all the ends of the earth, and hold for their sovereign the lands of Moslem and Hindoo, of Tartar and Arab and Pathan, of Malay, Nergo, and Polynesian. In many a war they have overcome every European rival against whom they have been pitted. Again and again they have marched to victory against Frenchman and Spaniard through the sweltering heat of the tropics; and now, from the stupendous mountain-gorges of Mid-Asia, they look northward through the wintry air, ready to bar the advance of the legions of the Tsar. Hitherto they have never gone back save once; they have failed only when they have sought to stop the westward march of a mighty nation, a nation kin to theirs, a nation of their own tongue and law, and mainly of their own blood.

The Daughters of England have opened a lodge in Sherbrooke, Que. The lodge promises to be a vigorous and flourishing branch to the Order. Mrs. G. Pearce, the esteemed wife of Bro. Chas. Pearce, D.D., was the moving spirit in instituting the lodge.

OBITUARY.

Bro. Geo. Hoerner, P.D.D., of Richmond, Que., killed at Waterville.—Fourteen Cars Pass Over Him.

It is with sorrow we announce to our many readers the death by accident of Bro. Geo. Hoerner, on the G. T. R. The accident was caused by the braking of a pin which held the engine and tender together, he was standing with one foot on the engine and the other on the tender, the cars and engine parting, he falling on the track, the cars passing over him.

The deceased was very popular and highly esteemed young man by all class of citizens. He was very zealous in spreading the principles of the Order of the Sons of England, and was instrumental in adding materially to the number of lodges and numerically to the membership of the Order in the eastern townships. He will be remembered by the delegates at the late S. G. L. meeting at Brantford, he took an active interest in the proceedings, and through his close attention to the legislation brought before grand lodge was able to make many suggestions which were to the advantage of the brethren in Quebec. He was elected a member of the General Purposes Committee for next Grand Lodge.



Late Bro. GEO. HOERNER, accidentally killed at Waterville, Que.

The Sherbrooke Record gives the following particulars of the sad affair:—

"Deceased had no near relatives, both his parents and his brothers and sisters being dead. He was a member of the Sons of England and a delegation from this fraternity went up to Sherbrooke and took possession of the body.

He was a most exemplary young man and was president of Lodge Enfield, S. O. E., and had been a delegate to the convention of the order held in Brantford, Ont., in March, he was secretary of the local lodge of the Brotherhood of Fireman, a sergeant of the 54th Battalion, and only a week previous to his death had been elected president of the Young Men's Conservative Club.

The body was removed to Richmond and the funeral took place at the Episcopal Church where the Rev. Mr. Hepburn preached an eloquent and touching funeral sermon, thence to the Union Cemetery. The funeral was a very large one. It was headed by the Richmond Brass Band and a detachment of the 54th Battalion in command of Colour-Sergeant Sanders and Lt. Col. Harkom. The hearse was followed by Fidelity Lodge, of Rockland, Enfield Lodge, Richmond, Sons of England, Star of the East Firemen, Richmond Lodge of Locomotive Engineers, all in full regalia, and a large concourse of citizens. The pall-bearers were two sergeants of the 54th, and two members each of the brotherhoods of Firemen, Trainmen and Sons of England."

Sudden Death of Bro. W. Rowledge, of Lodge Beaconsfield, Carleton Place.

The brethren of Carleton Place were called upon to perform the last sad rites of the Order to their late Bro. W. Rowledge, last month. The deceased Brother was one of the youngest members of the lodge. He was working at his trade of boiler-maker at Glasgow, a town 12 miles from Arnprior. He came home to have his hand treated by the lodge surgeon, which was reuptive, due to poisoning from contact with some acid in the bottom of a boiler. After being treated by the surgeon he

returned to his work, after resuming his work a couple of days he took suddenly ill and died from the effects of the poisoning. The brethren of Carleton Place, Almonte and Arnprior rendered all the assistance it was possible. At the grave the S. O. E. funeral service was performed by Bros. Jas. Bate, President, and Chaplain Umphrey.

A local paper says:—

"Willie" was born in Wheelock, England. He went into the shops here when fifteen and served his five years, and worked sometime after that. He went travelled about in the States and Canada afterwards, and finally secured what looked like steady work at Glasgow. He had a fine constitution, and with a good trade, his future seemed quite assured. Among the mourners at the church and grave was his affianced, Miss Hamilton, who came from Glasgow with her brother. The pall-bearers were Messrs. Keyworth, Bate, Irvine, Wilson, Griffith, and Rogers, all young Sons of England. Among those from a distance were Mr. Thos. Rowledge, of Ogdensburg, a driver on the New York Central, and his son; Mr. Joseph Rowledge, of Brockville, and his wife and two children. Mr. and Mrs. Gebb of Ogdensburg.

RESOLUTION OF CONDOLENCE.

I have been instructed by Beaconsfield lodge to send the following resolution to the ANGLO-SAXON:—

"Inasmuch as a power, higher than man's, to whom it is blessing and wisdom to submit, has taken to Himself one of our beloved workers in the person of Bro. William Rowledge; and Resolved, 'That we, the members of Beaconsfield Lodge, S. O. E., hereby inscribe on our books our memory of Bro. Rowledge as a sincere and sterling young man, a cordial member and a willing worker; we take the opportunity of saying to his parents and the family that our hearts overflow with sympathy for them, and that if our labour or our love could avail to restore the noble son and brother, we should not hesitate to give our all to that end. As we cannot conquer death we have simply to submit, but we would like our brother, his father, and the family, to be assured that we, though unseen by mortal eye are treading the winniness of sorrow hand in hand with them."

The above was moved by Bro. John Righy, seconded by Bro. W. W. Taber, R. T. WOOLLEY, Sec. Carleton Place, May 13th, 1897.

Late Bro. Dewdney Jones, Ottawa.

Ottawa brethren mourn the death of Bro. D. Jones, of Bowwood lodge. Bro. Jones was an honorary member of Bowwood lodge. His nature was of a retiring disposition, and his heart was full of sympathy and enthusiasm for the Order, Englishmen and their doings all over the world.

Sons of England in P. E. Island.

An Enjoyable Evening Spent by the Members of Lodge Eton.

At the conclusion of Lodge Eton, on the evening of May 6th, the members repaired to the residence of the newly appointed District Deputy, Bro. J. D. Laphorne, and partook of a dainty repast. The evening was passed very pleasantly with singing and social amusements. The following toasts were drunk in sparkling water: The Queen; the District Deputy, Bro. J. D. Laphorne, the Retiring District Deputy, Bro. G. D. Wright; the Past Presidents, Bros. William Harris, Albert Douse, and Geo. Worthy; the President and members, Bro. E. L. Prowse, M. L. A.; the Host and Hostess, Bro. J. D. Laphorne. The toasts were interspersed with songs by the members and the time passed all too quickly. The meeting broke up with singing "God Save the Queen," followed by three ringing cheers for the host and hostess.

The death has just taken place at Bledlow, Bucks, of the Rev. E. Dry, M. A., of University College, Oxford. The deceased gentleman was a very eccentric person, and resided alone for about 30 years, shunning his wife, two sons and other relatives. He was the very picture of poverty though possessed of large means and a good education. His visits even to surrounding villages and to Oxford were mostly at night. He was found dead on a bare bedstead, with three feather beds unused laid against the wall of the room. Almost the whole of his property amounting to about £30,000 has been bequeathed to the Society for promoting Christian Knowledge.

Atlantic Distances.

In their annual report the St. John Board of Trade published the following table, prepared at their request by Captain W. H. Smith, R.N.R., Chairman of the Board of Examiners for Masters and Mates in Canada, and well known as for many years in command of the Royal Mail steamer *Paristan*, and Commodore of the Allan Steamship Line:—

	Miles.
Liverpool to Quebec via North of Ireland and Belle Isle.....	2,633
Liverpool to Quebec via North of Ireland and Cape Race.....	2,801
Liverpool to Quebec via South of Ireland and Cape Race.....	2,825
Liverpool to Halifax via North of Ireland and Cape Race.....	2,450
Liverpool to Halifax via South of Ireland and Cape Race.....	2,473
Liverpool to Halifax via South of Ireland and South of Newfoundland Bank.....	3,619
Liverpool to St. John, New Brunswick, via North of Ireland and Cape Race.....	2,700
Liverpool to St. John, New Brunswick, via South of Ireland and Cape Race.....	2,723
Liverpool to St. John, New Brunswick, via South of Ireland and South of Newfoundland Bank.....	2,843
Glasgow to Quebec via North of Ireland and Belle Isle.....	2,563
Loch Ryan to Quebec via North of Ireland and Belle Isle.....	2,513
Belfast to Quebec via North of Ireland and Belle Isle.....	2,524
Dublin to Quebec.....	2,707
Milford Haven to Quebec.....	2,687
Liverpool to Sydney, Cape Breton.....	2,281
Glasgow to Sydney, Cape Breton.....	2,211
Loch Ryan to Sydney, Cape Breton.....	2,161
Milford Haven to Sydney, Cape Breton.....	2,153
Glasgow to Halifax.....	2,380
Loch Ryan to Halifax.....	2,350
Belfast to Halifax.....	2,244
Dublin to Halifax.....	2,400
Milford Haven to Halifax.....	2,353
Glasgow to St. John, New Brunswick.....	2,630
Loch Ryan to St. John, New Brunswick.....	2,580
Belfast to St. John, New Brunswick.....	2,594
Dublin to St. John, New Brunswick.....	2,650
Milford Haven to St. John, New Brunswick.....	2,683
London to Halifax.....	2,723
Antwerp to Halifax.....	2,787
Cape Race to Halifax.....	470
London to St. John, New Brunswick.....	2,973
Antwerp to St. John, New Brunswick.....	3,017
Cape Race to St. John, New Brunswick.....	720
Sable Island to Halifax.....	169
Sable Island to St. John, New Brunswick.....	3694
Halifax to St. John, New Brunswick.....	277
Halifax to Portland, Maine.....	536
Liverpool to Portland, Maine via North of Ireland and Cape Race.....	2,765
Liverpool to Portland, Maine, via South of Ireland and Cape Race.....	2,789
London to Portland, Maine, via South of Ireland and Cape Race.....	3,033
Liverpool to Boston, Massachusetts, via North of Ireland and Cape Race.....	2,807
Liverpool to Boston, Massachusetts, via South of Ireland and Cape Race.....	2,830
Liverpool to New York, shorter distance via Cape Race.....	3,034
Liverpool to New York, not calling at Queenston (this is the distance given by the Cunard Company on the route they take).....	3,108
Liverpool to New York, average distance mail steamers route.....	3,105
Quebec to Montreal from the Market Wharf, Quebec, to the Allan Wharf, Montreal.....	140

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