

He had desired to obtain possession of Flushing beforehand, a deep water harbour, into which the Armada could have entered, but as he could not make his master understand the absolute necessity of having such a harbour to effect the junction of the two parts of the expedition, and as Philip was pressing earnestly him to be ready, as the Armada would join him in the autumn of 1587, he had to content himself with taking Sluys, which he was able to effect, owing chiefly to the supineness of Elizabeth, who would not expend money towards its defence. Thus he had three small harbours, Sluys, Newport, and Dunkirk, for embarking his forces; and he made a canal from Sas de Grand to Sluys for his transport vessels, as the ordinary channels were in possession of the United Provinces. But these three harbours were inaccessible to the large vessels of the Armada, and as they were carefully watched by the Dutch fleet, he and his elaborate preparations were unavailable until the Armada could clear the seas of the two hostile fleets. Parma excuses himself from blame in this matter by reminding Philip that he was expressly instructed to depend on the Armada for securing his passage across; that alone would hardly be sufficient explanation to clear so powerful a Viceroy; but he also complains of deficiency of the money promised for these objects—a deficiency which was probably caused by Walsingham's financial manœuvres on the Bank of Genoa; as related by Burnet.

*Cost of Spanish Preparations.*

The cost of the whole of the Duke of Parma's force, military and naval together, is recorded as 454,315 dollars per month, or taking the dollars at 4s. 2d., it was £91,649 per month. The cost of the naval part of the Armada itself is recorded as 12,000 ducats per day, which, taking the ducat at 5s. 2d., would be £93,600 per month; and the cost of the whole expedition, including both that from Spain and that in the Netherlands, is recorded as 30,000 ducats per day, or £234,000 per month. Froude says, the total cost of the Armada was expected in 1585, to be 4,000,000 of gold crowns, which, at 5s. 2d., would do about £1,000,000 at that time.

There must be some mistake in this, because, in 1587, Philip told Parma he had 6,800,000 ducats ready for the expense of it, which would then have been upwards of £1,500,000.

Thus one can see that there was an element of failure in the Armada itself. But, besides that defect, it was not so very powerful an expedition, considering the resources of King Philip, at least, compared with armaments of our time. Taking the population as a standard, and assuming the population under the control of Philip for these objects, at 15,000,000, the total tonnage of the Armada gives one ton for every 250 persons which we shall find was much less in proportion to population than what was provided in England to meet it, and is less than the tonnage of the ironclad fleet of France in proportion to its present population. The total number of persons engaged both in Spain and in the Netherlands, bears about the same proportion to population as the army for the invasion of England prepared by Napoleon in 1803; and in each case it may be assumed that the full power of the invading country was put forth. Then again, although the tonnage of the Spanish fleet was much larger than that of the English, the Spanish ships carried fewer sailors per ship, and had on the average 200 persons per ship on board, so that they were tran-

sports as well as fighting ships, and with less manœuvring power.

Nevertheless, it was acknowledged by all Europe to be a splendidly appointed and very powerful expedition; and the forces themselves looked upon success, not only as certain, but easy. If religious enthusiasm, chivalrous spirit, and military skill could ensure success, they had reason to be confident; for the expedition contained the choicest of that Spanish race which had so distinguished itself in the world, from the noble to the veteran soldier, and there is no doubt that they were animated with a sincere belief that their cause was approved by Heaven. The experienced seamen among them had, however, already felt that the English seamen were more than a match for them at sea; and the whole Armada had to acknowledge, in the end, with the bitter disappointment of brave men, that success on the ocean belongs to those who are born to the sea.

PREPARATIONS IN ENGLAND.

When we turn to the preparations made in England to resist this great expedition, we find a remarkable contrast, both in the matter of the preparations made, and in the manner of making them, which illustrates genius of the two nations, as well as the character of their rulers. We find a Sovereign desirous of peace, and parsimonious, but forced into a great war by the bold determination of the people. It is an instructive example to the rulers of Great Britain for all time, of those eventful periods which have occurred sometimes in our history, when the sound instincts of the people have risen to direct their reluctant governors in the right path of England's duty.

Queen Elizabeth, with all her intellect and high courage, and loyalty to her faith and country, inherited the despotic feeling of her family, and added to it a closeness of her own, and a womanly attraction towards peace. Her arbitrary aversion to appeal to her Commons, and her remarkable repugnance to spend money, nearly counteracted all the efforts of the country. The contest was virtually between Philip and all England; and the monarch discovered the mistake, as others greater than he have done, in backing himself against such a field.

The one remarkable, and encouraging and instructive feature about the preparations in England was their *complete localisation, both materially and in spirit*. And no doubt this was fostered (as Mr. Mottley says) by the two new passions that had taken hold of the English mind, revolution against the Pope and mercantile adventure, which were now combined with the old martial spirit of the people. The first feeling had been used as an incentive against Spain, for three years before the Armada, from the pulpits of the Church; that is about the same time that the Queen determined to give material support to the Protestants in the Netherlands. The second was kindled into new life by the opening of the splendid traffic of America, and necessarily the old seafaring spirit of the Northmen was both roused and made antagonistic to the Spanish claims in those countries. Thus the people of England were quite prepared in spirit to take up any gage of battle thrown down by Philip.

But though this localisation affords us so useful a lesson in some respects, it must not be forgotten that it nearly failed in saving the country, and that the cause of its want of efficiency was the absence of that very central motive power which was so injurious in Spain. The one part of England's defence which was successful, the Navy,

owed it to that unity of authority combined with individual enterprise, without which it could hardly have existed at all. Thus we learn, that as in each country the system of national defence must be suited to the national characteristics of the people, so in England no system will be thoroughly national and thoroughly effective which does not combine a powerful central direction with local liberty of execution.

Without the latter, the true spirit of the English people will not be roused; without the former, that spirit will be of little value against an enemy.

Queen Elizabeth acted in a perfectly legitimate manner in calling upon the counties to raise and organise their quotas of armed men for internal defence, indeed, she had no other means of raising any land forces. The old feudal duties of subjects had not then expired, though they had been modified (to meet the altered state of the country after a long peace) by the allowance of substitutes or money payment instead of personal service. In Elizabeth's reign this feudal duty was organised by counties, and the Lords Lieutenants of counties were made the Queen's representatives for seeing the order properly carried out; each county was subdivided among Deputy Lieutenants, also appointed by the Queen, and under them were captains of horse and of foot, who were generally officers who had served in foreign wars. The quota of horse and foot to be furnished by each county is given in the State Papers, and even that of certain individuals, justices of the peace, bishops, and others. They were all to be furnished, clothed, armed, victualled, lodged, and munitioned, at the expense of the county for a certain time after enrolment, after which, if kept embodied, it was at the Queen's expense. This was a happy arrangement for the great, but penurious Queen, but a very unfortunate one for the necessities of the country; for the Queen took care that they should never be in training long enough to come under her charge, and the counties were not eager to incur the expense of the training without having the necessity strongly brought home to them.

(To be Continued.)

THE PRINCE OF WALES TOUR.—It is understood a flotilla is to accompany the Prince of Wales in his Indian tour is solely an Admiralty expedition. The fleet will escort him from Bradesie through the Channel to Bombay. He will journey thence by land to Poona. After a brief stay there he will go down the Malabar coast touching at Calicut, Rinaglosa and other places of interest and note. The Royal party will then sail by the Coromandel coast to Madras and Calcutta. It is believed that a landing at Ctron en route and a ten days' hunt are in the programme. After spending some time in the last named city the party will take a route through North West India, and will visit the cities in that region rendered famous by the part they bore in the great mutiny: They will touch at Oudh, Allahabad, Lucknow and Cawnpore, and likely go through Nepal. The northwest journey may include a brief sojourn in the Himalagan region, with a view of some of the highest mountains of that famous range, keeping still northwest. They will enter Quafab and travel across that province until Jummoos is reached. From here they will take a return route through Central India, and by touching at Dehi and other cities, and going through the province of Cindrsh until Bombay is reached, where they will re-embark for home.