

there can be no doubt. This is apparent from the account of what followed, which it may be well to state briefly.

It appears that, in 1580, Sir Humphrey had been obliged to transfer his patent to lands in the new world, but, nevertheless, he sent out an expedition that year, under Walker, as his full statement already quoted under that date proves. Still he was determined not to withhold himself from enterprise, while we read in Dr. Dee's Diary, under July 16, 1582, this entry :

"A meridie hor 3½ cam Sir George Peckham to me to know the tytyle of Norombega in respect of Spayn and Portugall."* The following year Gilbert once more sailed. March 11th, Aldworth, Mayor of Bristol, William Salterne and others, whose families were afterward connected with efforts in New England, agreed to furnish a ship of sixty and a bark of forty tons, "*to be left in the country,*" under Mr. Carlisle, who probably did not go,† though the two vessels seem to have been included in the fleet of five sail. At the last moment, Spanish influence nearly succeeded in keeping Sir Humphrey at home. England again felt the baneful power that delayed the voyage of Verrazano. The Bull of Alexander was still a power,‡ and the Armada was already foreshadowed. Clearing himself of the charge of piracy, brought by Spanish spies, Sir Humphrey got to sea, June 11th. Raleigh's ship was obliged to put back, on account of sickness amongst the crew, but the rest went on, reaching New Foundland July 30th. August 5th, Gilbert took formal possession in the name of the Queen, and one ship was despatched to England. Still, as the Patent required actual possession in the region of New England, he sailed southward, and, August 27th, reached the latitude of 44° N. The next evening was fair, and, "like the swanne that singeth before her death," those in the Admiral sounded trumpets and indulged in merriment. But the next day a storm arose, and the Admiral was lost upon a shoal near Sable Island with nearly all her crew. There now remained only the "Hind" and the "Squerrell," a "little frigate" of twelve tons, and but few supplies. Sir Humphrey did not deem it prudent to sail farther south, and accordingly shaped his course for home. Though admonished of the risk he ran in trusting himself to the frigate, he proceeded in this overladen craft, the deck covered with nets and artillery, to recross the Atlantic, whose waves were already smitten by the autumnal gales.

When north of the Azores they met with much bad weather "and terrible seas, breaking short and high pyramid wise." Then when night came, the sailors on the great ship, the Hind, saw the fire of St. Elmo playing upon one end of the main yard, which, when it appears double, is an auspicious sign that the "seamen doe call Castor and Pollux"; "but," it is added, "we had only one,"

* Diary, p. 8. *Ibid.* 16. Hakluyt III. 170.

† *Ibid.* p. 182, and Read's "Henry Hudson."

‡ Records of Privy Council in Edwards's "Life of Raleigh," I. 78.