

cover, settle, and regulate any remote countries not in the actual possession of any Christian prince or people, with all commodities, jurisdictions, and royalties, to him, his heirs, and assigns, for ever, within two hundred leagues where he or they should fix the place of their residence, within the six years next ensuing. Having obtained this patent, Sir Humphrey endeavoured to procure associates in the enterprise, and received assurances of support from a great number of persons who declared their resolution to attend him on the voyage. When the vessels were completely equipped, and the crews assembled near the coast in readiness to embark, the majority of the adventurers departed from their agreements, and signified their intention of reserving their property for the support of plans concerted among themselves. Sir Humphrey, still determined to proceed with the few friends who yet remained unshaken in their attachment, sailed instantly, in the summer of the year 1578, for Newfoundland, where he made a short stay; and came back to England, having narrowly escaped, with the loss of one vessel, from a squadron of Spanish men of war by which he had been intercepted. The great expenses which he had incurred in preparations for this enterprise had so impaired his estate, that he was compelled to desist for some time from the resumption of his project.

Sir Humphrey Gilbert, not in the least discouraged by the disappointments and miscarriage of his first enterprise, and seeing that nearly five of the six years to which his patent was limited were expired, sold his estate, which produced a considerable sum, and with the assistance of Sir George Peckham and other friends, who liberally contributed to the expenses of the undertaking, he equipped a small fleet of five ships and barks. The admiral was the *Delight*, of one hundred and twenty tons, of which Sir Humphrey himself took the command, appointing William Winter, a part-owner, captain, and Richard Clarke, master; the second was