

PAGES OF BRITISH HISTORY.

Historical Battles, noteworthy Events in the Story of the Creation of the British Empire.

(Continued from our last.)

CHAPTER VIII.

The Armada—1588.

After the events recorded in previous chapters the civil wars in England were followed by a rapid development of the nation's power at sea, resulting in the time of Queen Elizabeth in a series of brilliant naval operations under Sir Francis Drake which will ever live in history. After the colonization of Virginia by Sir Walter Raleigh, Elizabeth concluded a treaty of friendship with the Netherlands which at once involved England as the ally of the "United Provinces" in war with Spain, and eventually led to the decision of King Philip II, the most bigoted monarch of his day, to invade England with the most formidable naval force the world had ever seen, and utterly root out Protestantism from the only land where it found a protector strong enough to shield it from Catholic aggression. He formed his design in 1570 and continued his preparations till 1588, by which time his fleet was so formidable that the complete annihilation of England's power was believed to be certain, and no doubt on the subject possible. The vessels were contributed by Spain, Portugal and Italy and numbered 132, and with them were 21,536 soldiers. In reserve, ready to follow immediately on a landing being effected, were other divisions of ships to convey 5000 men each in rapid succession to the doomed land. When the Armada set sail, the English had only 30 ships of the navy at home ready to put to sea, but by pressing a large number of merchant vessels into the service, 191 ships were hurriedly fitted out, the total tonnage however being only 31,985 against 58,940 tons of the Armada. Resistance seemed almost hopeless. The disparity of guns and men was even greater than of the tonnage.

On July 12, the Armada put to sea, and on the way was joined by 8 more powerful vessels of war. Lord Howard of Effingham, commanded the English fleet, with Sir Francis Drake, Sir John Hawkins and Sir Martin Frobisher, as vice-admirals. The English fleet was waiting for news in Plymouth sound when on July 19, the alarm was given that the vanguard of the Spaniards was heading from the French coast direct for the shores of England. On Sunday, July 21, the two fleets came together, when six miles westward of the Eddystone, Lord Howard, at nine o'clock, sent forward a pinnace named the Defiance, "to denounce war," by a discharge of all her guns—a demonstration which he immediately seconded by the fire of his own ship, the Ark Royal, which opened a furious cannonade on the ship of Don Alphonso de Leva, which from its size he supposed to be that of the Spanish admiral. Shortening sail, he poured a terrible fire into her, and would have destroyed her had she not been rescued by several other vessels closing in.

Now Drake, Hawkins, and Frobisher vigorously engaged the enemy's sternmost ship, under the Captain-General, Don Juan, the Marquis de Recalde, who was on board one of the Portuguese galleons, and did all that a brave man could do to keep his squadron together; but, in spite of all his efforts, so sternly was he attacked, that they were driven among the main body of the fleet, while his own vessel was so battered in the hull by shot that she became quite unserviceable.

The Spanish fleet being somewhat scattered now, the Duke of Medina signalled for the ships to close, and, hoisting more sail, sought to hold on his course towards Calais; and now the battle took the form of a running fight.

In this movement a great galleon, commanded by Don Pedro Valdez, being seriously battered in her hull and wrecked aloft, fell foul of another ship, and was so disabled that she was left astern by the rest, just as night was coming on, and the sea running high. Don Pedro, on learning that his immediate opponent was Drake, whose name was a terror to the Spaniards, yielded at once, and his ship was sent into Plymouth, Drake dividing among his own crew 55,000 golden ducats which he found on board of her.

That night the Spanish fleet bore on by the Start, and next morning they were seen far to the leeward; and Sir Francis Drake, with his ships, did not rejoin the admiral until evening, as he had pursued the enemy within "cannon-shot" till daybreak.

The whole of this day was spent by the duke in repairing damages, and putting his fleet in order. He commanded Don Alphonso de Leva to bring the first and last squadrons together; assigning to each ship its station in battle, according to a plan agreed upon in Spain, and any deviation from which involved the penalty of death. Orquendo's great ship had her crew and valuables taken out of her, and was cast adrift. She was found by Captain John Hawkins, with "fifty poor wretches" on board, the stench of whose half-burned bodies was horrible. A prize-crew took her into Weymouth.

After a calm night—the wind being northerly—the following morning the Spaniards tacked, and bore down upon the English; who also tacked, and stood westward. After several attempts to gain the weather-gage, another battle ensued.

The Spaniards at first bore down under a press of sail, as if they meant to board the English; but seeing that the Ark, the Nonpareil, the Elizabeth Jonas, the Victory, and others, were prepared to meet them, they were content to drop astern of the second-named ship.

In the meantime, the Triumph, Merchant-Royal, Centurion, Margaret, John, Mary Rose, and Golden Lion, being far to leeward, and separated from the rest of the fleet, were borne down upon by the great galleons of Naples, and a fierce conflict ensued for an hour and a half, till the Neapolitans sheered off, when a change of wind to the south west enabled a squadron of English ships to attack the western flank of the Spanish fleet with such fury that they were all compelled to give way; and so, till the sun began to set, the desultory and running fight went on. Wherever the firing was hottest, Lord Howard's ship was seen. In this day's strife a great ship of Venice and many smaller were taken; and the Mayflower, a merchantman of London, behaved bravely, "like a man-of-war."

On the 24th of July there was a cessation of hostilities on both sides, and Lord Howard, being short of ammunition, sent the pinnaces inshore for a supply of powder and ball, as both had failed in the fleet. Sir Walter Raleigh, in recording this great mistake, says "that many of our great guns stood but as ciphers and scarecrows, not unlike to the Easterling hulks, who were wont to paint great red port-holes in their broadsides, where they carried no ordnance at all."

On the 25th, the St. Anne, a great Portuguese galleon, was taken near the Isle of Wright by Capt. John Hawkins, under the fire of the Spaniards, who attempted to rescue her.

On the 28th the Lord Admiral resorted to a means of destruction hitherto totally unknown in naval warfare—fire ships. Selecting eight of the worst craft in his fleet, he bestowed on them plenty of pitch, tar, resin, brimstone, and everything that was inflammable. Their cannon he had loaded with bullets, chains, iron bars, and other missiles of destruction. Thus equipped, with all their canvas set, he sent them before the wind and with the tide, about two hours before midnight, under the command of two captains named Prowse and Young, right into the heart of the Spanish fleet. On coming within a certain distance, they lashed the helms, set fire to the trains, dropped into their boats; and withdrew.

All was now confusion and precipitation, and another large galleon, having had her rudder unshipped, was tossed about till she was stranded on the rocks of Calais, where she was taken by Sir Amys Preston, in the Admiral's long-boat, accompanied by other boats manned by 100 seamen. He flag was not hauled down without a bloody scuffle, in which her captain, Don Hugo de Moncada, was shot through the head, and 400 of her soldiers and rowers drowned or put to the sword. After 300 galley-slaves and 80,000 ducats had been taken out of her, she was abandoned as a wreck. After the terror, flight, and miserable disasters by which many of their ships were driven into the North Sea, and others on the Flemish coast, the Spaniards, ranging themselves in the best order they could, approached Gravelines; but, as the English had got the weather-gage, they could obtain supplies neither there nor at Dunkirk. In the meantime, Sir John Hawkins, in the Victory, Captain Fenner, in the Nonpareil, Sir George Beeston, in the Dreadnought, Sir Robert Southwell, in the Elizabeth Jonas, and other brave officers, kept pouring in their shot upon them continually, "and for many of their ships so dreadfully that the water entered on all sides. In this day's action, a great galleon was so maulled by

the Bonaventure, Rainbow, and Vanguard, that she sank, like a stone, in the night. Then a great galleon of Biscay, with two other vessels, was sunk.

The galleon St. Matthew, under Don Diego de Pimentelli, coming to the aid of Don Francisc de Toledo (colonel of thirty-two companies), in the St. Philip, was terribly cut up by the ships of Lord Henry Seymour and Sir William Winter; while the St. Philip, after being pursued as far as Ostend, was also captured. The Spaniards were now fighting simply to escape.

On the 31st of July the wind was blowing hard in the morning, from the north-west, and on the Spaniards making a last desperate attempt to recover the Channel again, were driven towards Zealand; upon which the English, who had followed them so closely for so many days, gave over the chase, supposing the great Armada to be utterly ruined.

To save water, all the cavalry horses and baggage mules were flung overboard, and all sail was made by the Spaniards for the North Sea. The Lord Admiral with the main body of his victorious fleet, pursued the flying foe as far as the Firth of Forth. Most miserable was the future fate of the Armada. Many were cast away among the Scottish isles, and seventeen, with 5,304 men on board, on the coast of Ireland; among others, a stately galleon and two Venetian ships of great burden. All who were shipwrecked in Ireland were put to the sword, or perished by the hands of the common executioner. Thirty-eight ships, that were driven by a strong west wind into the Channel, were there taken by the English, and others by the Rochellers, in France.

Of all the ships that sailed from Lisbon, only fifty-three returned to Spain; of the four galleons of Naples, but one; of the four galleons of Portugal, but one; of the ninety-one great hulks from many provinces, there returned only thirty, fifty-eight being lost. In short, Philip lost in this expedition eighty-one ships, 13,500 soldiers, above 2,000 prisoners in England and in the Low Countries. Distressed, tossed, and wasted by storms and miseries, the remnant came home about the end of September, only to encounter sorrow, shame, and dishonor.

To be Continued.

The Homes of the Poor.

The Rev. A. Robins, rector of Holy Trinity, Windsor, sends to *The Times* a remonstrance against the exclusion from the Church Congress programme of the "Homes of the Poor" question. He says: "The Archbishop of Canterbury himself has witnessed that the better housing of the poor is a great moral and religious question that the Church ought to face; that demoralizing dwellings represent 'a demoniacal organization that we have to combat'; and that herein 'Churchmen clearly have a duty.' I had hoped that this was the rallying war-cry of a spiritual leader and father calling on us, in very militant fashion, to lay about us in the combat against deadly things. Are the belligerents, after all, invited to nothing more serious than an affair of blank cartridges? If the Church has such a very plain duty to face and yet does not choose to face it; if she claims for it urgency and dismisses it with silence; if she is called to a combat and straightway sheathes her sword without striking a blow, when she parades her forces, then she must look to her candlestick, or she will find it gone, and the place thereof will know it no more."

The Liverpool Overhead Railway.

The Liverpool Overhead Railway, is shortly to be opened for traffic. The railway, which is composed almost entirely of wrought iron, traverses the whole length of the Liverpool Docks, a distance of about six miles, for the most part just over the lines of the original dock railway, which is upon the surface. Upon the completion of the overhead railway it will be available exclusively for passengers. There are to be 14 stations. The line is to be worked by electricity. A train will consist of two carriages, each to seat 56 passengers and provided with a motor at one end. All the carriages will be exactly alike and will contain compartments for two classes of passengers, with through communication from end to end of the train under the control of the guard. It is intended to commence running with a five minutes' service of trains, but the generating plant is designed to be capable of working a three minutes' service, and the journey from end to end (inclusive of stoppages) is to be performed in half an hour. The signals will be electrically worked by the trains themselves. The permanent way is also of a novel construction. Longitudinal sleepers, resting directly

upon and keyed to the arched decking, support both the rails and the electric conductor. The total cost of the railway, including equipment, will be about £80,000 per mile. The engineers are Sir Douglas Fox and J. H. Greathead.

Sir Bindell Maple, M.P., has received copies of resolutions advocating the prohibition of the immigration of destitute aliens, which have been passed by a number of public authorities throughout England.

A Paper for ENGLISHMEN.

Subscribe now

FOR THE

ANGLO-SAXON

8 PAGES, 40 COLUMNS, CAREFULLY EDITED MATTER,

Published on the

1st and 15th of the month

AT

135 Sparks St., Ottawa
Ont., Canada.

The features of the

ANGLO-SAXON

are selected

NEWS from the Motherland and

FROM all parts of the Empire.

NEWS of Interest to

ENGLISHMEN

from all parts of CANADA.

NEWS of the S.O.E.B.S. Lodges.

Specials from the

Prairie Lands of the Northwest.

Subscription \$1.00 a Year,

Commencing NOW.

CLUB RATES

on Writing to the Office,

Address: E. J. REYNOLDS,

Business Manager,

135 Sparks St., - - - Ottawa,

Ontario, Canada.

DON'T TO LEARN BOOK-KEEPING,

GO TO

SCHOOL

When you can learn it AT HOME, within 100

hours' study, without aid of a teacher,

From Goodwin's Improved Book-keeping & Business Manual

(guaranteed). "I learned the science of book-keeping from

your work in less than three weeks, and am now keeping three different sets of books.

What I learned from your work in so short a time cost me \$800 and over a

year's time." THOMAS TANTISH, Skowhegan, Maine, 1890. "Without the aid of a

teacher, I studied your book just eight weeks, sent my work to you for examination and

succeeded in obtaining your 'audit.' I then came to this city without ever having seen

the inside of a set of books, and immediately took control of a set of double-entry books

for this firm, whose receipts during 1890, were about \$1,500,000. I am now the firm's

chief accountant and have five direct assistant book-keepers under me. It is said—and

I do not think exaggerated—that I have the largest set of books in Indianapolis. The

above surely stand as self-evident facts that the channel of success was opened to me

through the medium of your book." W. O. SHERRY, head book-keeper for the Parry

Mfg. Co., road carts and wagons, Indianapolis, Ind., Feb. 23, 1891. "The most

complete work I have seen. I strongly recommend it to the accountant, or to anybody

who is desirous of mastering the art of book-keeping. I would not part with the copy

now in my possession for \$500, if I did not know where I could procure another copy

of the same work." N. TOWNSEND, book-keeper for Graham, Horne & Co., Vermillion Bay,

Ont., 1890. "I am following your directions and have lessened my labor greatly."

I admire your system in every respect." J. H. LOVELESS, book-keeper for C. C. McCar-

thy, wholesale boots and shoes, Columbus, Ohio, 1889. "Have had 43 years' experi-

ence as an accountant, and consider your book the best authority on book-keeping that

I have seen." GEO. W. DAVIS, book-keeper for Norfolk & New Brunswick Hosiery Co.,

New Brunswick, N. J. "Am so much pleased with your book that I wish you to

send me 12 more copies, which I desire to present to our book-keepers and to a few of

my friends." CHAS. BERT, JR., sec'y Philip Best Brewing Co., Milwaukee, Wis.

"Have had a great deal of expert work to do in the last six or seven years on corporation

and manufacturing books, and have bought every work on the subject I ever heard of.

Your book suits my ideas better than any other. It is undoubtedly the best published."

E. W. GUICHMAN, expert accountant, Evansville, Indiana, 1890. "I spent

\$200 for a course in a Business College, and got more information out of your book

inside of four weeks than in the entire course at that college." E. J. DEAY, book-

keeper for Sinclair & Morrison, Lima, Ohio, Feb. 5, 1892.

THIS BOOK is not a luxury, but a necessity, particularly to

the progressive, it leads directly to money-making

and money-saving. You must have it some day. Don't wait until you need

it so badly that you will have to telegraph for it, as many others have done,

but send for a copy at once. Size of book, 7 1/4 x 10 1/4 inches, pages 203;

printed in red and black; richly bound. Mailed postpaid for \$3.50. All orders

received on or before Oct. 25, 1892, will be filled at \$3.25 per copy, or two

copies for \$6. Address, J. S. DINGMAN, 67 O'Connor street, Ottawa, Ont.

SCHOOL CHILDREN.

SHOULDER BRACE CORSET

PREVENTS STOOPING AND

EXPANDS THE CHEST.



E. ACKROYD,

142 Sparks Street, - - OTTAWA.

GREAT

CASH SALE

-OF-

READY-MADE

CLOTHING.

Men's Suits,

Boys' Suits,

and Hats.

BRYSON,

GRAHAM

& CO.

146, 148, 150, 152 and 154

Sparks Street.

Use only Clapperton's Spool Cotton,

the best. Bryson, Graham & Co.

Orders taken for

Painting, Whitewashing,

Kalsomining, etc.

Estimates furnished if required.

Alfred Reynolds,

161 Mackay St., N. E., Ottawa.