

Literature, &c.

British Magazines for May.

Dublin University Magazine.

LIFE OF SIR FRANCIS DRAKE.

Continued from our last.

After this great escape, they proceeded on their voyage with much caution. On the 8th of February they reached one of the Spice Islands which they call Barateve, and on the 14th of March made a port on the south side of Java, where they remained, indulging in fruits, fresh meat, and rest, until the 26th, when putting again to sea, they were out of sight of land until they approached what Drake calls "the most stately thing and the fairest cape in the whole circumference of the earth, the Cape of Good Hope." They passed on the 15th of June. The weather was serene, and they were enabled to testify that "the Portugals were false" in giving out that the cape is "never without intolerable storms and present danger to travellers." He did not attempt to land there, but keeping far to sea, made for a shore with which he was well acquainted, that of Sierra Leone, and reached it on the 22nd of July. On the 24th he weighed for England, and on the 26th of September, 1580, after a voyage of two years and ten months, anchored in Plymouth harbour. The inhabitants came in crowds to the shore to meet him, accompanied by the mayor and civic authorities, and the bells of St. Andrew's church rang during the day their peal of joy. The day was a Monday, though by their reckoning on board, Sunday the 25th, was the time. This apparent difficulty had startled Magellan's crew, but is now generally understood. On the next morning he made a visit to what had been the home of his fathers at Tavistock, and in a few days afterwards sailed in the *Hind* up to Deptford. The news of his arrival and of his amazing wealth had reached London before his, and indeed many of his exploits had been made known through the Spaniards, and by the return of Winter's ship some time before. With all our admiration of the genius and enterprise of Drake, we think it much to the honour of the higher classes of England, that their first feeling was against him. He was not even noticed by the court where he had been so graciously received before he set out; most even of the citizens kept aloof from him, and declined receiving any gift whatever, doubting, as well they might, whether it had been honestly acquired. Stow, a contemporary collector of the sayings and doings of the time, says that many "misliked him" and "deemed him the master thief of the unknown world," but that "the people applauded his wonderful long adventures and rich prize." Political considerations had, no doubt, a material influence on the queen, but we are satisfied that she and those around her felt, independently of them, a strong repugnance to countenance Drake, notwithstanding that there was much to palliate his conduct. This coldness continued for five months, the navigator being all the time in doubt both as to the fate of his treasure and as to the character he was to have with the public. At length Elizabeth and the council came to the resolution of receiving Drake, and at the same time of sequestering the treasure until they had further means of deciding about it. They found themselves called on to honour the first Englishman who had circumnavigated the globe, and to encourage the spirit of enterprise which he had been, to a great extent, the means of awakening; and they were probably induced to overlook the equivocal character of his actions for reasons already glanced at—from the circumstance that he, as well as other British subjects, had been deeply wronged by the Spaniards, that international rights were at this time but imperfectly protected, and redress left mainly to private hands, and that she, and her government had in some measure countenanced such courses by allowing them to be for a long time openly carried on. She accordingly, on the 4th of April, 1581, made him a visit on board his ship at Deptford, dined with him there, and bestowed on him the honor of knighthood. Having thus received the sanction of the queen, he was honoured by all: crowds gathered daily in the street to see him, pictures were made of him, books and ballads published in his praise, and his opinion "concerning marine affairs stood current." The *Golden Hind* itself became a public favourite; it was celebrated by chroniclers, poets, dramatists, and Elizabeth directed that it should be preserved at Deptford as a monument of the voyage. It remained there as long as it could be kept together, and when it was at last broken up, a chair was made from some of its planks and presented to the university of Oxford. The sequestered treasure was claimed by the Spanish merchants who had suffered by Drake, but it afterwards appearing that Philip had taken possession of this very money, and employed it against Elizabeth in paying mercenaries and subsidizing the Irish rebels, further payments were refused, and the main part of the wealth thus came ultimately into the hands of Drake.

Drake remained on shore for some five years from the period of his return, and was in 1582 elected Mayor of Plymouth. In 1585 the hostile feeling which had so long existed between England and Spain, broke out into open war. Drake was promoted to the rank of Admiral, and appointed to the command of a considerable fleet. It consisted of twenty-five ships many of them—we should suppose most of them—small, as the force amounted to no more than 2000 men. It was equipped partly by the crown and partly by the contributions of Drake, Martin Frobisher, Francis Knollys,

Carleill, the celebrated Sir Philip Sydney, and others. Drake was admiral of the fleet, and Carleill, or Carleile, "a man," says Sir Hayluyt, "of long experience in the wars both by sea and land, led the troops." Sir Philip Sydney, who had been much engaged in planning and getting up the expedition, had expected this command; but as they were just ready for sea, the queen, unwilling perhaps to let her favourite go so far away, sent an express order for his return, with directions to stay the whole fleet if she was not obeyed, and adding that she required his services in the Netherlands, where, on the plain of Zutphen, he closed a life which forms so beautiful an episode in the splendid story of her reign. The expedition was well conceived, being directed against the West Indies and the Spanish main, whence Spain derived her chief resources. It sailed from Plymouth on the 14th of September, 1585, made for the Cape de Verd islands, where they took the town of St. Jago, and then steering for the West Indies, arrived at Saint Dominica, which, after a well sustained resistance, they reduced. In one of the engagements here, Carleile slew with his own hand the chief ensign bearer of the enemy; and another incident is worth mentioning, as it illustrates the decided character of Drake. A negro boy sent by him with a flag of truce, was speared through by a Spanish officer. Wounded as he was, he made his way back to Drake, and while telling what had happened to him, fell dead at his feet. Drake, to resent the insult, ordered two monks from among his prisoners to be hung on the spot, and sent a message to the town, saying, that two Spaniards should in like manner be put to death every day, until the guilty individual was given up. On the next day the criminal was surrendered, and to make his punishment the more signal, Drake compelled two of his own countrymen to execute him. Carthage was their next point of attack, and was taken after a bold defence. The yellow fever, then called the calenture, and which was afterwards fatal to many other expeditions, broke out here and made dreadful ravages in the fleet. Nombre de dois and Panama, their great objects, were abandoned, and they sailed for a northern latitude.

The following year, 1587, was one of great excitement in England; rumours of preparations by Spain for the invasion of England were gaining ground, and government being well informed as to the fact, equipped a fleet, as well for the protection of our coasts, as to anticipate the movements of the enemy. The armament consisted of twenty-eight vessels, and the command of it was given to Drake. The expedition left England in April, 1587. On going down the channel, they learned that there was a fleet at Cadiz just ready for sea, laden with stores and ammunition, to be used in the invasion of England. They, forthwith, made all sail for that place, and on reaching the roadstead before the town, were assailed from a number of galleys and large ships, as well as by a fire from the fortresses. Drake, as he entered, sunk with his shot a ship of one thousand tons—beat off the galleys—destroyed by fire five large ships of Biscay, and a new ship, of extraordinary size, belonging to the Marquis of Santa Cruz, at that time high admiral of Spain—and a number of other vessels, many of them laden with stores of provisions. The Marquis of Santa Cruz had been destined to command the Armada, but this achievement at Cadiz "bred," says the account in Hakluyt, "such a corrosion in his heart, that he never saw good days after," he fell into grief, and died in a few months. Drake destroyed or captured in little more than a day, shipping to the amount of about ten thousand tons, and in his despatch home, assures the government, that "the like preparations was never heard of, nor known, as the King of Spaine hathe and daile maketh to invade Englande." This daring service he called "singeing the King of Spaine's beard;" and before he returned, he performed another of some importance, especially as regarded the remuneration of the adventures who had contributed to the equipment of the fleet. In this reign, we may observe that the fleets were, for the most part, fitted out by merchants and others, speculating for booty. Information had been obtained that the great Portuguese carrack would soon be at the Azores, on its way from India. Drake, therefore, directed his course to meet her. At first, the sailors and officers of the fleet were dissatisfied at not returning directly home, as provisions were becoming short—but he persuaded them to hold on, and had soon satisfaction of coming up with this wealthy vessel, and of making her his prize. She was the first carrack ever taken coming from the East Indies—and, as she was called the *San Philip*, after Philip of Spain, under whose dominion Portugal then was, the Portuguese said it was a bad omen. The wealth taken with her was immense, but what proved of more importance, there were papers found on board showing both the rich returns of the India trade, and the mode in which it was carried on. This excited in our merchants a desire of embarking in the traffic—and led, not long after, to the establishment of the East India Company. That great corporation was first formed by a charter from Queen Elizabeth, in the year 1600, under the title of "The Governor and Company of the Merchants of London, trading to the East Indies."

A material result of Drake's service on this occasion was, that the equipment of the Armada, and the preparations for the invasion of England were retarded for another year. The efforts of our government were equal to the great occasion. The merchants of London supplied thirty-eight ships, and ten thousand men—and several ports along the coast sent a farther force. The sons of the nobility and gentry came forward as volunteers, both for

the army and for the fleet, and all ranks shared the feeling expressed by the queen, when placing herself at the head of her troops, "She thought it full scorn that Parma, or Spain, or any prince of Europe, should dare to invade the borders of her Kingdom." There were, too, as is well known, deeper feelings involved than those of patriotism. The resolution of England was never so deeply fixed—and, had the invaders landed, however fearful the conflict, we have no doubt as to the event. The spirit called forth by Alfred to quell the Danes, was as nothing to that which Elizabeth might have evoked, to fling the Spaniards from her cliffs.

It is to the excitement of this period that we trace the first origin of a new influence in the state—the public press. The first Newspaper printed in England appeared at this time—it was entitled, "The English Mercurie," published by authority, imprinted at London, by Christopher Barker, her Highness's printer." The earliest of the existing numbers is dated 23rd July, 1588. Gazettes in M.S. were made use of in Venice, about 1536—and the French claim to have produced the first newspaper, referring to a printed paper in the Bibliothèque du Roi, dated 1503, giving an account of a victory gained by Louis XII. in Italy. That, however, appears to be an isolated document—and the honor of having produced the first regularly printed and published newspaper, resembling those of the present day, has been and we believe with perfect justice, adjudicated to England. Mendoza, who had been the Spanish ambassador in London, had about the same period, a printing press of his own at Paris, from whence he circulated statements throughout Europe, calumniating, in every possible way, Elizabeth and the English.

In the spring of 1588, the Armada was ready for sea. Alphonso Perez de Gusman, Duke of Medina Sidonia, was appointed to the chief command, and Juan Martinez Recalde, an experienced seaman, was his second. They were directed to join the Duke of Parma, off Calais, who, with forty thousand men, was expected to meet them there—then to stand over to the Thames, and take London by assault. If the Queen was taken, she was not to be injured, but consigned to the Pope—and through him to the mercies of the inquisition. The Duke of Sidonia, misled intentionally by the master of an English barque, was induced to deviate from his instructions. He was told that the English fleet was lying in Plymouth Harbour, their preparations not complete, and wholly unfit to encounter such an armament. Urged, then, by Don Diego de Valdez, a bold and experienced seaman, the Duke of Sidonia resolved at once to attack the English fleet, which, destroyed, our coasts would be open to them. England, however, was at the moment prepared. Charles, Lord Howard, of Effingham, lord high admiral of England, had been appointed to the chief command of the fleet. He was, as may be well supposed, a most brave and able man, but he had not the opportunity of acquiring much experience in sea affairs. Sir Francis Drake, who was looked up to by all, was the next in command, and vice admiral of the fleet—and Lord Henry Seymour, second son of the Duke of Parma—Lord Charles Howard hoisted his flag on board the *Ark Royal*, of eight hundred tons, and fifty-five guns, and visited the different stations of the fleet, and Drake raised his on board the *Revenge*, of five hundred tons, and forty guns, at Plymouth, where he superintended the preparations. The fleet comprised thirty-four of the Queen's ships, that is, the whole of her navy, excepting half a dozen, on another service—some of these were very small; and to the Queen's fleet was added the ships supplied, as we have said, by London, and other ports, and varying from three hundred to thirty tons burthen. The English had, in all, 197 ships, the Spaniards 132—but while the tonnage of the Spaniards was 59,120 tons, that of our ships was only 29,744—and we had only 837 guns, while the Spaniards carried 3,165. The Spaniards, moreover, had double our number of men. Thus Spain had, except in the number of ships, twice the force of England, and nearly four times her strength in guns. Many of the merchant ships, from their small size, could have been of little service.

Even the best of the Queen's ships, placed alongside one of the first class of Spaniards, would have been like a sloop of war by the side of a first rate. Their high forecastles, so well armed, bearing one of two tier of guns, and their high poops equally acting as castles made it next to impossible to board them, as the musketry from thence would pick the men off, on reaching the main deck; besides it was an article in the general instructions of the Spanish fleet, that every ship should be supplied with a chest or cask full of stones, to hurl down upon the boarders. The odds, therefore were fearful against the English—but the English heart and English seamanship made ample amends for other deficiencies. The odds, however, were formidable. Spain at this time, possessed the first navy in Europe, and her numerous and well disciplined army was inferior to none. In addition to their large ships, bearing castles on their poops and their bows, their galleons and galleasses, they had a fleet of hulks stored with provisions and ammunition, and every kind of article that could be required for establishing themselves on shore. So certain were they of success, that there were in the fleet upwards of a hundred (some say one hundred and eighty) monks, or friars, and Jesuits, *ad propagandam fidem* among the English heretics, to be drilled by English Papist traitors, said to be among them; every device was adopted to give a sacred, or religious character to the invasion; twelve of their ships were named after the twelve apostles; and such was the prevailing enthusiasm, that every noble family in Spain had a son, or brother, or nephew,

that entered the fleet as volunteers."—(Barrow, pp. 270, 271.)

Our ships were lying at Plymouth, after a cruise, when on the 19th of July, word was brought that the Spanish fleet was in the channel, near the Lizard Point. The English fleet was immediately towed out to sea, and on the following day discerned the Spanish ships, with their lofty turrets, "like," says Mr. Barrow, "so many floating castles, their line extending its wings about seven miles, in the shape of a half moon." They were proceeding slowly, though with all sail set. On the 22nd the Lord High Admiral sent out his pinnace, challenging the Duke of Medina Sidonia, to give the defiance, by firing first. An action then commenced, in which the English ships, and especially those of Drake, Hawkins, and Frobisher, did great execution. A narrative, cited by Mr. Barrow, from the M.S. of a Spanish officer who was on board the Duke of Medina Sidonia's flag ship, says:—"Their (the English) vessels were well fought, and under such good management that they did with them as they pleased." This was what Drake anticipated. He relied on the superior seamanship of our men, and knew that thus more could be done with our small vessels than with their monster hulks. At the close of the day he captured a large galleon, commanded by Don Pedro de Veldez, who, being summoned to surrender, at first refused, but hearing that his opponent was the fiery Drake, said, that though he had resolved to die, he would yield to one whose valour was so well known.

On this night Drake neglected an order, and had nearly got into a difficulty. He was instructed to carry the light, but he engaged himself in chasing some large ships, which he took to be enemies, forgot the order, and thus left his squadron behind. No harm followed. The fleets were, with some few interruptions, engaged for several successive days, the English having, on every occasion, the decided advantage. Such was their confidence, that it was proposed to Lord Howard to board the Spaniards at once; but that judicious leader declined doing what, considering the relative forces and appointments, would have placed us at disadvantage. There were, however, close actions with many of the ships; and the Spaniards had, at times, great advantage from their superior weight of metal. Still they were the beaten and flying party, and were making for Calais, chiefly with the view of forming a junction with the Duke of Parma. On the 26th, the Lord High Admiral, exercising a singular privilege, bestowed the honor of knighthood on Hawkins, Frobisher, and some others, and it was decided that they should make no further attack upon the enemy until they were in the straits of Calais. Following the Spaniards, they arrived there on the 29th—were on that day joined by Lord Henry Seymour's squadron, and had now with them, altogether, one hundred and forty sail "all stout ships and good sailors." They anchored near the enemy, and selecting eight of their worst ships, charged them with combustibles, and putting them on fire, set them, about midnight, the wind and tide favouring them, among the Spanish fleet. This produced the greatest consternation. They cut their cables, and with some loss put to sea, retreating towards the north. On the 29th, the two armaments were engaged off the Flemish coast, and as the Spaniards fought with their accustomed spirit, there was a desperate action. Drake's ship received forty-two balls through her hull, and two of them passed through his own cabin. Several of the largest of the Spanish ships were according to the narrative mentioned above, rendered unserviceable; and Drake, in a despatch home, writes that the Duke of Sidonia would soon be wishing himself "at Santa Maria, among his orange trees." The armada was now flying, pursued by storms, and a hostile fleet, with damaged rigging, and in want of cables and anchors. They doubled the north of Scotland, and sought to gain their own ports by the western coast of Ireland. They lost by shipwreck, along that coast, no less than eighty-one ships, and upwards of ten thousand men, exclusive of those killed in actions. The few ships that ever reached Spain were shattered by storm and war, with their remaining crews reduced by sickness, and subdued by shame. Such was the end of the invincible Armada.

From the Edinburgh Review.

B A R E R E.

We take the following extract from a powerfully written paper, by Macaulay, on the life and character of Barere, the confederate of Robespierre during the French Revolution.

Our opinion then is this, that Barere approached nearer than any person mentioned in history or fiction, whether man or devil, to the idea of consummate and universal depravity. In him the qualities which are the proper objects of hatred, and the qualities which are the proper objects of contempt, preserve an exquisite and absolute harmony. In almost every particular sort of wickedness he has had rivals. His sensuality was immoderate; but this was a failing common to him with many great and amiable men. There have been many men as cowardly as he, some as cruel, a few as mean, a few as impotent. There may also have been as great liars, though we never met with them, or read of them. But when we put everything together, sensuality, poltroonery, baseness, effrontery, mendacity, barbarity, the result is something which in a novel we should condemn as caricature, and to which, we venture to say, no parallel can be found in history.

It would be grossly unjust, we acknowledge, to try a man situated as Barere was by a severe