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Irme Kiralfy's Nero, or, the Destruction of Rome ! diate personal supervision of the author. Presented on the largest

THE SPANISH ARMADA.

THRILLING INCIDENTS TO BE COM-MEMOPATED AT PLYMOUTH.

The Duke of Edinburgh Will Covell the Memorial Statue - Drake, Frobisher, Fenner and Other Brave Captains to Be Honored- The Historic Drama.

England's rulers are making ready for a ceremony at Plymouth to commemorate the beginning near that seaport of the ever memorable struggle against the Span-ish Armada. The Duke of Edinburgh is to unveil the memorial column, and once more-for the tercentenary was in fact cel obrated in 1888-the United Kingdom will rejoice in that great deliverance.



KING PHILIP.

As the faction called "Jingoes" have lately sought to create alarm about the weakness of the fleet and the danger of invasion, the other party feels impelled to make this ceremony peculiarly brilliant, and glorify greatly over the ruin of the Spanish Armada. It was, indeed, a great deliverance. Cæsar, the Danes, the Saxons and William of Normandy invaded England successfully; but since the kingdom was thoroughly established all such attempts have been defeated, and the Spaniards of 1588 suffered the most disastrous defeat of all.

It is one of the stock falsehoods in popular histories to say that the Spaniards wanted to conquer England for religion's sake. Philip II had many good reasons for warring against Elizabeth. She had encouraged depredations on the Spaniards by men who would now be treated as pirates. Philip, therefore, employed all the resources of his then vast dominions to conquer England, and early in 1588 completed "La Felicissima Armada," though another word was popularly substituted for "most fortunate," and the fleet was styled "The Invincible Armada."

It was a queer collection It is not easy to realize that only 300 years ago galleons of 700 to 1,250 tons burden were classed as 'enormous war vessels;" that smaller vessels were rowed by galley slaves, and actually went into action with the hapless wretches chained to their benches as described in Lew Wallace's "Ben-Hur." Yet the Spanish record tells us that there were "sixty galleons of huge size and strength" (the largest 1,250 tons), some Levantine galeons carrying soldiers, four ships of the class called "galliasses" carrying the heavy caunon, and smaller war ships and vessels carrying stores. And on this fleet were 18,000 soldiers, 8,000 sailors, 2,000 galley slaves, 2,000 guns, of caliber from 4 to 32-pounders, and the commanders, with quite a retinue of young noblemen and 180 priests, the whole supplied with six months' provisions and a very lavish outfit of small arms and ammunition. The Prince of Parma also had in the Netherlands 30,009 infantry and 4,000 cavalry, picked men, ready to cross as soon as the British fleet was put out of the way.

The British had ample warning, and

ers, and full of enthusiasm for their cause. The total of soldiers and sallors in the fleet was set at 15,000.

At the start the "Invincible Armada" encountered a storm and lost a few vessels; but on July 19 it entered the English channel. A pirate captain (so called, but more probably a smnggler) reported them at once to the coast guard, surrendering to the law for patriotism's sake, and in a few hours all England was ablaze-literally ablaze-for the beacon fires flamed from Land's End to Cumberland, and in the words of Macaulay

Night sank upon the dusky beach, and on the pur ple sea Such right in England ne'er had been, nor e'er

again shall be From Eddystone to Herwick bounds, from Lyme to Milford bay,

That time of slumber was as bright and busy as the days

For swift to east and swift to west the ghastly war flame spread,

High on St. Michael's mount it shone -it shone or Beachy head, Far on the deep the Spaniard saw, along each

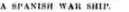
southern shire, Cape beyond cape, in endless range, those twink

ling points of fire. Lord Howard was taken by surprise, Complete Pullman Vestibuled Trains ever only a small part of his fleet ready; so he ball with a shot at the Spanish flagship. England Cities. To any seaman of experience the event was determined as soon as the relative action was seen; the English ships sailed twice as fast as the Spanish, passed the latter's front, delivering a galling fire as they went, then steered around and attacked the rear. All this time the Spaniards were making awkward efforts to close and board, as their young chivalry were ac-customed to fight at close quarters with the sword, but that was to be as the English chose, and just then they did not choose it. The Spaniards suffered severely, and got two ships disabled that night by collision.

On Monday there was occasional fighting all day, with more loss to the Spaniards. On Tuesday the wind favored them, and they attempted to close and board, but the English marksmen shot the galley slaves from their benches and defeated that scheme. This was Frobisher's day of triumph. Then the Spaniards turned and sailed up the channel, and from every port came every kind of vessel, even a fisherman's catboat, to annoy them. Wednesday both fleets drifted. Thursday there was another battle and another gain for the English. Friday single Spanish ships began to leave for the French coast, and on Saturday the whole Armada was anchored

in Calais roads. On Sunday night the British sent fire ships among them, burned a few vessels and scattered the rest. Monday, July 29, the now united British fleet attacked and







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were thoroughly aroused to the need of action. The sea commanders usually spoke of the Spaniards with undisguised contempt, but the land soldiers took a very serious view of things, for Spain was then admitted to be the greatest power in Europe, and Spanish infantry had done terrible work wherever engaged in that generation. So a commission of noblemen and gentlemen was convened, and ordered beacons to be set on every commanding point on the sea coast, ready for lighting. and continuous signals across the kingdom, that the yeomanry might gather at instant notice. The national spirit was roused and swelled high. The poorest laborer provided himself with a weapon, if nothing better than a stake hardened in the fire, and the contemporary descriptions tell of men walking the coast with picks, cythes on poles and long handled axes.

But in the navy there were experienced men and sensible preparations, though both were sadly hindered by a corrupt and inefficient administration, and, as it turned out, the sailors were forced suddenly to fight when but half ready. Sir John Hawkins was treasurer of the navy, with gen



eral control, and to him more than any other man probably England owed her victory. Sir Francis Drake was high in command and did much to inspire other seamen with courage, but there is still an unsettled question as to his conduct in the crisis of fighting. Lord Charles Howard, of Effingham, was lord admiral, and covered himself all over with glory in the battles. He chose as his four advisers Sir Francis Drake and Capts, John Hawkins, Martin Frobisher and John Fenner. How familiar the first and third names sound in American history. Lord Henry Seymour and Sir William Wynter also won lasting fame in the struggle

The entire British fleet consisted of 197 vessels, from pinnace and coasting craft up to the Ark Royal, the flagship, of 800 tons burdes. In size they were inferior to the largest of the Spanlards, but in armament and rapidity of action far superior. The Ark Royal, for instance, carried 4 60pounders, 4 32-pounders, 12 18 pounders (culverins), 6 6-pounders and some light swivel guts. But the British had what was of far more value-hardy, well trained

the remaining vessels there was nothing but flight, and as the way they came in was now effectually blocked they sailed to the north and around Great Britain. Many vessels foundered in the North sea, many more were wrecked on the Irish and Scotch coasts, and of the 30,000 or so who sailed from Spain in the Armada not quite onethird ever reached home again. Such was the wonderful deliverance

England now celebrates, and like all great struggles it furnished the material for ballads and romances for two generations. Of the many curious traditions one hears an air of history, and was long firmly believed in the United States and taken as the explanation of certain facts in Mexico. On the way around the islands the Span iards carried off some Scotch people, who were never accounted for. Report said that they were sent to Mexico to work as slaves in the mines, that they revolted and escaped to a defensible valley and there established a permanent community. Hence the innumerable traditions of the "white indians of Arizona" or other sections, and the many fanciful stories of a wonderful city hidden in the mountains. The truth probably is that the poor captives died in exile-at any rate we now know that there

was such a colony in Mexico. J. H. BEADLE.

Weeping Trees. A traveler through the forests of Wash ington and British Columbia tells of having seen trees drip copiously during clear, bright days when no dew was visible elsewhere. The dripping was so profuse that the ground underneath was almost saturated. The phenomenon was caused by the remarkable condensing power of the leaves of the fir, and it occurred only when the relative humidity was near the dew point. The dripping ceases after 10 or 11 o'clock in the morning, but resumes at or near sunset. In "Hakluyt's Voyages" there is an account of Hawkins' second visit to Africa and America, written by a friend who sailed with Hawkins, in which it is said that in the island of Ferro there is a weeping tree that supplies all the men and beasts of the island with drink, there be ing no other available water supply. Further, he states that in Guinea he saw many weeping trees, but of a species different from that at Ferro.

The Leader of the Firemen.

Frank P. Sargent, widely known in labor ircles as the head of the Brotherhood of Firemen, rules over 854 lodges. Formerly he was a photographer in Vermont, after that a United States cavalryman serving in Arizona, and then a fireman on the Southern Pacific railroad. He is said to be in very comfortable circumstances

Decrease in English Land Values.

As an instance of the ruinous depreciation of agricultural land in England it may be mentioned that the Brackenborough estate, in Lincolnshire, which was valued twenty years ago for mortgage purposes at £36,000, and has since that time had £10,-000 expended on improvements, has now been valued at only £19,000.

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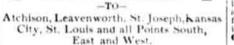
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25 PRIZES OF 1,000 are 25,000
100 P K1Z E O V 000 are
290 PRIZES OF 300 are 60,000
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