Corbett's Life of Drake

Drake and the Tudor Navy, with a History of the Rise of England as a Maritime Power by
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towards them. A striking instance of this occurs in the Pennine chain, where the denuded crest of an anticline exposes a mass of millstone grit (carboniferous) along the summit, while the flanks are covered with much younger rocks. A well-marked magnetic ridge-line runs along the chain. Similarly, in the neighbourhood of Birmingham, the Dudley and Nuneaton coalfields are surrounded by more modern deposits. A curious horseshoe-shaped ridge-line connects these two, and then runs south to Reading, which is, magnetically speaking, one of the most important towns in the kingdom. East and west from Dover to Milford Haven, and thence to Wexford, there lies a palæozoic ridge in many places deeply covered with newer deposits, and bearing the South Wales, Forest of Dean, and Dover coalfields. A magnetic ridge-line closely follows this direction, passing through Reading. Another magnetic ridge-line runs from near Reading and enters the Channel near Chichester; and the continuation of this line has been traced by M. Moureaux from the coast near Dieppe across Northern France to a point about 50 miles south of Paris. It may be hoped that such magnetic ridge-lines will be recognized as physical features of the country as permanent as the hills themselves.

CORBETT'S LIFE OF DRAKE.*

IN the Elizabethan age, it was the training acquired in a life of exploration and discovery which enabled the Drakes and Frobishers, and many others, to save their country as naval officers when the time of trial came. Nor were the results of such training less important in subsequent ages, as was shown by Shovel and Keppel, Nelson and Riou, Sherard Osborn and Hamilton. The neglect of such training is one of the gravest mistakes that is made by our present naval authorities.

The life of Sir Francis Drake is one of the best illustrations of the enormous importance to the efficiency of our navy, of continuing to give our naval officers opportunities of winning distinction as explorers. For this reason we rejoice at the publication of a thoroughly good biography of our great circumnavigator, written by the light of all the new materials which have been brought to our knowledge in recent years, by Laughton, Duro, Peralta, and the Historical MSS. Commission.

Mr. Corbett has taken great pains to give his readers the most accurate account of Drake's early life that is now attainable, and has cleared away numerous mistakes of former biographers. It is a pleasant picture he enables us to fill in, of the lives of the young brothers on board the old hulk in the Medway. Mr. Corbett also furnishes us with the clearest and most correct account that has yet appeared, of the

* 'Drake and the Tudor Navy, with a History of the Rise of England as a Maritime Power.' By Julian S. Corbett. 2 vols. Longmans: 1898.

Spanish treachery at the San Juan de Ulua, an event which was long made puzzling and obscure by the blunders of his predecessors. But our gratitude is chiefly due to Mr. Corbett for showing that the 'Sir Francis Drake revived' is an authentic work, in spite of Mr. Froude's harsh and erroneous judgment. Mr. Corbett has found that the main statements contained in it are corroborated by Spanish reports. This is important, because 'Sir Francis Drake revived' is almost the sole authority for the most romantic part of the illustrious explorer's career. Mr. Corbett also clears up a great deal that was obscure in the Doughty business; and his arguments are quite conclusive respecting the discovery of the Cape Horn route. He very properly makes full use of the Zarate letter, which throws so much light on the internal economy of Drake's ship. We are indebted for the discovery of this letter, in the Seville Archives, to our good friend, Señor Peralta, who has also done so much excellent work connected with the history and anthropology of Central America.

Geographers will welcome the first volume of Mr. Corbett's important work as the best and most valuable biography of our illustrious circumnavigator, during the period that he was doing able and memorable service for geography.

The second volume is devoted to Sir Francis Drake's naval career, and here Mr. Corbett has done good service to the history of cartography, by the reproduction of the maps which were engraved to illustrate the 'Summary and True Discourse,' and of Adams's charts of the various actions in the channel with the Spanish fleet. The latter were published in the 'Discourse concerning the Spanish Fleet invading England' (1590), and are exceedingly interesting. Their execution reminds us of some of the work of engravers employed on Saxton's atlas, who were, no doubt, also employed to execute the Adams charts.

ON SEA-BEACHES AND SANDBANKS.*

By VAUGHAN CORNISH, M.Sc. (Vict. Univ.), F.C.S., F.R.G.S.

§ 1. SCOPE OF THE INVESTIGATION.

THIS paper is the sequel to one on "The Formation of Sand-dunes" in the *Geographical Journal*, March, 1897. It embodies a research upon the processes which distribute the detritus which enters the sea at its margin, and upon the behaviour of the material distributed. I have again given special attention to the peculiarities of mixed multitudes, some of which provided a key to much that was obscure in the behaviour of sand-dunes. As the research progresses this aspect of the phenomena acquires an increasing interest, and I hope to apply the results obtained in the study of dunes and beaches to other aggregates.

I have to acknowledge many valuable suggestions received during the preparation of the present paper from Dr. H. R. Mill, F.R.S.E., and Mr. Clement Reid, F.G.S.

* Paper read at the Royal Geographical Society, March 16, 1898.