



OLD TERRA NOVA CRICKET CLUB.

Cricket in the Old Days.

LIVELY TIMES ON THE OLD PARADE GROUND.

(By AN OLD-TIMER.)

It is refreshing to find that after a long interval the invigorating and healthy game of cricket is again about to be revived in St. John's. This interesting and manly sport has been allowed to remain too long neglected. It is surprising to find that in a sporting city, such as St. John's is, that cricket has been for a space of ten years entirely neglected.

It is difficult to account for this, unless it be from the fact that the comparatively new game of football has taken such a firm hold on the younger generation. Anyone calmly and dispassionately comparing the two games and judging of their value as pleasure-giving sport, cannot fail to give the verdict in favor of cricket.

I admit the excitement attendant on football is greater than that of cricket, but here ends the interest in football. Now, cricket, which is not lacking in an element of excitement, is always intensely interesting from the fact that only the man who understands the science of the game can become successful at it. It is, therefore, in a high degree a scientific game.



JOHN L. SLATTERY, Shamrock Club.

had no equal. The late Hon. A. W. Harvey was a hard man from whom to take a wicket.

The first to introduce round-arm bowling in Newfoundland was the late William Warren, father of His Honor, the present Speaker of the Assembly. The man for whom Warren was bowling always had a tough proposition to hold his wickets.

These were two clubs in those days which may be said to be composed entirely of the leading commercial men of the city. They were the Terra Nova's and Metropolitans. Besides those the two leading educational institutions of the day had their crack teams. Those were the students of Bishop Field College and Old St. Bon's.

St. Bon's in those days possessed some splendid players. At that time a contingent of the 62nd Regiment, and later the Royal Canadian Rifles, with a battery of the Royal Artillery were stationed at St. John's. The officers of those regiments were, many of them, graduates of the great public schools of England, which in itself is



EDWARD H. DAVEY, Avalon Club.

As a health-producing and frame-developing sport it has no superior. While not demanding the strenuousness of football, it is calculated to develop muscle of the body.

The moral aspects of the game are healthful. It fosters a wholesome spirit of rivalry and a desire to excel. It is entirely devoid of the element of brutality, which it must be admitted is not always absent from football.

The present generation have no idea of the enthusiasm which a game of cricket excited in the middle sixties, when we had the Jobs, the Bowings, the Stabbs, the Winters, the Harveys and the Browns, all of whom were conspicuous for their expert batting and fielding.

The late Charles Bowring wielded a splendid bat, and as a field-off he



W. H. GOUDIE, Avalon Club.

a sufficient guarantee of their ability



KNOWLING'S ATHLETIC CLUB—CRICKETERS.

as cricketers. Those officers were jealous of their reputation as cricketers, and many a hard fought game was played between them and the local teams on the old Parade Ground.

The garrison team was made up of commissioned officers with the exception of two privates, one of whom was named Luker, and the other, Maken. Ben Maken, as he was familiarly called, was one of the most expert wicket-keepers that ever played in St. John's; while Luker was a swift and active bowler.

I remember the names of some of the officers who were expert batters in those days. There were Lieut. Gilmore, Capt. Taylor, Drs. Richards and Paterson, all of whom were expert at the bat, and were hard to stump.

The most interesting games in those days were those played between Old St. Bon's and the Military. Some of the men who figured as expert cricketers in those days, and many of them have gone to the Great Beyond. I remember our fellow-citizen, Mr. John Cornack, who was the swiftest bowler in the city, and next to him came the Rev. Joseph Donnelly, now Parish Priest of Bay de Verde. Magistrate O'Donnell, of Bell Island, was considered one of the best fielders in the city. Mr. Thomas Parker (sur-named Stone-wall), who is still hale and hearty, wielded an invincible bat, and was rarely bowled out, his defeat always coming to him because of his want of swiftness in running. Mr. James Cornack, of the Customs, was a safe and cautious batter, as well as an all-round good felder. Messrs M. K. and D. J. Greene figured conspicuously as cricketers in those days.

Looking back to those years when cricket was in the zenith of its glory in Newfoundland, I can call up names of many who were prominent in the game. The two city clubs, as I before said, were composed of men in commercial pursuits in St. John's. Of course considering the time that has elapsed it will be impossible to remember all who were prominent at that time.

Here are some of the men who up hold the dignity of the city teams:—the late Charles Bowring, the late H. J. Stabb, the late A. O. Hayward, the late Thomas Brown, of Job Bros. firm the recently passed away A. D. Rankin, John Gibson, Sykes, Tom Walsh, John Rendell, Tom Clapp, Bill Davey, John Kelly, Neil McDougall, James Grieve, Mr. Geo. A. Hutchings (the latter gentleman being one of the best



P. BERRIGAN, Shamrock Club.

all round cricketers in the city) and many others.

In this article reference is made only to the old school of cricketers in the city—the men who transplanted it from the parent soil in Great Britain, and warmed it into life in Newfoundland.

I am well aware that in more recent years we have had some splendid cricketers in St. John's, such as the late Dr. Stabb, Dr. Rendell, Charli Ryan, Ned Davey, Jack Bennett, Jerr. Savage and many others, but these names come within the category of the modern cricketers who took up the work when the old school fell off, and splendidly maintained the records of those who preceded them.

Of this class I shall have something to say later on.

King George's First Baron.

Chief Justice Sir John de Villiers is Created a Baron.

London, June 2.—King George has created his first Peer, conferring the dignity of Baron on Sir John Henry De Villiers, on the occasion of the establishment of the Union of South Africa.

Sir John was Chief Justice of the Cape of Good Hope, president of the Legislative Council, and a member of the Judicial Committee of the Privy Council. He is now Chief Justice of the Supreme Court of South Africa.

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Thames and the Fleet.

What the Old River Has Produced For Britain.

The laying down of the keel of the new Dreadnought, the Thunderer, at the Thames Ironworks a few months ago will bring into existence the twelve hundred and twenty-seventh man-of-war built for the royal navy on the river during four centuries of warship building. In that total is counted every class of war craft of which there is a record; from sailing three-deckers of the olden time, and modern first-class battleships, to gunboats, sloops of war and corvettes of the days of spars and sails, and modern torpedo boats and destroyers.

Of the twelve hundred and twenty-six British warships launched on the Thames, which can be traced, considerably over half the number were ships carrying each fifty guns and more; "sixty-fours" and "seventy-fours," "eighties" and "ninety-eights," up to 110-gun ships—ships rated for the line of battle, as the old phrase went. Ten of Henry the Eighth's warlike—to go back to the earliest times from which there are records—were Thames-built; thirty of James the First's; seventy of Cromwell's; forty under Charles the Second; eighty under William the Third and Queen Anne; and some three hundred and twenty during the eighteenth century, between 1714, when George the First came to the Throne, and 1815, the close of the Great War with Napoleon, in addition to upwards of sixty from 1815 to the present time, including the battleships Duncan and Cornwallis, now serving at sea, the great modern pre-Dreadnought cruiser Black Prince, and the new Dreadnought battleship Thunderer, now being finished.

At Trafalgar, in fact, eleven of the twenty-seven ships that formed Nelson's line of battle were London or Thames built ships; four of them launched from the royal dockyards of Woolwich and Deptford, seven built for the navy in private shipyards—at Blackwall, Gravesend, Rotherhithe, and elsewhere on the river. Eleven out of Nelson's thirteen ships at the battle of the Nile had been sent afloat on the Thames; seven of them built at private yards, the other five at Deptford and Woolwich. Thirteen of Duncan's sixteen at Camperdown were Thames built man-of-war, nine of them in private yards.

Not a few of the Thames-built fleet were ships that made their mark in history, that won fame that will last as long as the British navy itself lasts. Grenville's immortal Revenge was a Thames-built ship; as was our first Victory, Hawkins' flagship in the battles with the Spanish Armadas and also our second Victory, one of Blake's hardest fighters, and also of Blake's flagships. The Armada Dreadnought, and Swiftsure; Sir Walter Raleigh's favorite, the first Warspite; the historic Sovereign of the Seas, Charles the First's "Wonder of the World"; Cromwell's Naseby, which Evelyn saw and made a caustic comment on just after he launched; the famous Loyal London built out of subscriptions in the City for Charles the Second, were built by Thames labor in Thames yards. Benbow's flagship the Breda, on board which he lost his life, was another famous Thames man-of-war; as were the first Shannon, on board which Collingwood began his sea life; the Royal George, which went down so tragically at Spithead with Kempenfelt on board and nine hundred people. The famous Brunswick, which fought so desperate a duel with the French Vengeance on the "Glorious First of June"; Nelson's flagships at St. Vincent, at the Nile and at Copenhagen (the Captain of the Vanguard and the Elephant), were all Thames ships. The heroic Colossus, a seventy-four in Collingwood's line at Trafalgar, was a Thames-built ship, and in the battle was manned, too, mostly

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THE PRINCE OF WALES

Camped With the King.

Amongst others of our countrymen who have pleasant recollections of King George's visit here in the H. M. S. Canada in 1882, when as Prince George he was serving on board that ship, is Mr. M. K. Greene, Chief Accountant of the City Council. Mr. Greene had the distinction that year of camping out in the woods with his future King, and how it happened is modestly narrated thus by Mr. Greene: That summer a wreck occurred near Bonne Bay, and Mr. Greene with a fellow speculator and friend, the well known Peter Saunders, went to the scene. Whilst in the neighbourhood they made a sporting jaunt in the woods nearby with Mr. D. Stott, the telegraph man, and the late Mr. "Bob" McNelly. One evening just as they had returned to camp and were preparing to make things snug for the night three distinguished looking strangers who were gunning in the nearby woods, came into the camp and asked permission to remain for a while as a storm was gathering, and their own guides and camp were too far off to venture reaching there with safety in the ominous looking weather. Mr. Greene and his companions cheerfully welcomed the visitors and bade them make themselves as comfortable as the camp conveniences could afford. The "kettle was boiled" and with such other grub as was in the commissariat was shared around amongst all hands, and then after a smoke all round, a good long chat and the partaking of an occasional "toothful" to keep out the chill of the wet and blustery night all hands turned in and slept it out till daylight when the storm subsided, and the Prince and his two companions returned to their own quarters, but before going profusely thanked the camp owners who had made them so snug for the night.

Mr. Greene related this interesting story whilst in a reminiscent mood at the Club recently, and with characteristic modesty said he would prefer to keep it out of the papers, but the Telegram reporter who happened to hear it thought it too good to withhold from the public, so this is the reason we record it.

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