

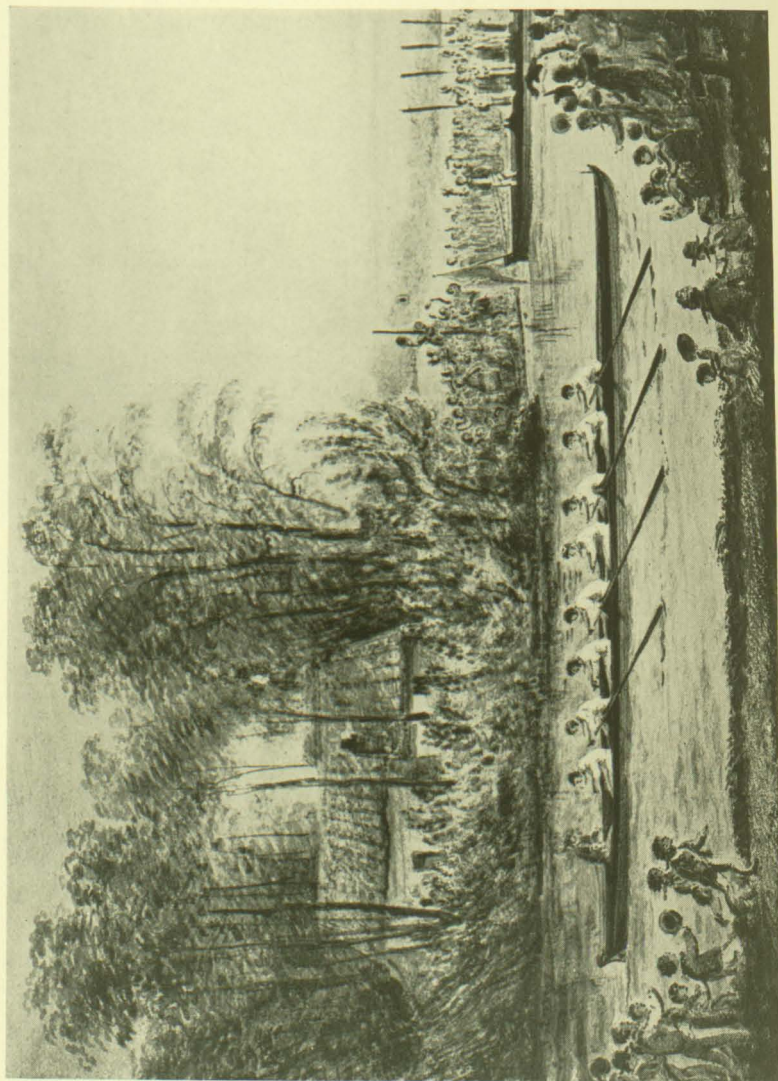
THE
HISTORY OF THE
CAIUS COLLEGE BOAT CLUB
1827-1927



G. V. V. S. K. a. d.

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CAIUS BOAT, HEAD OF THE RIVER, 1840-1

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1827-1927

EDITED BY
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THE
HISTORY OF THE
GOLFERS FOOT CLUB
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BY
THE GOLFERS FOOT CLUB

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PREFACE

THOSE who have read the proof-sheets of this history as they have been passing through the press have noticed one omission which cannot be passed over in silence: for a history of the Caius Boat Club which did not mention specially the part played in it by Claughton Scott would be seriously incomplete. In 1893 Scott had already shown himself to be a promising oar, but his rowing career was then brought to an end by the orders of his doctor. His intense interest in rowing however continued and his knowledge and judgment of oarsmanship came to be held in high repute among rowing men. It was Scott who first detected the promise of a good oar in Pennington and brought the claims of Caius men to the notice of the University authorities at a time when the Caius boat was low on the river and long before general attention was called to the great improvement in Caius rowing shown by the victory of the College in the University Fours of 1895.

By the care and labour he has devoted to the compilation of this *History*, Claughton Scott has further increased the great debt which the College owes him not only for the active interest he has taken in the Boat Club for the last 35 years but also for the invaluable service he has rendered to the College as Secretary of the Caius Club.

H. K. A.

CONTENTS

	PAGE
Introduction	xi-xv
The Caius Boat Club (1827-1927)	1-170
Appendix	171-184

LIST OF PLATES

Caius Boat, Head of the River 1840-1	<i>Frontispiece</i>
	<i>to face page</i>
W. B. Brett (Lord Esher) and W. M. Jones	15
J. Abercrombie and W. H. Yatman	26
F. Thackeray	31
Sir Nicholas, 1841	37
E. W. Montagu and J. M. Croker	41
T. S. Egan and J. A. Brown	67
Caius Boat, 1858	71
Caius Boats, 1867-8	82
The First Caius Coxswainless Four, 1874	85
Caius Boat, 1875	87
Caius Boat, 1877	90
Caius Clinker and Coxswainless Fours, 1895	108
Caius May Boat, 1903	119
Caius Boat-house, 1904	123
R. W. Michell and H. Cloughton Scott	141
T. W. Lewis and S. K. Tubbs	167

INTRODUCTION

THE first entry in the 'Club Book' of the Caius Boat Club bears date Saturday, April 28th, 1827. A series of ten volumes contains a continuous account of its activities down to the present day—broken only by the period of the Great War, and the lapses of diverse Secretaries.

The commencement of many of our sports and pastimes can be traced back to very early times. It is not so with rowing. There must have been many boat races in ancient days, such as that described in the fifth book of the *Aeneid*, but there is no record either in classical or in mediaeval literature of rowing having been indulged in as a form of sport. Yet rowing must have been developed into a fine art. No one to-day can explain to the satisfaction of a rowing man how the ancient triremes were manned. The duties of the modern 'coach' and 'cox' are but child's play in comparison with those of the men who had charge of these ancient craft. If an oarsman on an upper bank 'came forward' too quickly, still more if he 'caught a crab,' the results, one would imagine, must have been dire.

So, too, with regard to the mediaeval French galleys, with their thirty-two oars on either side, each oar pulled by several men—who can describe how they were managed? The man at the end of the oar must often have been told to 'swing out'! It is not surprising, perhaps, that the worst, and only the worst, French criminals were condemned to the galleys—and the shortest sentence allowable by French law was ten years!

There was no 'sport' in rowing in those days: it was the most exacting form of hard work and nothing else.

Professional watermen were a recognised class on the Thames as early as the thirteenth century. It is recorded,

for instance, that the Barons were rowed to Runnymede for their meeting with King John—the first ‘Grand Challenge’ in the neighbourhood of Henley.

The Thames increased in favour as a highway until the introduction of coaches: yet no mention is made of boat racing before the year 1715. In that year Mr Thomas Doggett established the race between six young watermen for the ‘Coat and Badge.’ It may be worthy of note that Mr Doggett was a celebrated comedian.

This example was slow in finding imitators. The first recorded English Regatta was held in 1775 off the Ranelagh Gardens, and there the State barges of the Lord Mayor and of the City Companies appear to have attracted more attention than the races between the professional watermen. Not many years after this event sundry ‘sportsmen’ in London began to make matches between watermen for stakes. They soon found it far better sport to be in the boats than on the bank, and thus it came about that amateur rowing commenced on the Thames about the year 1800. Eton had boats on the river in 1811 and Westminster School followed suit in 1813.

Meanwhile four rowing clubs were started on the Thames, the ‘Star,’ the ‘Arrow,’ the ‘Shark,’ and the ‘Siren.’ The ‘Shark’ and the ‘Siren’—much as one might have expected them to thrive on the river or riverside—disappeared. The ‘Star’ and the ‘Arrow’ combined and in 1818 formed the ‘Leander.’ Thus the ‘Leander’ boasts the longest English pedigree and inasmuch as its motto is taken from the fifth *Aeneid* it would seem to claim a kind of apostolic succession from the time of Vergil.

The Cam, at this period, was still an important highway, bearing much traffic between the port of Lynn and Cambridge. There were boat-houses at Cambridge, the proprietors of which let out boats to the undergraduates for picnics and water parties.

An amusing account of such a water party is contained in a letter published in the *Facetiae Cantabrigienses* in 1823

and quoted by Oskar Teichman in *The Cambridge Undergraduate One Hundred Years Ago*.

A party of undergraduates having a day of comparative idleness 'resolved to be social and jolly.' They accordingly hired a six-oared boat of Crosses, named the 'Glory,' and set off, down stream, in leisurely fashion. Whilst passing through Chesterton Locks—which then stood near the 'Pike and Eel'—they espied another party in the 'Stag.' 'I prophesy you'll be heartily sick of your motions, at least those of the oar, before you get far; (remarked one of the crew of the "Glory") for if you look forward you will observe a party in the "Stag," resting on their oars, and waiting, in order to give you the benefit of a good sweating—so look to it.' 'The Devil they are! Come my boys, have a regard to your characters.'

'H— give the stroke.' 'That will do.' 'Go it.' 'Now we are even.' '*Incumbite remis.*' Having kept together, boat for boat, for upwards of a mile, some fears came upon me that we might go on *ad infinitum*—and, feeling that my strength would not proceed in the same ratio, I thought proper to give a few small hints on the subject of dropping the contest. 'I think we are great asses for thus fagging ourselves.' No corresponding effect; the men determined to be asses. 'It's a devilish ungentlemanly thing to sweat ourselves in this manner like bargemen.' All in vain. 'Hang it T—, you've got no pluck; pull away my hearty.' On we went, at the rate of at least twenty miles an hour, all for *glory*, when fortunately for me, just at this critical time, a poor wight in a canoe, who, I dare say, thought it every wit as ungentlemanly as I did to row so fast, unable to clear both boats in time, was very nearly run down by us. There were really very many of our party who were so inhuman as to wish to leave him to sink or swim; but I very magnanimously prevailed upon them to row back to his assistance. It was a long time before we could persuade the poor fellow that he was not drowned; and, when this was effected, he was so pleased, that he forgot to row us for upsetting him, but seemed half inclined to thank us for the honour we had done him.

The race thus ended. The crew pulled to 'Backsbite,' where the dinner they had taken with them was prepared and eaten.

It was fortunate for the crew when they re-embarked

that the 'Glory' was built somewhat on the lines of a 'lifeboat.'

'Now then! off she goes.' 'Go your rigs, my boys.' And as with a segar in my mouth, I had just taken my place quietly at the helm, I was no longer backward in my exhortations and reprobations of their laziness; In our progress up the stream, our boat, to a spectator from the bank, must have had a remarkably fine effect. Owing I suppose to the wine and malt, whose potency was so visible on some that G— and S— invariably missed the water, crabs and backslidings were of common occurrence.

On the way up, they encountered a string of three barges. The bargees refused to give way: the barges were boarded in approved style, and a fight ensued.

I will not say that a black eye or so was not the consequence of this skirmish, but this only served to enhance the pleasure; it sobered some and roused others; so that in the midst of jests, of black eyes, and rainbows, etc. all in Byronite style, we proceeded at a very respectable rate towards Cambridge. Finally one cried out—'Come, let's at least go in in style.'

And this I believe we did; for, though I personally perceived one or two gownsmen laughing, yet, to counterbalance this, old Cross put on a most insinuating smile, and told us we 'kim in wall.' I daresay he was right.

The day commenced in merriment, was concluded in noise, and if any of us retired sober to bed, it was not the fault of S—'s claret.

The undergraduates soon desired to possess boats of their own, and with this object, in 1825 the Trinity and the Lady Margaret clubs were founded. Their boats were designed for picnics rather than for racing. They measured 38 feet in length, 5 feet in width and 25 inches in depth. The St John's boat was equipped with a 'tin panthermanticon comprising two kettles, nine plates, four dishes, a canvas table with irons and screws, charcoal bag, a phosphorous bottle and a host of other pic-nicerics.' The two crews used to row bumping races when they met on the river, the coxes enlivening the proceedings by blasts upon their bugles.

In 1827 a great advance was made: the C.U.B.C., the Caius, Third Trinity, Jesus, Trinity Hall and Emmanuel clubs were founded, and rules were framed for regular bumping races.

In the meantime racing of a sort had been taking place at Oxford. Tradition has it that as early as 1815 Brasenose and Jesus used to hold bumping races on the Isis. Something occurred in 1822 which temporarily put a stop to the racing. According to one account ill-feeling arose over a disputed bump. B.N.C. caught a 'crab': Jesus bumped them: but B.N.C. finished the course first. The other account attributes the difficulty to the drowning of an oarsman when returning home from lunch. The racing recommenced in 1824. The so-called B.N.C. boat contained a professional waterman and a Worcester man. They won, despite the fact that one of the crew had only one arm and rowed with a strap.

Up to 1825 the method of starting these bumping races at Oxford was peculiar. The boats were fitted with 'gang-boards,' or long planks, running fore and aft amidships, the oarsmen being seated on either side of it. All the boats—there were never more than four—were shut into Iffley lock. When the gates were opened, stroke, standing on the for'ard end of the gang-board, put his oar or a boat-hook against the lock gate, ran along the gang-board, pushing the boat, plumped down into his seat and commenced to row. This continued until there were too many boats to get into the lock at one time, and then starting posts were used.

THE CAIUS BOAT CLUB

THE title page of the first Club book is inscribed

'C. W. C.
Caius and Gonville
Boat Club Book.'

Beneath this, in pencil, is depicted a coat of arms for the Club. This coat of arms is described as 'Gules, an 8 oar passant, manned and flagged proper A chief azure wavy charged with 2 oars crossed. Crest, on a wreath of the colours, A dove bearing an olive branch. Motto, Labor ipse voluptas.'

The boat depicted in the pencil sketch of these arms resembles a ship's lifeboat, with short bows and stern and high gunwales. Technically such a boat was known as a wherry and indeed it seems to have been copied from the two-oared Thames wherries. This accounts for the use of the letters 'C.W.C.'—or 'Caius Wherry Club.' During the Club's early years, its members appear to have been in two minds, whether to call it a Wherry Club or a Boat Club. It will be seen later that part of the Club uniform consisted of brass waistcoat buttons inscribed not with 'C.B.C.' but with 'C.W.C.'

Both the crest and the motto have become so closely identified with the College that few undergraduates, at any rate, realise that they are the exclusive property of the Boat Club. To such an extent is this the case that the 'Dove bearing an Olive Branch' is now embroidered on the pocket of the College blazer: and is worn by every Caius undergraduate whether he take any interest in the river or not. As in 1827 there had been no real improvement since biblical times in the means of locomotion by land, so too was it by water, and this allusion to the Ark was, perhaps, more apt then than would be the case to-day.

The motto arose in this way. One of the original members of the Club—indeed it has been claimed for him that

he was the actual founder of it—was Arthur Coyte Paget. He was a schoolfellow and friend of Thackeray, and was regarded by his contemporaries as the original of Arthur Pendennis. He was a member of a younger branch of the Paget family whose motto was 'Labor ipse voluptas,' a quotation from M. Manilius, *de Astronomica*. This was chosen as peculiarly appropriate to the members of a rowing club, and one may fairly say that it has now come to be regarded as the motto of the College.

The Club book commences by setting out the 'Laws of the University Boat Club.' There was no division into Lent boats and May boats, nor were the races confined to a few days at the end of term. Originally the racing days were Tuesdays, Thursdays and Saturdays in each racing week. In the October term racing began the week before and continued for a fortnight after the division of term: in the Lent term it began immediately after division and lasted to the end of term: and in the Easter term it began at the commencement of term and lasted till the week before division. Later on the racing days were reduced to two a week.

The course was from Chesterton Reach to a post fixed near the boat-houses. A short distance above the starting posts was fixed a bumping post. No bumps were allowed till this post had been passed—a boat that bumped before the post lost its place and had to leave the race for that day. Boats might miss a day's racing, under the penalty of losing one place for each day they missed.

The rules of the river were much as they are now: 'the boat going down stream must raise its oars, so as to allow the boat which it meets coming up, to continue rowing'; and a boat coming up stream was to take the Chesterton side but to be allowed the corners at Chesterton Ferry and Barnwell Pool.

The Club book then proceeds to set out the thirty-six 'Laws of the Caius Boat Club.' The Club was to be formed exclusively of members of the College, and to

consist of seven members, elected by ballot. The stroke oar was always to be rowed by the same person, who was to be chosen by ballot, and he was also to be Captain and *ex officio* representative of the Club. There was also to be elected a 'steersman' who was to be Secretary and Treasurer of the Club as well. Members were to attend on the river four times a week, namely, on each racing day and on one other day appointed by the Captain. Fines were to be imposed on men who were late or absent, or who failed to provide a substitute.

The boat was not to be taken out unless three members were present, and it was not to be allowed to go out more than six miles without the whole crew. The subscription for each member was £6.

'The uniform worn by the Club' was to be 'a straw hat with black ribband, a striped shirt with black handkerchief, blue jacket and white trousers, with a black belt.'

It will be gathered from the number of members, seven, that the first Caius boat was a six-oar. The laws of the C.U.B.C. made no provision as to the number of oars a boat was to have: some of the Clubs started with eight-oared boats, others with six-oared, and one Trinity Club rowed in a ten-oared boat. After all, why should the regulation racing boat have eight oars—unless it be in honour of King Eadgar with his famous crew on the Dee?

The riverside home of the Club consisted of two small wooden rooms or shanties, like a circus van without wheels, at 'Upper Crosses' boat-house, on the left bank, a little below the Ferry. There were two other boat-houses, 'Lower Crosses' also on the left bank, and Logan's on the right bank. Caius retained their rooms until 1844.

The first members of the Club were:

R. M. Gillies, *Captain*
 A. C. Paget, *Coxswain*
 J. J. Smith
 W. Plunkett
 C. Humfrey
 J. M. Rodwell

The Caius Boat Club

Gillies presented the Club with the first 'Club Book' and Humfrey with 'the flag and wreath.' There follows a note in the book: 'Gillies having resigned his place as Captn. and his share in the boat—Smith was elected in his stead—and E. Holley elected member of the C.B.C.'

Honorary Members

R. M. Gillies
 All Benefactors
 H. N. W. Comyn
 J. Spedding

Gillies died young from the results of an internal strain received when rowing. Paget, of whom something has already been mentioned, also died young. Smith was for many years Tutor of Caius, and deserves the special gratitude of the Club for having left to the College, amongst other collections, a series of portraits of his contemporaries and pupils. He was wrapped up in the welfare of the College, but a curt and unsympathetic manner, coupled with an excessive regard for University regulations, prevented him from being popular with undergraduates. His favourite method of showing interest in an undergraduate was to ask him for his company on a walk and make him promenade in academicals, on a broiling afternoon, some four or five miles.

At the commencement of the Club, the members used to have a beefsteak breakfast at the rooms of each member in rotation. This laudable custom was broken up by J. J. Smith, who in its place instituted another—that of making the men run from Caius to the boat-house as a means of getting them 'into wind.'

The first date mentioned in the Club book is April 28th, 1827: and this has been taken as the Club's birthday. It seems clear, however, from the accounts of the Club's finances, that it first saw the light in the Lent term of 1827, and that in the Easter term this Club was placed on a more permanent footing and bought a new six-oared boat.

The accounts, from which these facts appear, are as follows:

First week. Easter Term, 1827.

Receipts	£ s. d.	Expenses	£ s. d.
From last term out of 6 <i>l</i> subscribed by members of the Club, we paid 10 <i>s</i> . for a four oar 2 days . . .		Paid Messrs Rawlinson and Lyon for boat	63 0 0
rec'd 7/6 fines: paid		Expenses for bringing dō	5 0 0
£4. 18. to original Caius' Club for use of boat for a fort'night, and for the flag of {Caius} hoisted		For 6 Cork fenders	2 6
on racing days, and after other expenses paid, brought forward to this term	2 0		<u>£68 2 6</u>
Rec'd subscriptions from Members of the Club	63 0 0	Receipts	93 19 0
Benefactions	30 17 0	Expended	68 2 6
	<u>£93 19 0</u>		<u>£25 16 6</u>

It is clear also that there was an earlier Caius Boat Club of which we know nothing definite save this entry: 'paid £4. 18. to original Caius' Club for use of boat for a fort'night, and for the flag of {Caius} hoisted on racing days.' Not only did the existing Club come into being in the Lent term of 1827, it raced in that term, and it may well be that the 'original Caius' Club' had a boat on the river at a still earlier date.

The 'Diary' of the Club commences with this entry: 'On Saturday April 28th [1827] we started a new boat, built by Rawlinson and Lyon—with the Trinity 8, St John's 8, Trinity 6, Caius 6, Emmanuel 6, when we bumped the Trinity 6. (The first racing day in the Easter term 1827.)'

Unfortunately the Club book does not give the names of the crew. One would have expected the crew to consist of the seven men who were the original members of the Club: this seems not to have been the case.

Bow in the boat was Canon St Vincent Beechey (the elder), the founder of Rossall School, and son of the great portrait painter, Sir William Beechey. Canon Beechey was admitted to the College in 1823 and took his degree in 1827. He lived to be the oldest member of the College, and his venerable figure at College meetings was familiar to many generations of Caians. At the celebration of the five hundred and fiftieth anniversary of the Foundation of the College in June 1898, Canon Beechey made an interesting reference to these earliest days of the Boat Club and to this very race of April 28th, 1827. Although it was seventy-one years after the event, his memory remained perfectly clear. He said:

Who can ever forget the benefit of those healthy recreations which in college life invigorate both body and mind, and in which those who the most compete with one another still love one another best? In my day Caius was as proud of her Caius boat and crew as it has ever been. Nor was that crew composed of gay, non-reading men, for nearly every one of them went out in Honours. And when I mention the two well-known names of Charles Arnold and George Burrows, both of them Wranglers and Fellows of this College, and both taking the highest places in their professions, you will readily believe me.

And never shall I forget our delight when we bumped the second Trinity and placed the Caius boat third on the river. I say 'we' for during all my stay at College I was the stripling 8 stone 9 bow oar of the crew! . . . (*Caian*, vol. VII. App. p. 21).

Canon Beechey took his degree in 1827: Charles Arnold took his B.A. in 1824 and his M.A. in 1827, was already in Holy Orders and in the same year was presented to the living of Tinwell, which he held till his death in 1884. Sir George Burrows, Bart., the famous physician to Queen Victoria and President of the Royal College of Physicians, had taken his degree in 1825 and at the time of this race was a Fellow of the College.

None of these three, Beechey, Arnold and Burrows, appears in 'the book' as a member of the Club. They probably belonged to the still earlier club or informal coterie of men at Caius who commenced racing there.

There soon appeared a Trinity ten-oared boat, bought from Eton, so that then ten, eight and six-oared boats took part in the racing.

'On Monday April 30th,' the 'Diary' proceeds, 'we started with Trinity 8, St John's 8, Caius 6, Jesus 6, Trinity 6, Trinity 10, and kept our place.'

The order of starting is difficult to follow, for boats dropped out and came in again with perplexing irregularity. On Wednesday, May 2nd, they started with Trinity 8, St John's 8, Caius 6, Jesus 6, Trinity 10, Trinity 6 and Emmanuel 6. The Trinity 10 had evidently bumped the Trinity 6, but on the following night both these boats dropped out, and no more was seen of a ten-oared boat in the bumping races.

On May 8th Caius rowed with only four men, and it is not surprising to read 'we were bumped by the Emmanuel (6).' It was no unusual occurrence for a boat to row with a crew short of a couple of men. For one night during this term St John's went head of the river, but Trinity promptly regained the headship, and the term ends with this entry: 'Tuesday May 22nd, Trinity 8, St John's 8, Emanuel 6, Caius 6, Trinity 6 started, when we bumped the Emanuel.' So Caius finished its term's rowing head of all the six-oars and beaten only by the eights.

The minute continues: 'Wednesday. These six boats came in procession behind the Colleges. The racing having finished yesterday evening.' Thus began the procession of boats which remained a feature of the May week festivities for upwards of sixty years.

The Trinity ten-oar, although it never appeared again in the bumping races, was not quite done with—it disappeared in a halo—'A challenge offered by 6 of the crew of Trinity ten oar to row against any 6 of any one crew on Friday eveḡ May 25th, which we accepted and lost.'

In October 1827 two new members were elected to the Club, G. E. Paget and C. Eyres. The former became

famous as Sir George Paget, Regius Professor of Physic from 1872 to 1892. His portrait hangs in the College Hall and his bust stands in Addenbrooke's Hospital. The latter took Holy Orders and became Dean of the College.

The 'Trinity ten-oar Club' now started a new eight-oared boat, and the racing days were reduced from three to two in the week, namely, to Tuesdays and Saturdays. Caius found some difficulty in making up a crew and raced once only during this October term, and on that night bumped Emmanuel. Trinity again finished head of the river: and in the following term named their boat the 'Monarch.'

The Easter term of 1828 is a memorable one for Cambridge rowing, and particularly for the Caius Boat Club. Several new Clubs appeared on the river for the first time. These, in the order of their appearance, were: Magdalene, Trinity Hall, 'St Peter's,' and Corpus. All but Emmanuel and Peterhouse (which had six-oared boats) rowed in eights.

The C.B.C. elected eight new members, who paid six pounds apiece, raised eighty-four pounds by subscriptions, and therewith bought an 'eight oared wherry.' It was built by Searle, and had a long sharp nose, which created some fear and alarm, and was the cause of many jokes on the part of spectators. It proved a great success and was an immense advance on the former craft.

The Caius boat was manned as follows:

H. W. Meteyard (*bow*)
 J. W. Harman
 H. S. Pinder
 G. E. Paget
 E. Holley
 A. C. Paget
 W. Plunkett
 J. J. Smith (*captain, stroke*)
 C. Humfrey (*cox*)

The boats started in the following order: Trinity 8, St John's 8, Jesus 8, Magdalene 8, Trinity 8, Caius 8, Trinity Hall 8 and Emmanuel 6. St John's went head,

and the Hall bumped Caius. At the end of the term's racing Caius made five bumps on successive nights. This brought them to the second place on the river, St John's being still head. The Caius crew were desperately anxious to try conclusions with St John's, but

On a Question arising whether there be or be not another Race day—at a meeting of the U.B.C.—there being 4 Ayes and 4 Noes, it was decided by lot—that there should be no other.

After the decision of the U.B.C. that there should be no other Race day this term, the Caius Boat being second and not having once had a trial with the St John's, wh has remained 1st during 4 races—at a meeting of the C.B.C. it was decided, after taking into consideration the success which had attended them, in having bumped a boat for each of five successive days, that a challenge be sent for a final match with the St John's—to be rowed in this term. This was refused by that Club, in the answer received by the Captain. . . .

Hopes of gaining the headship must have run high in the October term 1828, for with one exception—W. C. Haines in the place of H. S. Pinder—the Club had the same crew. Illness and misfortune attended the boat and she ended third to St John's and Trinity. Haines afterwards went to Australia, and became Premier of Victoria.

In the same term the Club uniform was altered. Perhaps there was a movement for 'a brighter Cambridge': there were certainly some bright spots in an age which is generally supposed to have been somewhat drab. 'In addition to the original uniform of the Club,' runs the minute, 'it was settled that the Club wear on the waistcoat, buttons inscribed with the letters C.W.C. and for this term, wear green cloth trowsers, Jersey frocks (white) and black hats—and be subject to the fine, according to the law for any omission.' Gilt buttons were accordingly ordered and distributed. In February 1829 'it was settled that the racing crew should wear a single breasted blue jacket bearing the club buttons,' and in 1830 each member was 'presented with a green handkerchief upon being

elected into the racing crew.' Specimens of the Club buttons of a rather later date, inscribed with C.B.C. instead of C.W.C., are preserved in the boat-house.

In 1829 a new flag was procured 'with the Caius and Gonville' arms and crest with a motto 'Labor ipse voluptas' worked on a light blue silk ground. The flag cost £9. 5s., of which £5. 10s. went 'To Painting Heraldic Work, Motto, Emblazoning, etc.' The Club also procured a 'Silver Dove' at a cost of £1. 17s. 6d.

Much interest attaches to this record of the Caius flag, made in 1829, being 'worked on a light blue silk ground' and to the blue coats which formed part of the uniform. The C.U.B.C. first adopted light blue as its colour in 1836. Caius did not adopt light blue because it was the University colour: on the contrary it was the distinctive Caius colour before the University took to it, and in fact when the University did this Caius had to make an alteration in its colours, changing them to blue and white stripes.

These embellishments—the new uniform and flag—were accompanied by a significant alteration in the Club book. The 'Diary' now became the 'Racing Calendar.' The boats of the various clubs were given names. The Caius eight had been christened 'Sir Nicholas'—others were called the 'Monarch,' the 'Corsair,' the 'Privateer.' Thus we find it recorded 'In yē 4th race [March 11th, 1829] C.C.C. started with 6 oars, and were soon overtaken by Sir Nick. In yē next race they started with a full crew, and bumped us at the boarded bank: in this race we pressed yē Trinity hard.'

Caius rowing had fallen on evil days. Most of the old crew had gone down, and clearly the Secretary thought that certain of the new crew were inclined to be slack. 'We did not join in the following two races,' he writes, 'because two of the crew declared that they were seedy and could not pull. In yē two next we were successively bumped by yē Peterhouse, and yē Emmanuel, but in yē

three following rowed up ahead of yē Magdalene and Trin. Hall.'

The crew made a happy recovery from its seediness, for 'In yē Lent term yē racing ended on Saturday, and yē next day five 8 oars pulled down to Ely, where yē crews spent a very jolly day. There were in all about one hundred men at yē Lamb that day. This expedition was instead of yē Flag-day.'

Matters came to such a pass that in the Easter term of 1829, Caius joined with Trinity Hall to form a crew. Even that did not succeed: 'Formed a coalⁿ with yē Trin. Hall, pulled in our own boat. The Coxswain and four of yē oars were f^m Caius, yē remainder f^m Trin. Hall. First race, Bumped yē 2nd St John's. Second Bumped the Jesus: both just above the bumping post: several of the crew fell ill after this race. Third—Stopped by barges and bumped by the Jesus. Fourth—Pulled up after the Jesus. The original good crew with w^h we started was now so broken up that we were obliged to take our boat off yē river and therefore did not pull in yē three last races of the term.'

In June 1829 the first University Boat Race was rowed. Some little controversy has arisen as to the origin of the race. The first University cricket match had been played in 1827, and this no doubt caused men to think of similar contests in other branches of sport. The generally accepted account of the origin of the boat race is that the connecting link between the Universities in rowing was Wordsworth, of Christ Church, afterwards Bishop of St Andrews, son of the Master of Trinity, Cambridge. The story goes that when staying in Cambridge Wordsworth occasionally rowed in one of the College boats, and so conceived the idea of a University race.

A somewhat different account was given to the *Caian* by one of the original members of the C.B.C. This was the Rev. J. M. Rodwell, an Honorary Fellow of the College, the translator of the *Koran*. He outlived all the other

original members, and in 1892 wrote the following account of the origin of the race. 'In the Long Vacation of 1827 a race was got up between a scratch crew consisting of myself and two Caians, with (Bishop) Selwyn, W. Hoare, and John Shadwell of St John's and some Oxford men who had come up to see Cambridge. The Oxford men were beaten and went ignominiously aground in the Chesterton Reach. This was the beginning of the Oxford and Cambridge races.'

This is in no way inconsistent with the accepted version of the story: but it is so circumstantial that it demands recognition. It is quite likely that Wordsworth, who was a first-rate oar and rowed in the first Oxford boat, occasionally pulled an oar in one of the Cambridge boats: and it is equally probable that he rowed in this race on the Cam.

Considerable correspondence ensued between Oxford and Cambridge before a University meeting was arranged. At last in February 1829 the C.U.B.C. definitely proposed that a race should take place in the Easter Vacation. Ultimately the race was fixed for June 10th, 1829, at Henley. The event aroused much interest and a large gathering assembled to watch the race. The course was from Hambleden to Henley Bridge. The spectators watched the race from the banks, many of them following it on horseback, so that much injury was done to the grass, and ladies and visitors were put in continual fear from the careless manner in which many of the riders wished to show off their dexterity. Some confusion also reigned on the river: for a foul occurred shortly after the start, and the boats returned to their stations.

This historic match is treated with tantalising brevity in the Caius Club book, probably because no Caian obtained a place in the Cambridge crew. The entry is as follows:

University Match.

On ye 10th June [1829] a race took place betwⁿ Cambridge and Oxford Universities in y^e two mile reach f^m Hambleton

Lock to Henley Bridge, w^h term^d in favour of Oxford by a considerable distance. The Cambridge crew on this occasion were

1. Houldsworth afterw^{ds} Captⁿ of ye Monarch
2. Merivale, St John's
3. Warren, aftw^{ds} Captⁿ of ye Privateer
4. Bayford, Trinity Hall
5. Entwisle Sen^r, Trinity
6. Thompson, Captⁿ of ye Jesus
7. Selwyn, afterw^{ds} Capⁿ of St John's
8. Snow, Captⁿ of St John's

Boat built by Serle. vide U.B.C. book
Heath of Trinity steered

The Universities did not meet again on the river until 1836. The O.U.B.C. was not founded until 1839, and in the same year Henley Regatta was instituted.

There was no racing on the Cam in the October term of 1829. Caius, however, practised thrice a week, 'also, Hall having been altered to four o'clock, it was settled that we should be down at the boathouse at a quarter to three.' The practising did not produce any immediate results, for the Caius boat did not race during the Lent term of 1830, and only on three days in the May term. They had to make a few appearances if only to air their new green handkerchiefs!

In the October term the Club decided to sell their original six-oar, to enable them to purchase a new eight-oar. The old boat was accordingly sold to a Corpus man for £25, and was named by him the 'Water-Witch.' The boat ordered was a cutter, to be built by Honey and Archer.

There were no bumping races this term, but 'there were several private matches...in one of which the Henley Boat pulled by six of ye Crew, and two picked oars, was beaten by a Johnian Crew, the Captain of which, and another principal oar pulled at the same time in the Henley Boat.' This apparently refers to the University boat which had rowed against Oxford.

In 1831 new clubs appeared on the river—Christ's, St Catharine's, Clare, Pembroke and Queens'. The new

Caius cutter saw some excitement immediately after her arrival, in the May races. She started eleventh and ended sixth.

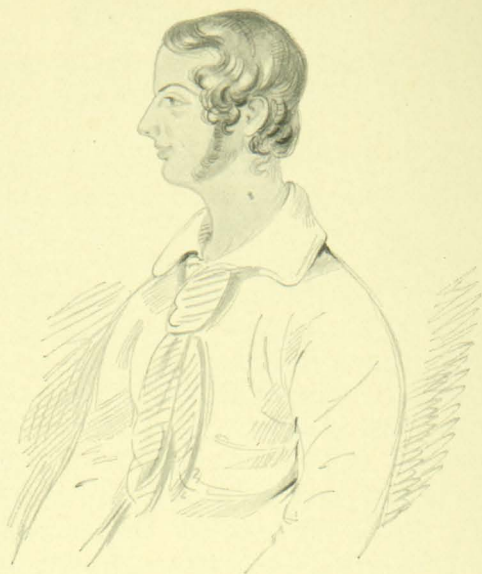
During the nine days' racing, St John's started head of the river on six occasions and Trinity on three: the latter finished at the head. On the eighth day the Trinity second crew made a double over-bump, rising from ninth to fourth, whilst the unfortunate Peterhouse boat dropped from fourth to ninth. Caius was one of the intermediate boats, and was lucky to make a bump, for she rowed with only six oars. 'In the eighth race,' says the 'Racing Calendar,' '(Crawford being unable to pull) we went on with six oars; the Christ's boat being before and the Trinity (Scapula) behind us; after a sharp pull we bumped the Christ's just beyond the Slaughter House.' It may be of interest to give the order of rowing on that occasion: the figures denote the order at the end of the day.

Saturday May 14th [1831]

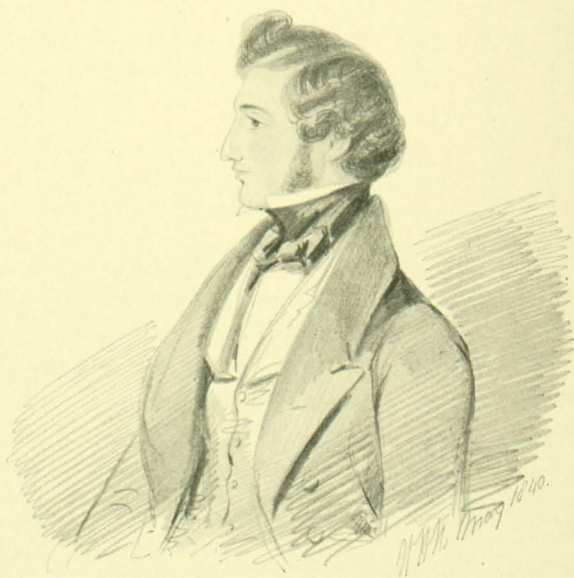
Trinity (Monarch) ...	...	...	...	2
St John's ...	...	...	...	1
Corsair (St John's 2nd) ...	...	...	...	3
Peterhouse ...	...	...	...	9
Emanuel ...	...	...	...	6
Jesus ...	...	...	...	5
Christ's ...	...	...	...	8
Caius (six oars only) ...	...	...	...	7
Trinity (Scapula) ...	...	...	...	4
Clare Hall ...	...	...	...	10
Catherine Hall ...	...	...	...	11
Pembroke ...	...	...	...	12

Although there was no University race in 1831 Oxford rowed Leander, or 'the Brilliants' as they were called, at Henley. The match was for a stake of £200 a side. The Oxford crew hired a boy to steer them. Leander won by about a couple of lengths.

The year 1832 passed without events of great moment. However, 'the Treasurer was directed to procure eight white cotton Jerseys for the sole use of the racing crew'



W. B. BRETT (LORD ESHER), 1836



W. M. JONES, 1840

and 'it was resolved that 2 shillings per week out of the funds of the Club should be paid for ale for the use of the crew at the Boathouse.' These refinements and free refreshments failed to spur men on to obtain seats in the boat: on several occasions Caius rowed with only six oars, and the boat fell two places.

In the May races, 1832, there were 15 boats on the river, and they rowed in two divisions. Caius took their boat off the river before the end of the races, and were relegated to eleventh. In the following year a new 'Sir Nicholas' was obtained from Searle and a wonderful improvement occurred in Caius rowing. In fourteen races the boat gained seven places; she was never bumped and finished fourth on the river. Number '7' in this crew was Warren Miller Jones, who rowed against Oxford in 1836—one of the first Caius 'blues.' In the Lent boat of 1834 Jones was stroke, and a far more famous boating man, Tom Egan, rowed '2.' The boat however dropped to the eighth and last place in the first division. They were challenged by Magdalene, the head of the second division, and managed to keep their place. The same two men rowed in the May races 1834. The boat finished at the same place on the river; Magdalene again challenged them, and on this occasion won.

The year 1835 saw some improvement in the position of Caius on the river. The boat started ninth. W. M. Jones was stroke, W. J. Johnson, who had been cox, rowed bow, and Tom Egan became cox. A great contest took place for the head of the river between three Trinity boats: 'Trinity Victory,' 'Trinity Reading' and 'Trinity Black Prince.' Caius rose three places, ending the May term sixth.

In November 1835 Egan performed a great service to the Club by proposing William Baliol Brett (afterwards Lord Esher) as a member of the Club. He was a Westminster boy and had learned rowing on the Thames. He at once gained a place as number '5' in the Lent boat of

1836. For the first time the 'racing crew' practised every day. Starting sixth on the river the boat rose, in the four nights' racing, to third, behind First and Second Trinity.

For the May races the crew was:

A. Jackson (*bow*)
 B. Koe
 W. Marsh
 H. Slack
 W. B. Brett
 A. Bromehead
 T. Blackall
 F. S. Green (*captain, stroke*)
 T. S. Egan (*cox*)

On the first night the boat caught Second Trinity. For the three nights following it raced after First Trinity and on the fifth night it succeeded in catching the Trinity boat and so going head of the river.

This was the first occasion upon which the Caius boat rowed head of the river. It failed, however, to keep its place, for on the seventh and last night it was displaced by Corpus, which had risen from eighth. The crew was the same as that which had rowed in the Lent term, save that Jones had returned to eat his dinners at Lincoln's Inn, and his place at '7' had been taken by Thomas Blackall.

Blackall became a physician of considerable note in London. Fortune, however, smiled on him and in early middle life he retired to Devonshire, where he acquired a beautiful property on the fringe of Dartmoor, Spitchwick Manor, Ashburton. There he developed into a delightful old-fashioned squire, and on many a happy occasion the writer accompanied him in his canary coloured barouche, on his daily outing over his beloved moors. 'Dr Blackall's Drive,' which he made for the purpose of these outings, remains one of the show places in the West of England.

Sadly different was the fate of Henry Slack, who rowed '4' in this boat. In July 1837 he was with Egan on the Rhine; both went for a bathe. Whilst Egan was undressing Slack plunged in and was never seen again.

In these May races of 1836 the C.B.C. for the first time put a second boat on the river. It made an auspicious start, for it scored an over-bump on its first night. None the less it ended last on the river. An energetic secretary might have found something of interest to tell us about this boat: unfortunately he passed no comments.

In June 1836 the second University race was rowed. The course was from Westminster to Putney. Three Caius men, W. M. Jones, F. S. Green and T. S. Egan, were included in the crew.

It was in connection with this race that the Cambridge boat adopted light blue as its colour. It has already been pointed out that the Caius flag of 1829 had the College arms embroidered on light blue silk, and that part of the Club uniform consisted of a blue coat. None the less a tradition grew up, both in Caius and elsewhere, that our boat club was given the right to use light blue in its colours in honour of the achievements of the College crew of 1844. In fact for the first University Boat Race, the Cambridge colour was pink. A famous Caius 'blue' of the 'forties, F. M. Arnold, at the request of our late Master, Mr Roberts, made enquiries as to the origin of the Cambridge colours. Arnold applied to Dean Merivale of Ely, who had rowed in the first race of 1829, and reported as follows: 'In the 1829 race the Cambridge crew wore a pink necktie, "teste" Merivale, late Dean of Ely, who writes:

"The Cambridge boat of 1829 were directed to wear their usual white linen shirts, with a pink necktie, but I think we were not quite uniform in our array.

"One man, I remember, said it was nonsense, and would not wear the pink at all. It is very possible that others wore their pink as a sash. For myself, I am pretty certain that I wore the tie. It seems rather absurd that I should be able to recall such trifling particulars, but the fact was that the question of uniform arose among us almost at the last minute. Of our eight, there were three of a Trinity crew who wore in the races at home buff jerseys, with broad blue stripes; there were three others of St John's (Lady Margaret) who wore a lighter jersey with narrow pink stripes copied from the Baliol boat of that

time (*suadente me ipso*). Our University Captain, Snow, being himself of St John's, hinted that the Johnian uniform should be adopted for the University race. The Trinity men demurred; the other two were nowhere; so by way of compromise the ordinary shirt was put in requisition and the crew agreed to wear the pink tie in compliment to the Captain. There you have it.

“*Maxima de nihilo nascitur historia.*”

“In the next race in 1836, however, the Cambridge adopted light blue, and that, so it seems rather by hazard. They were on the point of pushing off from Searle's at Westminster, when somebody remarked that the boat had no colour in the bow. One person suggested one colour, and another, another. At the last moment, the late Mr R. N. Phillips, of Christ's, a well-known oarsman in those days, ran over to a haberdasher close by, and asked for a piece of Eton blue ribbon or silk. This was produced, and the crew adopted it, *con amore*. Since those days Cambridge has stuck to light blue....”

‘I might add,’ wrote Arnold, ‘that I knew R. N. Phillips (who was for a long time the Secretary of the “Cambridge Rooms” at Searle's, Stangate) well and have heard him tell the story.’

These facts then appear beyond dispute—that the Caius Boat Club flag, as early as 1829, consisted of the College arms, with the Club's crest and motto worked on a light blue silk ground, and that it was not until seven years later that the University adopted light blue as its colour. One cannot help thinking that the adoption of this colour by Cambridge may have been due, directly or indirectly, to the fact that three Caians were in the 1836 crew. The adoption by the University of this colour caused Caius to change its colours by taking a blue and white diagonal stripe instead of the plain blue.

An account of the Oxford and Cambridge race of 1836, taken from *Bell's Life in London*, was copied into the Club book by Egan, who was then Secretary of the C.B.C. This report of the race is of considerable interest in the picture it gives of one of these early contests. It has a particular interest for Caians. Egan was for many years

editor of *Bell's Life* and as such he became an authority on all forms of sport and especially of rowing. It would seem that this account of the race was written by Egan himself, and if so it must mark an early stage in his long and honourable connection with that paper.

The eight oared match between the gentlemen of the University of Cambridge and Oxford [runs the account] took place on Friday afternoon 17th June from Westminster to Putney. This contest had long been the theme of conversation and had excited almost universal interest; but until the eleventh hour of the time appointed for its taking place it was not definitely known that it would be rowed, owing to the parties differing in opinion with respect to the distance. Cambridge held out, on the ground that they were the challenged party, for it to be from Westminster to Putney or from Vauxhall to Hammersmith with the tide, and would not listen to the proposition of the other party, to row either against the tide, or from Putney to Hammersmith and back. On Wednesday the Oxford arrived in London and took up their quarters at Bachelor's, the Star and Garter, Putney, where in the evening both parties met, and after much argument, pro and con, it was definitely settled that the distance should be from Westminster to Putney and the start to take place at 20 minutes past four o'clock on Friday. The afternoon proved exceedingly unpropitious: at 4 o'clock the rain came down heavily and continued to do so until the evening was far advanced; but notwithstanding the unwelcome showers, the river at Westminster presented such a Phalanx of splendid cutters as has not perhaps been seen together for many years. Nearly the whole of the élite of the river amateurs assembled on the occasion, and long before the time appointed for the match, there was not a cutter to be obtained at any of the boat builders' premises. In addition to the two competing boats eight cutters had been brought overland from Oxford and Cambridge all of which were manned by gentlemen from the two Universities.

The Etonians also came down in their boat from Windsor to be present at the match. The Fly steamer which runs to Putney was engaged to accompany the contesting boats with a numerous party, but she, as we anticipated, was left some distance in the rear soon after starting.

The various bridges were crowded with spectators in

carriages and other vehicles more particularly Vauxhall and Putney, where the carriages extended nearly the whole length of the bridges.

Betting from the first was decidedly in favour of Oxford; but the offers of 5 and 6 to 4 made in the beginning of the week, were in numerous instances taken to the amount of some hundreds.

About four o'clock the contending crews made their appearance at Westminster, the Cambridge in the Pelican built by Logan and belonging to Corpus Christi College, and the Oxford in a boat built by Stevens and King and belonging to Ch. Ch. The former were attired in white cotton elastic rowing shirts and the Oxford in blue and white striped ditto, and blue handkerchiefs, the latter were thrown on one side previous to the start. The names of the respective crews were as follows.

OXFORD

Moysey (*stroke*), Ch. Ch.
Thompson, Jesus
Penefather, Balliol
Isham, Ch. Ch.
Harris, Magdalen
Baillie, Ch. Ch.
Stevens, Exeter
Carter, St John's
Davis (*steerer*), Jesus

CAMBRIDGE

Granville (*stroke*), Corpus
Upcher, Trinity
Keane, Trinity
Jones, Caius
Harthy, Trin. Hall
Stanley, Jesus
Green, Caius
Solly, Trinity
Egan (*steerer*), Caius

It will be seen that each had a gentleman steerer. The Cambridge in our opinion looked on the whole the finest crew, but there were several equally fine young men in the Oxford boat.

The preliminaries having been satisfactorily arranged and the boats having taken their stations (the toss for choice being in favour of Cambridge), the signal was given for starting at 21½ min. past 4, it being then just the top of high water. Both crews went away from the bridge in excellent style; the Cambridge however taking the start, the Oxford lying close alongside, and off the wharfs in Millbank Street were for a few seconds stern and stern with Cambridge, who then went to work most gallantly, drew in advance at every stroke, and at Vauxhall bridge were well a-head. It was evident even at this period of the match that Cambridge had it all their own way, and at Battersea notwithstanding the Oxonians made several determined pushes to come up to their opponents, the odds were 10 to 1 in favour of the Cantabs, who pursued the 'even tenour of their way' and reached Putney about one minute

in advance of Oxford. The distance was rowed in 36 minutes by the winning boat. They had scarcely any tide with them the whole way and the ebb met them about Wandsworth.

The Red House, Lintell's, the Old Swan and the Baron de Berenger at the Stadium fired their artillery as the boats passed; and Avis's and other houses at Putney, greeted the parties with a volley on their arrival.

At this period it was the custom in the October term for a race to be rowed between a crew of Boat Captains and a University crew. On this occasion, November 1836, the Captains' crew included Green, Blackall and Egan, the University crew, Koe and Brett. The Captains were bumped at Ditton Corner.

It comes as somewhat of a shock to one to whom 'Ben Drury'—the author of the *Carmen*—was a familiar figure, to find he was elected a member of the C.B.C. in the Lent term 1837—just ninety years ago!

In reading the Club minutes one is conscious of missing a good deal of underlying humour. For instance, one reads, 'Bull being unexpectedly obliged to leave the University for a short time, Marsh was substituted in his place in the crew.'

Again the Treasurer puts an item in his accounts: 'To boy for steering twice...6 pence,' and someone adds a note, 'The Treasurer underwent severe censure on account of sumptuous expenditure of the money belonging to the club.'

At times the Club passed ridiculous resolutions, as when it resolved 'that the uniform jersey should be the same as the old one, with the addition of Coll: Cai: in blue letters on the breast, the first crew having also their number in the boat marked.'

One who was accustomed to seeing Lord Esher on the Bench, or leading a procession of judges, can hardly imagine that he would feel happy in such a garment, and in the following term there is a note, 'the 1st crew this term resumed their old uniform, which had been changed last term.'

In the Lent term 1837, Caius fell from second to fifth, and St John's became head of the river. In the May term, Caius regained its position of second, but was unable to catch the St John's boat. About this time the Trinity clubs appear definitely as the First, Second and Third Trinity.

There was no University race this year. Oxford sent a challenge to Cambridge, and wished to have the contest at Henley. The latter declared that Henley was too close to Oxford, and would not consent to row anywhere but in London, as it was 'half way.'

Other contests however took place: 'The crews of the Club being head of the River at their respective Universities, a challenge was sent by the Johnians to the Queens. The match was at Henley, and though the Johnians had the advantage of the Berkshire side, they were beaten by a very considerable distance.'

By this time Brett had taken the lead not only in College rowing but in the C.U.B.C. The University race being 'off,' he urged Cambridge to tackle the most outstanding club of all—the Leander. Many years afterwards Brett, then Viscount Esher, gave an account of the matter at a dinner which was held to celebrate the fact that four Appellate Judges, including one-half of the Court of Appeal, were old University oars. Brett, it should be noted, had learned rowing at Westminster and knew the conditions of the Thames and had often seen the Leander crew at work. Alluding to Cambridge he said:

They had rowed against Oxford, and at that time used to be successful. I wanted them to go further, and persuaded them to row against the Leander Club. The Leander Club was then a London Club consisting of men who had never been at the University; but they were recognised throughout England, and perhaps everywhere in the world, as the finest rowers who up to that time had ever been seen. I had been on the Thames at Westminster from the time I was twelve years old, and I knew the Leander men well. They were the finest rowers that could be, but they were verging on being middle-aged men. I persuaded the Cambridge University to

row them. I said 'The Leander Club will beat us in the first mile to a certainty, but they are verging on middle age and after the first mile if we can keep up, we shall beat them.'¹

Brett knew another thing about Thames rowing—that the professional watermen who usually steered the crews had reduced the science of fouling to a fine art. Cambridge proposed that each party should have a gentleman steerer, and that there should be no fouling. Leander insisted on having their own waterman as cox: Cambridge waived this point and also engaged a professional waterman: but it was agreed there should be no fouling.

The match excited much attention: the betting was 6 and 7 to 4 on Leander. Brett rowed '5' and Green '2' in the Cambridge boat. The report in *Bell's Life* gives a vivid account of the race:

The Leander, the instant the word 'off' was given, jumped in advance, and slashed away in such excellent style that opposite Roberts' they were at least a boat's length ahead. As soon, however, as the Cantabs had recovered the first shock, they gallantly went to work and overhauled their opponents hand over hand. Off the Horseferry 'little Moulton' gained a trifling advantage for the Cambridge by steering inside the ballast machine lying off there, the Leander going outside, which perhaps, under the circumstances could not be avoided, but the latter still came out nearly half a length of their cutter in advance. Between this and Vauxhall the Cambridge came alongside, and a desperate and manly struggle ensued for the superior station, which the Cambridge gained, and went under the bridge slightly ahead of Leander. At Red House the Leander was at least two boats' length in the rear. . . . At Cheyne Walk there was still some hope that the Leander would eventually 'draw the draft' by the Cantabs. . . . In the upper part of Wandsworth Reach the Leander made a desperate effort to overhaul the headmost men, and at every stroke drew nearer to them; but as the remaining distance was but short the Cambridge crew succeeded in passing under the middle arch of Putney Bridge in advance, winning, however, only by 7 seconds. The match was rowed in 30 minutes and 12 seconds, and a better or more spirited contest was, perhaps, never witnessed.

¹ Badminton Series, *Rowing*, p. 12.

The Caius Boat Club

The C.U.B.C. books record that 'The University rowed in the "Sir Nicholas" built by Searle, 45 feet 6 inches long.

'The Leander in a deal boat built by Springate of Putney.'

No doubt the 'Sir Nicholas' was the Caius boat of that name.

In October 1837 Green resigned his captaincy of the C.B.C. and Brett was elected in his place. He at once set on foot a subscription for a new boat in 'a brief but eloquent speech.' Brett and Koe again rowed for the University against the College Captains, and a new name amongst famous Caius oars appears—W. R. Croker, bow of the University boat. There were three Crokers, brothers, who rowed for the College, W. R., known as 'Bill,' Croker; J. M., called 'Joe,' Croker and A. St J. Croker. W. R. and J. M. gained their 'blues': moreover W. R. was ninth Wrangler in 1839, and J. M. was eighth Wrangler in the following year.

In the Lent term 1838, N. R. P. Kemp 'in a short but feeling speech mentioned his having presented the 1st boat with a very handsomely worked new flag.' The members of the Club afterwards subscribed to purchase a new Silver Dove to adorn the flagstaff; and on the motion of Brett, the old flag and the old Club book were presented to the Library, 'there to be kept.' It is sad to relate that this old flag cannot be found. The flag which now adds a spark of humanity to the Library, despite its appearance of antiquity, was the one in use until the year 1923, and was given to the Club by Mrs Roberts, the wife of our late Master.

The fate of the old boat club flags is shrouded in mystery: and the resting-place of the Silver Doves which adorned the flag-poles is as little known as is the cemetery of their feathered prototypes. These trophies ought to be preserved

Once again there was an alteration in the Club uniform. A dreadful thing had happened: a 'snob,' in other words a townsman, had been seen wearing the Club buttons.

'On account of the Club Buttons having been seen worn by a snob, a motion that they be forthwith altered, proposed by Jackson and seconded by Brett, was unanimously carried.' Brett was always somewhat of a dandy. Count D'Orsay had reached the height of his power and fame. Brett was already inclined to silk waistcoats and fashionable clothes: and after the lapse of a few years was to be drawn into the D'Orsay circle. So when a new design for Caius buttons had to be approved and a 'committee of taste' to be named, what was more natural than that Brett—'Bella Brett,' as he was known to his friends—should be one of those selected. It is, however, a trifle strange to find the name of Ben Drury in the list.

In the Lent boat, Brett was stroke, Abercrombie '7,' Bull (having returned to Cambridge after his unexpected exeat) '6,' Barker '5,' Kemp '4,' Yatman '3,' W. R. Croker '2,' A. F. Jackson bow and J. M. Croker cox. This formed a very remarkable crew. Brett alone would have given it distinction. Abercrombie obtained his 'blue' for rowing in 1838 and for cricket in 1839. Yatman and the two Crokers all obtained seats in the University boat. The crew started second on the river, behind St John's, and retained their place.

With the exception that W. R. Croker replaced his brother as cox and that Koe came in at '2,' the same crew rowed in the May term. They lost one place, to First Trinity, and ended third on the river.

The Leander men were by no means satisfied with the result of the match in the former year. They therefore challenged Cambridge, and as it was impossible to arrange for a race with Oxford, the challenge was promptly accepted. The same conditions were agreed upon as in the previous year, and excitement ran high. Long before the start thousands of spectators lined the banks: every available boat on the Thames was hired out, 'several cutters were brought from Cambridge to go up with the match, and the Cantabs with their blue favours shone

conspicuously on the river.' In the Cambridge boat there were only two who had rowed in the previous year. Brett now rowed '7,' and Yatman came in at '4.'

Everything promised to make a splendid sporting race, but, unfortunately, they had reckoned without the professional steerers, Moulton and Parish. These were out for each other's blood, and the race degenerated into an exhibition of polished fouling.

After a lengthy description of the race, the account in *Bell's Life* ended thus:

In endeavouring to give a description of the match we must, of necessity, fail in conveying to our readers any other than a faint idea of the splendour of the contest and the spirit with which it was carried out. The judgment displayed, more particularly by the Leander, in the art of fouling, and the science and tact shown by both coxswains, were really beyond conception....

At the conclusion of the race, Cambridge objected to Leander being considered winners because one of the conditions of the meeting was that there should be no fouling. Leander replied that the fouling had been commenced by Moulton, the Cambridge cox, and that they were consequently entitled to act as they did. The dispute was referred to the Umpire, who decided it to be 'no match,' as he considered the fouling by Moulton in the first instance to have been accidental.

It was, at best, an unsatisfactory state of affairs and Brett wrote to the Leander as follows:

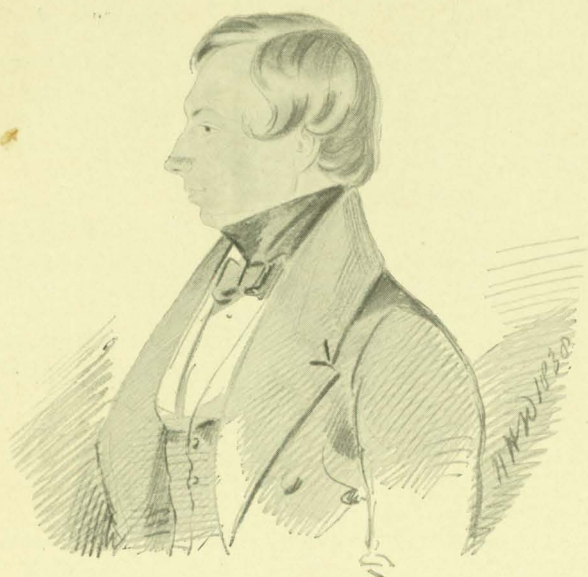
Dear Sir, As we have no doubt that the Leander crew are equally dissatisfied with ourselves at the result of yesterday's match, we should be much obliged by your letting us know the earliest day for which we may expect another challenge.

Yours very truly,

Wm Baliol Brett.

The following correspondence then took place:

Dear Sir, Your letter of the 14th inst has been laid before the members of the Leander Club, and I am instructed to acquaint you that they hold themselves to have been the



JOHN ABERCROMBIE, 1838



WILLIAM HAMILTON YATMAN, 1838

winners on Wednesday last, and do not accept the decision of the Umpire as given at Putney on that day. They, therefore, consider that they are not called upon to renew their challenge.

I remain, dear Sir, Your most obedient servant,
James Layton.

Sir,—In answer to your letter I can only state to you a few facts connected with the late race... Upon starting for the match we were at first, as in the former year, left behind; but on coming up to you at the Horseferry we most unexpectedly found ourselves against a barge on one side and your boat on the other, fully proving that Parish had closed upon us and not left us room to proceed on our proper course. Moulton, upon this, was anxious to proceed also to waterman's practice, and so endeavour to break the rudder of your boat. We, however, thinking that there might have been some accident in the case, insisted upon *backing water*, and yielding the Middlesex side of the river to you. This we did, gave you a considerable start, pulled up to you on the Surrey side, and were again crossed. We still insisted on Moulton yielding to you; but at the Red House, finding all hope of being allowed to pass useless, and convinced that you were sanctioning your steerer's conduct, we told him to run into you, and there broke your oar, etc. We now asked the Umpire whether the race was fair or foul, and upon his answering it was foul we put up our oars to claim the match.

Our own boat was, at this time, half full of water; but on seeing you had procured a new oar, and had rowed away about 200 yards, we again started after you, and pulled up to you in less than half a mile. After Chelsea Bridge we again left you, and actually crossed and recrossed the river, to try whether or not you would allow us to pass. Being again crossed within ten yards of Wandsworth Meadows, *the wrong side of the river*, we gave you a last start, and ran into you as you passed through Putney Bridge.

Knowing all these circumstances in our own boat, and having felt the tremendous labour of starting a heavy eight-oared boat some seven or eight times in one day, which your crew had not to do, we cannot but feel greatly astonished at your claim to 'have won the match,' or at your affecting to doubt which is the superior crew.

As far as the technical claim is concerned we have never heard that an Umpire's decision could be disputed; and knowing of no other authority to which two rival crews could

refer their claims, we feel it, of course, perfectly useless to enter into any further correspondence.

I remain, Sir, your obedient servant
(for the Cambridge crew), Wm Baliol Brett.

Sir—The Leander Club in their reply to your enquiry for 'the earliest day for which you might expect another challenge' studiously avoided any statement of, or remarks upon, the late race, simply assigning their reasons why they did not consider themselves called upon to renew their challenge.... You cannot expect us to allow your letter to remain unanswered, especially as we differ so widely as to facts and deductions....

We beg most positively to assure you that our crew had not the remotest idea of anything but clear rowing from the moment of our challenge to the time we started from Westminster Bridge; and we sincerely believe the same of your crew. Your coxswain, however, when he saw that we had outrowed you to the roads, not at but considerably below the Horseferry, instead of keeping his course inside the barges, and no one can deny but that this was his course who knows anything of the river, came outside of them upon our starboard quarter, thus preventing us getting clear of you, which another hundred yards of rowing would have made us, and commenced the fouling; he found himself, however, foiled at our No. 7 oar and then, before we could again get our boat clear of you, drove first at our rudder then at our larboard quarter, and that with such violence as to break the stopper of our stroke.

We pass over the subsequent fouling, which was necessarily mutual, until an appeal was made by you to the Umpire; but this not before you had done us all the damage you could, and were frustrated in your efforts. We waited, then understood the Umpire to say it was 'all fair' and we cannot but infer that your crew so took it by your immediately renewing the contest, as well as your coxswain, who directly afterwards tried, and proclaimed his intention to put us athwart the piers of Battersea Bridge, though outmanœuvred in this attempt.

The remainder of the race from below Wandsworth (not within ten yards of the Meadows, as you state) when all fouling ceased, showed, indeed, which was the superior crew, for, although two of us rowed without stoppers, and I, in addition, with a common heavy oar in the place of the one you had broken, we rowed clear from you as we had done in all the previous starts, as far as was requisite, and entered

Putney Bridge without your touching us, thus beating you by more than a boat's length.

It may not be usual to question the decision of an Umpire, but we hold it to be quite allowable to dispute his giving no decision at all, as was in this instance virtually the case, and we must contend that as both boats rowed the distance, one or other gained the race...

I am, Sir, Yours obediently

James Layton (for the Leander Club)¹.

This dispute raised, in an acute form, the advisability or otherwise of engaging professional coxswains for such contests. To some, the manœuvring of the watermen afforded much amusement. The University oarsmen saw quite clearly in the matter: and when Oxford challenged Cambridge in the following year it was definitely laid down that no fouling was to be allowed; and that the boats were to be steered by gentlemen.

We must return to Cambridge. In the October term 1838 the usual race between the Captains and the University took place. Brett rowed '7' for the Captains and Egan coxed them. Abercrombie, Yatman and W. R. Croker rowed for the University.

This race was one of great interest [records the C.B.C. book] as it was understood that the Captains would make a most determined effort to win the match.

The Captains gained nearly a racing distance up to Ditton Corner, partly in consequence of the beautiful steering of Egan, but in the Long Reach the University gained so much as to make it one of the hardest races ever pulled on the Cam. The Captains eventually won the match by about a boat's length: it being the first time of their doing so since this annual race was established.

It is not surprising that the University generally won because it was the custom in those days for the Captain to row stroke—or for stroke to be made Captain: so that the Captains' crew consisted of men all of whom were accustomed to rowing on the same side of the boat.

One of the crew of those days has left us, in the *Caian*

¹ From *A Romance of the Nineteenth Century*, by C. H. Dudley Ward, John Murray, 1923.

(vol. VII. p. 280), a delightful picture of the men and the racing of the period 1839 to 1842.

In the October term of 1838, about two o'clock there might often be seen a group of Caius men issuing from the gate of Humility evidently bound for the river. They were all what are now vulgarly designated "Varsity Blues." Four of them would be in cap and gown. They were of the last year entitled to wear the old original becoming light simple undergraduate gown commonly designated curtain; and they clung to their privilege as a protest against that ugliest and most unaesthetic heavy mixture of blue camlet and black velvet (a mixture condemned in O.T.) in which of course we *juniors* did *not* go down to the Boats.

The names of these men were, first, Brett, commonly called Bella Brett, a corruption of his name Baliol, because of his great and noble beauty. Pleasantly and prince-like did he nod to his acquaintances on the other side of the street. It is a curious fact that, great Master of the Rolls as he became, he was not even a scholar of the College. The others were William, *alias* Bill, Croker, captain of the boat and stroke-oar, Abercrombie, a physician, who died at Cheltenham, Yatman, and last, not least, Tom Egan, our steerer, as also of the University boat, afterwards Editor of *Bell's Life*.

Arrived at the river we, Spartans in those days, just managed to cram ourselves into an old wooden cabin about the size of a shepherd's hut, whilst the Cannibals, as the second boat was then called, were still worse accommodated. But what did that matter? We *could pull* in those days; and grandly went the then University Boat with four Caius oars in her, and with Stanley of Jesus for stroke, that Stanley who gave his name to the new victorious style of that day alas! before long to be changed into as bad as bad could be.

Many years later, when Brett was Master of the Rolls, a fellow-judge sang of him:

Brett rowed seven to Stanley
Every inch the judge—the man;
Upright, downright, comely, manly,
Beat him, Oxford, if you can.

It was in November 1838 that the famous siege of Caius occurred. The story does not strictly belong to the history of the Boat Club, save in so far as it recalls the



FREDERICK THACKERAY, 1839

prominent part which certain of its members took in the defence of the College. The siege arose from the strictness with which one of the Proctors, a Tutor of Caius, had attempted to put down the then novel practice of smoking in the streets. A large number of undergraduates assembled before the gates at eight in the evening, with the object of drawing the Proctor from his rooms and ducking him in the Cam. The assailants improvised a battering ram out of the scaffolding from the University Library which was then being built and drove it through a panel of the Gate of Humility. The defenders then ran to arms—pokers, sticks, cricket bats and the like, and threatened to smash the first head that was put through the breach. 'Joe' Croker and F. Thackeray—both members of the Boat Club, and the latter a cricket 'blue' also—addressed the besiegers without much success, until they told them the Proctor had been conveyed across Garret Hostel Bridge. No doubt they believed this to be true: he was in fact seeking cover under Dr Chapman, in the Master's Lodge. It served, however, to disperse the crowd, and the siege was raised.

The Lent boat of 1839 was as follows:

F. Thackeray (*bow*)
 W. R. Croker
 W. H. Yatman
 N. R. P. Kemp
 H. C. Barker
 J. M. Croker
 John Abercrombie
 W. B. Brett (*stroke*)
 T. S. Egan (*cox*)

The order at starting was St John's, First Trinity, Caius, Third Trinity. On the first night St John's was bumped by First Trinity and on the second by Caius, who thus became second on the river. But St John's on the third night fell to Third Trinity, who on the fourth and last night caught Caius. So Caius ended the races as they started them—third; the order being First Trinity, Third Trinity, Caius, St John's.

Brett's time at College was nearing its end and after these races, on the proposal of Egan and 'Joe' Croker, a supper was given in his honour by the Club.

'On April 3rd, 1839,' says the Club book, 'was rowed the long wished for match between Cambridge and Oxford which was won by Cambridge. It was rowed in London, from Westminster Bridge to Putney. The distance was rowed in 31 minutes by the Cambridge crew who came in one minute and forty-five seconds ahead of the Oxford boat.'

This Cambridge crew was a notable one, and was always known as the 'lightning crew.' Abercrombie rowed '3,' Yatman '6,' Brett '7,' and the ever famous Stanley of Jesus was stroke. It was coxed by Egan. Mr Dudley Ward, in his *Romance of the Nineteenth Century*, says: 'they had been coached by Egan, who laid the foundation of the style of oarsmanship and method of training which was afterwards followed by Oxford, and is the fore-runner of the present day method.' Therein lies Egan's true title to fame in the annals of rowing. True, he was the most famous cox of all time: but he was far more than this, he was the originator of the modern style of rowing.

It is interesting to note that on the occasion of this University race, amongst other boats from Cambridge, *Bell's Life* describes the Caius boat as accompanying the race, adorned with a splendid flag.

Brett was unable to row in the earlier May races of 1839, and E. W. Montagu was brought into the boat. After several changes the crew was arranged thus:

J. Nicholson (*bow*)
 J. M. Croker
 A. F. Jackson
 E. W. Montagu
 R. R. Walpole
 W. H. Yatman
 F. Thackeray
 J. Abercrombie (*stroke*)
 W. R. Croker (*cox*)

In his reminiscences contributed to the *Caian* Montagu wrote:

It was hoped that as soon as Brett could rejoin after Easter the boat might become second. In the meantime I, a freshman, was pressed to take his place... I consented to join just for two or three races till Brett could come up; and we not only kept the boat from falling but bumped the 3rd Trinity, and that two races running, the first bump being disputed (and by the way we rowed them also in the intermediate day but without success in heavy wind and rough water).

Then Brett came up for the sixth and seventh races (not a race too much for boats to find their places). Unfortunately he brought with him a big, heavy, ancient mariner by name Jones. I was glad to be free for I was not in the mathematical class, and needed all I could do to get the head scholarship by the combined classical and mathematical marks, else I *could* have stayed in.

I ran by the side of the boat, which rocked awfully and just escaped being bumped. The last race Kemp (whose place was filled by the aforesaid Jones) and I thought we would get the poor Cannibals a bump, and as we passed the Ditch with the blue and white striped flag up there was our poor first boat bumped. I can see, as if it was that day, Brett's kindly smile as he called the attention to us of the crew who were talking to some men on the meadow side.

I have now little doubt but that if Jones had not come up, and I had remained at six, we could have gone head; and so have finished head all my three years. I judge by what occurred two years later. For we should have been a still grander crew than they; for we should have had Abercrombie and Bill Croker with us.

There seems to be a slight mistake in this account of the crew, as Kemp, who had rowed '4' in the crew originally chosen, had dropped out before racing commenced.

The second boat was stroked by Richard Baggallay. It started fourteenth on the river and by bumping Christ's and St Catharine's finished twelfth.

The term 'Cannibal' or 'Cannabal' applied to this boat was the slang name for any second College boat. No one appears to know the origin of the name, probably it was adopted as being applicable 'to any rough ill-disciplined crew.'

Throughout this period and for long afterwards, J. J. Smith, the Boat Captain of 1828, was Tutor and continued to show his interest in the Club. In May 1839, we read in the Club book 'a spirited engraving of "A Cambridge Boat Race" was presented to the Club by the Rev. J. J. Smith, together with a neat and appropriate frame, for which a vote of thanks, being unanimously agreed upon, was returned in an epistle from the Captain, in the name of the Club.' The picture cannot now be found, nor can the writer discover anyone who remembers to have seen it¹.

In the race between the Captains and the University in October 1839 the only Caians who took part were the brothers W. R. and J. M. Croker. The elder, 'Bill,' rowed bow for the Captains, 'Joe' steered the University.

In the Lent races 1840 Caius started third on the river, behind First Trinity and Third Trinity, with this crew:

F. Thackeray (*bow*)
 M. A. Smelt
 R. C. Maul
 R. Baggallay
 R. R. Walpole
 G. Bull
 W. H. Child
 W. R. Croker (*stroke*)
 W. H. Yatman (*steerer*)

Yatman had been ill, which accounts for the phenomenon of one who had rowed '6' for the University appearing as cox! The weight of the 'steerer' seems to have been regarded in those days as of little account.

Richard Baggallay, who rowed '4,' was afterwards Attorney-General for a short time and then was raised to the Bench—the famous Lord Justice Baggallay. He took an interest in the Club until his death, and instilled it into his two sons who afterwards rowed for the College.

It will be noticed that Montagu, whose annals have already been quoted, was not in this crew. His father was opposed to his rowing, and he felt bound to exercise filial piety—within limits.

¹ This may be the engraving reproduced as Frontispiece, which has been presented to the C.B.C. by the Rev. H. W. Turner (1870), whose father J. B. Turner rowed in the same boat as Baggallay.

But the boat [he records] was again bumped in the first race by the Magdalene, a very strong large crew, mostly of my school, Shrewsbury; we always were hard pullers from the Severn fords. Well, Achilles, however sulky, could not stand his dear Patroclus being killed: and in a similar spirit I at once (I had been running by the side) said to Croker, 'I can't stand that, I have not had an oar in my hand all the term, but I will come in if you like, your six is no good.' And in I went. In race 2 Magdalene easily disposed of the Eton and Westminster [Third Trinity]. In race 3 we did the same. In the 4th we caught the Magdalene up at Grassy, and rowed amid tremendous cheering to the finish, but without being able to re-bump. Such a race they said had never been seen.

The book records that Caius got within a foot of Magdalene. One of the crew, Maul, fell ill and did not row in this race, his place being taken by Yatman. Thus Caius again finished third on the river; the order was First Trinity, Magdalene, Caius, Third Trinity. The second boat fell to fifteenth.

Egan, as cox, was the only Caian who appeared in the University race of this year. Cambridge won by three-quarters of a length, 'after a most tremendous struggle during which the Oxford held a gallant lead for some time; but as the event proves, the Cambridge were rather too much for them, for in their notoriously plucky manner quite at the latter part of the race, they, with great odds against them, made a tremendous effort, nor suffered their opponents to wrench from them the laurels they had so often won before.'

In the May term 1840 Caius made a tremendous effort to go head of the river. The boat was originally composed as follows:

F. Thackeray (*bow*)
 M. A. Smelt
 R. C. Maul
 W. H. Child
 R. R. Walpole
 W. H. Yatman
 J. M. Croker
 W. R. Croker (*stroke*)
 W. O. Bland (*steerer*)

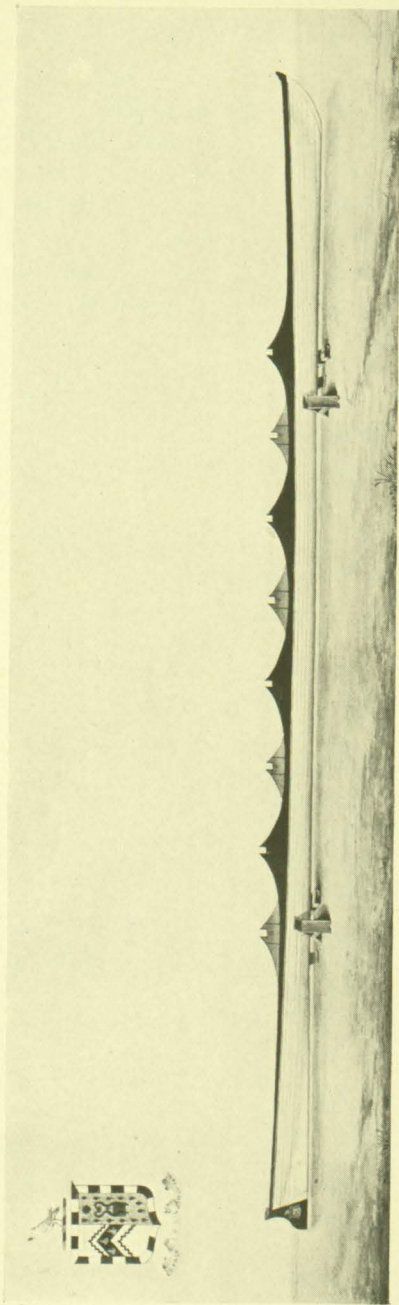
On the first night Caius rowed over behind Magdalene, and in front of Third Trinity. On the second night the order of the crew was changed and Montagu came in at '3,' replacing Maul. That night they caught Magdalene, and so became second on the river. Then hopes ran high. Before the third night's racing, the book records, 'T. Egan came up from London, and steered this and the succeeding races, and handled the strings in his usual knowing and skilful manner.' 'This was a very fine race, the Caius came near the First Trinity and arrived at the winning post only a few feet in the rear of Trinity. The Third Trinity pressed Magdalene very hard and were themselves pressed by the Jesus.' On the fourth night 'the Caius bumped the First Trinity about the middle of the Long Reach; at Ditton Corner the distance between the 2 boats was only one foot, which was increased a little after the Corner, but about the middle the Caius made a rush, and gained the head of the river.' They experienced no difficulty in retaining their position.

Montagu's account of this racing is not quite accurate in detail, but is far too interesting to be omitted.

In Race 2 of the May term [he wrote] we bumped them [Magdalene]. And then the boat went badly, and in considerable danger from Jesus I suppose, in race 4. I begged Croker to get someone to take my place for I was no use. He went away, and came back saying, your oar is badly sprung. There was just time to borrow a new 6, green bladed it was; I wish I had it to hang up in my hall. That night we bumped the Trinity and went head. They were actually giving sovereigns to shillings that they remained head. I myself had a bet of 15 to 1. The two remaining races we ran clear away from them: so ended 1840—Caius head.

Bow of this boat, Frederick Thackeray, was a fine cricketer and played three times against Oxford in 1838, 1839 and 1840. John Abercrombie also played cricket against Oxford in 1839. Thackeray and Abercrombie died within a month of each other in 1892.

In the year 1900 W. H. Yatman gave the College a



SIR NICHOLAS, 1841

coloured picture drawn to scale, which he received from the boat-builder Mr Edward Searle, of the boat which carried the Caius crew to the head of the river. This 'Sir Nicholas' probably retained its pride of place, and won more victories than any boat ever built. She was 54 feet long and, of course, inrigged. The gunwales of these boats were of light construction and widely splayed out, so as to give the effect of an outrigger, as on a Thames wherry. It is not difficult to understand the early opposition to 'outriggers,' for with a fairly 'beamy' boat, the old style of rowlock was most effective.

Yatman was a persistent and liberal supporter of the College Mission and Settlement at Battersea, and founded the Yatman Exhibition for men reading for Holy Orders. His coat of arms is to be seen in the large west window of the Hall. He died in 1913 at the age of 93—the oldest oarsman then living who had rowed for Cambridge against Oxford.

In the October term W. R. Croker was elected Captain in Yatman's place. Not content, it appears, with their new 'Sir Nicholas,' a proposal was made that the Club should buy the Emmanuel boat, and a committee, containing the two Crokers, was appointed to deal with the proposal. The boat was not bought, for: 'Nov. 23rd. The Caius crew tried the Emmanuel boat, and it was given as the opinion of W. Croker and the committee of trial "that she was a tub and only fit for firewood and not good enough for that," *ergo* she was not bought.'

In the annual Captains' and University race each crew was coxed by a Caius—the University by Egan, and the Captains by J. M. Croker. The latter was fast becoming a noted understudy of Egan. Yatman rowed in the Captains' boat, and Smelt for the University. The latter won.

Excitement never ran higher than in the Lent term 1841. The crew was chosen early in the term, but No. 5 met with an injury, and the chance of retaining the

headship seemed small. The events of the contests are so graphically and racily described by the Secretary, that they deserve to be set out at length.

Owing to Walpole's having injured his back, and consequently not able to pull, it was thought advisable to send for Yatman and W. Jones [an M.A. in his 11th year], who in a most kind and liberal manner came from Town and offered their services. Our able steerer, T. S. Egan, also arrived with them and handled the ribbons in his usual skilful manner.

With these alterations the crew was as follows:

J. Raven (*bow*)
 E. W. Montagu
 R. C. Maul
 W. M. Jones
 W. H. Yatman
 M. A. Smelt
 J. M. Croker
 W. R. Croker (*stroke*)
 T. S. Egan (*steerer*)

Sanguine expectations were raised that with such a force we might still be able to be monarchs of the Cam. But, alas, to the surprise of many, the Trinity ran into Sir Nic. half way up the long reach; as far as round Ditton Corner we were nicely ahead of them, but the Trinity laying out with a devil of a spurt and the tug of war coming rather unexpectedly, our crew got a little fuddled and unsteady, and came to a regular case of fix (*hinc illae lacrymae*).

Montagu records that this race was rowed in a regular blizzard and intense cold. The starting gun's powder was blown away, and the crew had to freeze in their thin cotton jerseys till a fresh supply could be got from the lock.

Of the second night, the Secretary wrote:

This was a well and pluckily contested race, the Caius intending to push the Trin. very hard for their old place. Much speculation was set afloat as to the result of their efforts, the odds were generally in favour of the Trinity especially as there was much stream in the river and the wind rather boisterous. Sir Nic. started off at a rattling steady pace, gaining nearly half a distance on the Trinity as far as Grassy Corner. The Jesus also gaining on Sir Nic. about the same distance. However on turning Grassy she shook off the Jesus, and kept getting nearer

and nearer the Trin. till at Ditton Corner, partly through good pulling, partly through the beautiful steering of T. Egan, she overlapped her adversary and walked into her about 50 yards up the long reach.

On the third night:

...the Trinity were full of confidence, and had great expectation of regaining their place, the Jesus on the other hand felt intensely confident that the Trinity boat and theirs would enjoy a pleasant bit of flirtation before the termination of the race, which event turned out according to their expectations, for the Jesus hugged the Black Prince very lovingly up to the Plough hotel where he got a very rude poke on his stern from his adversaries' nose, leaving the Caius to enjoy his exalted station for some time longer. N.B. The Jesus full of beans but down at the mouth because they could not bump two boats at a time.

Then came the last night's racing:

This was the most beautifully contested race that the placid Cam ever was witness of, and it must have been a high treat to the youth, beauty and fashion that decked its willowy banks; never was seen so fine and sunny a day in March, and there having been no rain for many days, there was scarce any stream to contend with. The betting was decidedly in favour of the Jesus, who backed themselves very freely.

The first four boats started off at a rattling pace, the Jesus getting very close to Sir Nic. all the way from the Plough to the cabbage garden (nearly at the bottom of the long reach). At this point the Trinity began to gain on the Jesus and the Magdalene on the Trinity, and away went these four gallant boats up the long reach at a most swinging pace—the Caius arriving at the winning post a little more than her distance ahead of the Jesus.

As might be expected a boat supper was given to Jones and Egan 'for their unwearied and successful efforts in assisting us to keep our distinguished station on the river.'

At these times when a bump supper was given some at least of the expenses were charged to the Boat Club account. On this occasion there appeared the entry, 'Honeybun—for dinner...£5. 0. 0.' There are many similar entries, particularly to Bacon for cigars, and to

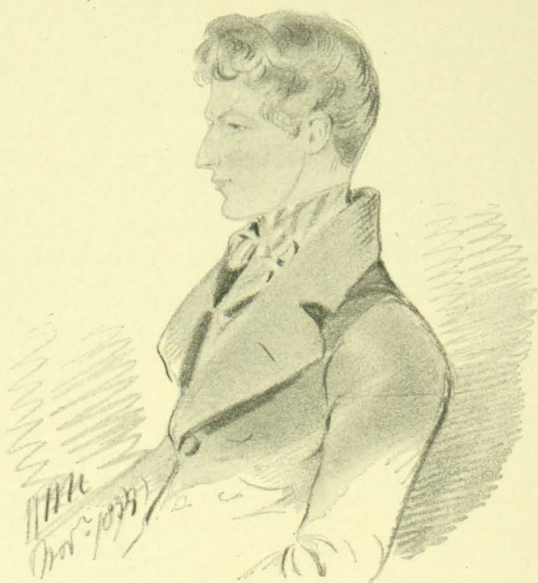
others for ale at the boat-house. Another frequently recurring item is 'paid U.B.C. for Music at the races.' It would not be amiss if the C.U.B.C. took the matter in hand once more, and stopped the horrible noises which nowadays mar the enjoyment of the races. The College has played an important part in putting down the nuisance: for it recently bought the farm on the Ditton side of the river largely with the object of keeping merry-go-rounds from pitching in the fields opposite the Corner. They then moved across to the Chesterton side, and somebody should dislodge them.

In the University race of 1841 Cambridge won their fourth successive victory. The Caius boat made the journey to London, and had the satisfaction of seeing 'Bill' Croker row bow, and his brother 'Joe' steer.

The May (1841) races proved full of vicissitudes for the C.B.C. Ill luck attended the boat to such an extent that when racing commenced the crew 'had not once pulled together.'

On the first night of the races Jesus bumped Caius at Grassy, and deprived them of the headship. The new boat proved a failure: the crew had to be altered: everything looked black. 'Joe' Croker gave up the rudder lines on the second night to stroke the second crew and to make 'a glorious bump at Grassy.' He was the most versatile oar the Club ever produced. On the third night he was back in the first boat rowing '3.' On the fourth night, Caius, which had rowed over on two nights, narrowly escaped being bumped by St John's. The worst was to follow.

A most untoward and unfortunate circumstance happened after 'the fourth race' which spread a panic throughout the breasts of all members of the Caius boat Club—our worthy and respected Captain [W. R. Croker stroke of the boat] was taken seriously ill and was pronounced by his medical advisers unable to handle an oar: but things were not allowed to rest here, an early and active information was conveyed to town of our serious loss, and two substitutes appeared next morning



EDGAR MONTAGU, 1839



J. M. CROKER, 1838

in the persons of Brett and Yatman, the consequence of which was a decided change for the better in the crew—one thing alone being wanted, viz. to see our Captain once again at the head of his gallant crew. His brother J. Croker however filled his place most ably. The Caius tailed the St John's and succeeded in coming very near the Jesus, reserving the victory for next race.

On the sixth night 'the Caius after a hard race bumped the Jesus half way up the long reach thus regaining their laurels much to the chagrin of their opponents.' On the last night they maintained their place with comparative ease.

It will be seen that this May boat (1841) underwent several changes. Originally it was manned thus:

J. Raven (*bow*)
 J. Barry
 R. C. Maul
 E. W. Montagu
 R. R. Walpole
 J. Abercrombie
 F. Thackeray
 W. R. Croker (*stroke*)
 J. M. Croker (*steerer*)

On the third night 'Joe' Croker replaced Maul at '3,' and Bland came in as cox. On the fourth night Abercrombie had to return to Town, Maul came back at '2' and Barry became '6': and finally when the boat went head it was arranged:

J. Raven (*bow*)
 J. Barry
 W. H. Yatman
 W. B. Brett
 R. R. Walpole
 E. W. Montagu
 F. Thackeray
 J. M. Croker (*stroke*)
 W. O. Bland (*steerer*)

Montagu's account of the racing adds some interesting particulars. It must be remembered that the races were not rowed on consecutive days, but on the Mondays, Wednesdays and Saturdays.

We were a very light crew [he wrote] for the boat, always a great thing; and we had the Stanley stroke to perfection. Croker had all but the central bottom boards taken out, and

the boat fresh varnished. With our two light forward oars, one under nine and the other under ten stone, he had had a weight placed in the bow, that by a string could be pulled a little sternward, if needed, to get the proper keel. The Jesus bumped us: I think they had Stanley at stroke, but it has been denied. Then the Johnians were next behind us [on the third night], who gave out their practising time as half a minute faster than ours. Before we started Croker said to Joe Thackeray at 7, 'If we have a hard race I don't know what will happen to me.' He had had something like fits when pulling bow in the University at Easter. Our orders were to go as hard as we could to Ditton, either to get safe round the corner, or to put them off thinking they could bump us. But they kept overlapping us directly in the Long Reach, and so it went on; we just clearing with the rudder strings up. Well, as they say in horse-racing, we lasted the longest. But that night poor Croker, our much-loved Captain, was taken with awful fits or something. His brother Joe took his place next day as stroke. We had a council of War...Croker was silent. Late that night might be seen a small body of old oars going down King's Parade to see the Mail go through; no railway then. 'Now, gentlemen,' says the coachman, and up jumps Croker on to the box. 'Halloa, Joe, what games are you up to?' 'Well, I am going to see if I can get Brett to come and take my brother's place,' and away went the coach into the darkness. 'Ah, well,' said Vialls, captain of the 3rd Trinity, 'that's no use, remember what happened before when Brett came up.'

Now whether Joe Croker, who was a very leery man, pulled the Rolls Court Judge out of bed, saying he must come and take his brother's place, and then went and did the same to Yatman, without a word about the other, I have always been curious. I should like to put Lord Esher into the witness-box. Anyways, when the coach was ready to start there were all three of them, in good time for the evening's race. Of course we thought no more of the heavy Johnian crew. And the next race we rebumped the Jesus about the middle of the Reach. I can see Richie, its captain, standing up in the middle of the boat, cursing us about our old oars; yet as I have said I think they had Stanley; and the Johnians certainly had Shadwell, who pulled bow in the University in 1839.

So once more we finished head, and led the procession at the Backs of the Colleges with some twenty-six eight-oars behind us. And now, for once more since the race that killed him, I saw our dear captain. He had come down to King's river-side

wrapped in a great-coat, with two friends to support him, to see his dear boat once more. I never saw him again. He went home to Ireland as soon as he was able. Happily a Fellowship fell vacant just in time for him: for he was ninth Wrangler in his year. So he died Fellow of Caius a short four months from that desperate race.

It may not be strictly accurate to say that 'Bill' Croker was a fellow: he was elected to a fellowship, but died before he could be admitted.

Meanwhile, in 1839, a great event had happened in rowing—the institution of Henley Regatta. Cambridge rowing men had formed a club in London, with headquarters known as 'The Cambridge Subscription Rooms.'

This Club had been established in 1835, and had met with signal success. In June 1839 it won a match between six four-oared boats from Westminster to Putney. The crew comprised three Caians and was made up thus:

W. M. Jones, Caius (*bow*)
 G. W. Drew, Trinity
 R. N. Phillips, Christ's
 W. H. Yatman, Caius (*stroke*)
 T. S. Egan, Caius (*steerer*)

It then issued a challenge to England, which was not accepted. To commemorate the successes gained by Cambridge over Oxford in 1836, over Leander in 1837 and over Oxford again in 1839, and the victory of the four followed by the unaccepted challenge to England, the Club caused medals to be struck, bearing the inscription

Iside et Thamesi
 Triumphatis
 Anglia in certamen
 Provocata
 Granta victrix.

Save for the inscription, the medals resemble closely those given now-a-days to the University crews.

In 1841 the Cambridge Subscription Rooms Club won the Grand Challenge at Henley, meeting Leander in the final. The Club crew which comprised four Caians, W. H. Yatman, W. M. Jones, W. B. Brett and T. S. Egan, won

The Caius Boat Club

on a foul. Leander challenged them to a match for a thousand guineas a side. The challenge was not accepted!

It is a remarkable fact that the O.U.B.C. and Henley Regatta were instituted in the same year, 1839.

In the October term 1841, Raven rowed bow of the Captains' boat and Barry '2' for the University. The Captains won easily.

In the same term Peterhouse, who had finished third in the May races, issued a challenge to row a four-oared race against any Club on the river. Caius took up the challenge, and although their crew averaged a stone and a half lighter than the Peterhouse men, the match was a close one.

'Joe' Croker, now a Fellow of the College, stroked the Lent boat of 1842. There were several changes in the boat, and the crew was exceptionally light. It was made up thus:

J. Raven (*bow*)
 J. Barry
 H. A. Baumgartner
 E. W. Montagu
 R. R. Walpole
 J. T. Dove
 R. C. Maul
 'Joe' Croker (*stroke*)
 E. T. Henery (*cox*)

On the first night it blew a gale, and the betting was 5 to 1 in favour of Jesus bumping them and going head. Instead of this, Peterhouse bumped Jesus. On the second night Caius were keeping their distance when, rounding Ditton, '2' and '4' put on 'too much side' and the boat went almost ashore. The bow oars were in confusion and before the boat got properly under way again Peterhouse had bumped them. On the third night Caius made a frantic and almost successful attempt to rebump Peterhouse: but the term ended with Caius second, in the order Peterhouse, Caius, Magdalene, Jesus.

With this crew we take leave of Montagu. He lived until 1902, full of memories of these gallant times, endowed with good looks, a charm of manner and an almost quaint simplicity which endeared him to everyone.

In the May term 1842, Caius did not expect to keep their place, as four of their old crew, 'Joe' Croker amongst them, had disappeared. As originally made up the crew was as follows:

T. White (*bow*)
 J. Barry
 G. Mann
 W. H. Drosier
 T. Watson
 J. T. Dove
 H. A. Baumgartner
 R. C. Maul (*stroke*)
 E. T. Henery (*cox*)

Magdalene bumped Caius on the first night. The second night saw Caius, Jesus and First Trinity 'rowing with not more than a foot between each for at least 200 yards. Jesus was, however, at last worsted, and was bumped by the First Trinity at the Lower Willows. When this took place Caius for a few moments threw up their oars, until John's came within a distance of them, at which the Johnians... spread abroad a report that they had nearly bumped Caius—the relative positions of the two boats at the winning post were at least equal to $2\frac{1}{2}$ distances.'

The crew was then altered, and Croker came in as stroke. He could not keep the boat from being bumped by Jesus, but, accidents apart, it had no danger from St John's. The accidents happened: Croker and another of the crew were injured at a cricket match, and a third was forbidden to row. The scratch crew, after a good race, was caught by St John's: yet 'had the new oars had a day or two's practice we should have got away altogether. The cheers for Caius at the close were tremendous, proving that tho' they had lost a few places on the river they had not lost their reputation for pluck and good feeling.' At the end of the racing the Caius boat was fifth on the river.

One of those who kept in the boat throughout was W. H. Drosier, then in his sixth year, who afterwards became a Fellow and one of the great benefactors of the College. It is recorded that he and one Hughes of Magdalene built the first racing sculling boat on the Cam.

No boat-builder would lend his hand to such tomfoolery, though one was kind enough to lend his shed for the purpose! Many were disappointed that it did not upset on its trial trip.

J. T. Dove, who rowed in this boat, took Holy Orders and for forty-four years was incumbent of Cowbit, near Spalding. He lived for another sixty-five years to tell the tale of these racing days. His great pleasure towards the end of his life was to stay with his old friend H. A. Baumgartner, another of this crew, Vicar of Nettlebed near Henley, for the Regatta. These two with Forbes became well known to the crews at Henley: three old gentlemen, full of reminiscences of rowing, as keen as anyone on the towpath, full of vigour and enjoyment of life despite their eighty years or so. Baumgartner was the last survivor of this period of rowing, dying in 1909 at the age of 88. A photograph of these three old gentlemen hangs in the boat-house.

The Caius 'Cannibals,' or second boat, might have gained a good position on the river but for an unfortunate habit of rowing with only six oars. Twice in the May races of 1842 it had the temerity to race thus truncated, and fell. 'The Cannibals,' says the Club book, 'having but 6 oars were bumped by Pembroke.' On the following night—'the second crew rebumped Pembroke.' On the next night—'the second crew was again bumped by Pembroke.' After that there is silence as to the term's doings of the Cannibals.

In 1842 the University race was rowed, for the last time, from Westminster to Putney. A great change had come over Oxford rowing during the past twelve months. Hitherto Oxford had been coached by professionals. They now realised that this style was radically wrong, and that the Cambridge style, as taught by Egan, was in every way its superior. The result was surprising. Oxford led from the start and won by six lengths. No Caiian found a place in the Cambridge boat.

The Cambridge Subscription Rooms' boat again won the Grand Challenge at Henley. The College was represented

in it by W. H. Yatman, W. M. Jones and T. S. Egan. In the final they met the Cambridge University crew, and won after a magnificent race.

The Captains once again beat the University in the annual match. Maul rowed '3' for the Captains, whilst Dove was '2' and Henery cox in the University boat. Raven, who had migrated to Magdalene, rowed bow in the latter boat. In the following summer he rowed bow for the Cambridge at Henley—the lightest man that ever pulled for either University, 8 stone 3 lb.

New laws for the C.B.C. were drawn up by Baumgartner and passed in 1843. The subscription was altered to an entrance fee of ten shillings and ten shillings a term. Much discussion arose before a new law was passed providing that the Captain of each boat should be elected by vote of the members, and should hold his office 'so long as the tacit consent of the Club' should allow. Hitherto the Captains had been elected annually, and the first and second boats had been practically independent of each other. The crews had been chosen by their respective captains, at the beginning of each term, and there had been little chopping or changing amongst the crews. One of the new laws provided that the second Captain should have entire command of his boat, 'but that the Captain of the first boat have the power of taking from it, men, oars, etc. in case of emergency.'

The attendance of the crews at the boat-house was still a trifle casual, for it was ordained that 'should any member be unable to come himself, he is to provide a proper substitute, or inform the Captain so at least three hours before going down.' Any member late on a practising day was to be fined a shilling, and if more than ten minutes late, half-a-crown: whilst 'any man late on Racing days so as to prevent the Boat going in her proper place, will be fined the U.B.C. fine of 10s. 6d.'

Another law which seems strange to us was 'that any man, excepting the Captain and Coxswain, speaking or

looking back during a race be fined 2s. 6d.; whilst practising, when coming over the ground, 6d.,' and any man not appearing in proper costume on racing days was to be fined half-a-crown. If not paid within a week, all fines might be doubled.

Caius started the Lent races 1843 fifth on the river and finished fourth. 'Joe' Croker again stroked the boat and his younger brother 'Arthur' rowed bow. The Club now put a third boat on the river, and much was the rejoicing on the last night of the races when all three boats came up the river with their flags flying.

'Joe' Croker again stroked the boat in the May term. They bumped St John's, but found Peterhouse just too good for them to catch. Night after night they got within a very few yards of their opponents, without being able to make the bump. It was a wonderfully plucky performance for the Caius crew averaged only 10 stone 1½ lb. The year's racing ended with Caius third on the river.

It had been the custom for the boats taking part in the Procession behind the Backs to carry considerable cargoes of champagne and such-like consumable stores. In 1843 the boat Captains put an end to this practice: 'the only one who disapproved of the non-continuance of an old custom, was the Captain of the Pembroke, who gave it as his opinion that 'if there was no champagne there wd be no Procession,' he drawing this conclusion from his boat having determined not to go unless 'lush of some kind were allowed.'

The Caius crews, if deprived of 'lush' at the Processions, were supplied with it on other occasions at the expense of the Club. Thus the accounts for the May term include 'May 13, Beer for bumps, 3s. 6d.'; 'Wine at Boat Supper, £1. 2s. 6d.'; 'May 18, Beer at Bumps, 7s. 6d.'; 'June 5, Wine—Boat Breakfast, £4. 8s. 6d.'

There was no University race in 1843, but the University crews met in the Grand at Henley Regatta. It was an historic race. Menzies the Oxford stroke fell ill and a

few minutes before the race fainted. As it was impossible for him to row, the crew was rearranged, and rowed with seven oars. They beat Cambridge by a length, and those seven oar blades form the back of the chair of the President of the O.U.B.C.

In December 1843 the C.B.C. instituted 'a four-oared race for pewters.' Five crews entered. The preliminary rounds were bumping races, the final a time race. The starting and the winning posts were placed 60 yards apart.

In the Lent term 1844, the third eight, known by the endearing title of 'The Caius Damnables,' was revived, and won its place on the river. There were now twenty-eight boats on the river, and it is recorded as a cause for complaint that 'these races came off in two divisions owing to the neglect of the University Secretary in seeing that the posts were properly put down.'

Once again 'Joe' Croker stroked the College boat: and his brother 'Arthur' rowed bow. They promptly bumped Peterhouse: 'the 3rd or Damnables kept up their old fame and ran into the Christians [Christ's II] with a logging burst.' On the third night Caius caught First Trinity and so once again 'Joe' Croker had the satisfaction of stroking his boat to the head of the river. In this proud position the boat remained until the end of the May races.

Before the May races Croker fell ill, and was unable to stroke the boat on the first two nights. Not to be out of it, however, he acted as cox. On the third night he resumed his place at stroke. He must have kept his crew together in a wonderful manner, for the entry relating to the last night's racing says: 'This was one of the best races of the season and rowed by us in quicker time than ever done before by any crew, we did it in 6 mins. 30 secs.'

There now comes in the Club book an entry which many will consider the most interesting of all these records. Many traditions have centred round the event with which it deals, but few Caians have the story accurate.

The entry runs as follows:

On Friday the 24th day of June 1844 we rowed a match against the town of Cambridge: the origin of which was as follows:—Some enterprising individuals among the townspeople of Cambridge having last year got up a boat Club and having beaten the Gyps of Caius, they were emboldened by their success to send a challenge to the University in the Spring. A Captains' meeting having, after some demur, decided that this challenge should be accepted, left in the hands of the Captain of the 1st Boat, whatever Boat it might be, at the head of the river after the May Term Races, the power to form a Crew by the selection of any other two men from the other boats and his own. Now since we remained still at the head of the river with such a decided superiority, our Captain thought it best to keep our own crew without any alteration. The distance was from the 14th post to the Pike and Eel at Chesterton and a distance race was settled as best. We started from the 14th post and they 100 yards farther up, the termination of their course was opposite the Pike and Eel while ours ended of course 100 yards below it. Umpires with flags were stationed at each finishing post which they were to drop when the boats passed and a referee to decide which dropped first. The names of the Caius Crew were as follows:

	st.	lb.		st.	lb.
1 A. St J. Croker	9	0	5 H. Laborde	11	12
2 T. J. White	9	4	6 A. C. Forbes	10	0
3 G. Mann	10	5	7 H. A. Baumgartner	9	12
4 F. M. Arnold	11	10	8 J. M. Croker	10	4
			Coxn J. R. Paris		

There were great multitudes to see the race insomuch that the gownsmen who generally compose the greater part of the spectators were this day, tho' in increased numbers, in a decided minority. The start was effected by means of a pistol at about half past 7 and both crews got well off. We pulled very steady up to the 1st post as all below that had been terra incognita for some time to the Crew and consequently did not gain. On reaching that point, however, our stroke quickened and we began to draw on them, on turning round Grassy Corner the advantage gained was very apparent—and in the Plough Reach, where we put on our usual spurt, the shouts were deafening. At Ditton the race was safe, but we still continued to pick her up at intervals throughout the Long Reach till at last when about 100 yards from home we were

close on them and were obliged to stop, through fear of fouling and so losing the race. We then let them get on and after we rowed in about 10 yards behind them, thus winning by 90 yards. The Town Crew rowed well and pluckily for so young a crew and were under a slight disadvantage from their No. 2 breaking his stretcher at the commencement. The distance was done in 9 min. 28 sec.

One of the Caius crew, F. M. Arnold—who afterwards became a very famous oar—wrote for the *Caius* in 1894 his recollections of the race and of the events which led up to it. His account is as follows:

During the Lent and May terms of '44 the Gentlemen of the town had got up an 'eight,' the principal promoter being Foster, at the Bank (opposite the Post Office). They practised most assiduously, and were so impressed with their own powers, that in May 1844 they challenged the C.U.B.C. A meeting of Captains was held, and it was unanimously decided to ask Caius to 'take up the gauntlet for the 'Varsity.' There were obvious reasons for this—the difficulty of getting a good representative 'Varsity crew at so short a notice; and perhaps as a Caius man you will pardon my *apparent* vanity in saying that we were, and were looked upon as, an exceptionally good head of the river. I may add that I, who learned my rowing before going up to Cambridge, and in a much rougher school, on the Thames, distinctly affirm that for perfection of style or unanimity of stroke, I never rowed in a "'Varsity Crew' which could compare with that crew.

And now for the incidents of the race.

It was a distance race and we started second, not far from Baitsbite I should think. Joe Croker (stroke) gave us the office; we were to row a steady paddle till we got to the first post (with which we were all very *familiar*) and *then* to row our usual racing stroke over the rest of the course.

The result was in many ways amusing: till we got to the first post we rowed *two* strokes to their *three*, a trifle more than holding our own; but the consternation of the university men, who had money on, was great, and one horseman, who quite believed that we were 'selling the race,' rode into the river and tried to hit Joe Croker over the head with his hunting 'stalk.'

The state of things was, however, soon changed, for the moment we recognised our old friend the first post and the

word was given, we started our usual racing stroke—that was *three* to their *two*; and I can even now recall the feeling of being almost 'shouted out of the boat'—as we gained 'hand over hand' in the reach between Grassy and Ditton—by the roar from the thousands who crowded the banks.

Whether we came up to them and 'easied,' or they made way for us to pass them, I don't distinctly recollect, but never had a crew a more unmistakeable licking than Foster's crew got.

This may be a suitable place in which to say something of the various courses over which the races were rowed. When racing began in 1827 there was a sluice across the river between Fort St George and the present Caius boat-house premises, known as the Jesus Green Sluice. Fort St George was on an island, separated from Jesus Green by a backwater. There was another sluice at Chesterton—where Charon's Ferry is, or used to be, below the Big Horse Grind. The first starting posts were on the left bank of the straight stretch between Charon's and the Horse Grind. The space was so limited that no bumps were permitted before the bumping post, some 200 yards above the Horse Grind, was reached. The finishing posts were where the boat-houses now are.

About the year 1835 these two sluices were removed and the present-day locks at Jesus Green and Baitsbite were erected. The course was then altered, and the account of the race against Cambridge Town shows it was much the same as the present course. But in 1845 the 'Eastern Counties Railway' built a bridge across the river which left such a narrow fairway that it was quite impossible to race under it. It was the test of a really skilful cox that he could steer a boat at full swing through the arch. It could only be done by shooting the boat right across the river. The finishing posts had to be placed below the Bridge. The starting posts were then 130 feet apart.

In 1869 the river was widened and deepened, and in the course of these improvements a new Railway Bridge was built, on the site of the old one, but leaving room for

eights to pass under it with comfort. This was completed by 1871, and the course was changed. In 1872 the finishing post for all boats was fixed at Charon's Ferry: and in May 1874 the first seven boats raced on to the Horse Grind. The starting posts were then placed 175 feet apart.

Reference has already been made to the tradition that the light blue trimmings in the C.B.C. uniform were bestowed on the Club in honour of its victory over the Town. Although it has been shown that tradition erred, it is well to record Arnold's decisive statement on the point. 'In 1843, when I went up,' he wrote, 'their hat-ribbon and neckerchief were *light blue and white stripes diagonally*—as far as my memory serves—about 1 in. wide. . . . Up to the Spring of 1848, when I finally left, *no* change had been made in the Colours.'

So far as the C.B.C. books record, the race against the Town saw the last and culminating appearance of 'Joe' Croker as an oarsman. Throughout the history of the Club no one gained such a brilliant record. In the previous October the members had resolved 'that a cup should be presented to J. M. Croker, Esq., M.A., by the members of the Club, as a mark of their regard and for his services to the Club.' Well he deserved it. He had obtained his colours in Lent 1838; rowed '7' in the crew which went head in 1840 and retained that position in the Lent races 1841; stroked it from Lent 1842 to May 1844 inclusive, finally regaining and retaining the headship of the river, and he stroked the crew against Cambridge Town. Moreover he coxed the University boat in 1841, and in 1843 stroked the University crew against the Captains.

After being a mathematical lecturer and Dean at the College, in 1855 Croker accepted the College living of Lavenham in Suffolk. A humorous and genial companion in his College days, he impressed his rustic flock with his athletic prowess and his Irish oddities. The writer of these notes can recall many a story of the astonishment of the villagers at seeing their parson jump a five-barred gate,

and their amusement at his attempting to hang a retriever because it had been given 'a bad name.' He found a vast and glorious church marred by barbaric methods of decoration and restoration. Dressed as a stonemason he laboured unceasingly at the task of removing whitewash and stucco from the walls, and not infrequently accepted tips (which he always placed to the restoration fund) at the hands of visitors who thus expressed their appreciation of this interesting and intelligent craftsman! He died in 1891 at the age of 72, having retained to the end an unbroken friendship with Baliol Brett, Lord Esher.

Again in 1844 there was no University race. The Universities, however, met in a race for the 'Gold Cup at the Thames Regatta.' Leander also rowed in the final. Raven (formerly of Caius), Mann and Arnold were in the Cambridge crew, and Egan coxed it. The boat beat the Leander but lost to Oxford.

The Caius boat rowed at Henley. They had lost three of their crew, and suffered from 'an evident want of training perceptible in others.' Egan coxed them. They were beaten, after a good race, by the Oxford Etona.

It was in 1844 that Baumgartner proposed to Mr E. Searle, the boat-builder from whom the C.B.C. had obtained the boat in which they had been rowing, that he should set up a boat-house. Searle said he would gladly do so if only he could obtain a site. Baumgartner found that the land which Searle coveted belonged to his Tutor, J. J. Smith. The difficulty was soon overcome; Searle quickly set to work, built his boat-house, and the C.B.C. transferred their headquarters to Searle's establishment. The new premises were nothing to boast about: they were extremely small and were approached by a breakneck ladder from the outside. Searle's business passed into the hands of Winter, then of Pocock and lastly of Banham. The building, however, remains little altered to this day.

In the October term 1844 Baumgartner resigned the Captaincy of the Club, which he had held for two years.

Mann, the new Captain, rowed for the Captains against the University, in whose boat Arthur Croker, F. M. Arnold and Paris (as cox) appeared.

The Club at this time received a new flag, and decided that a note should be written in the name of the Club to the Misses Drake 'to return our most sincere thanks for the flag they were kind enough to work for the 1st boat.' These ladies doubtless were the sisters of William Tyrwhitt Drake, a member of the Club. The crew was worthy of a flag worked by the members of the family of the great admiral!

In February 1845 the Club decided to purchase a new boat. Some discussion arose whether it should be made of deal or of oak. 'When put to the vote the deal one was decided on with only one or two dissenting voices.'

The Lent races began with Caius head of the river and First Trinity behind them. The record in the book is as follows:

This race was one of great interest, it being the universal expectation that Caius must lose the proud position she had so continuously maintained throughout last year, in consequence of losing the stroke (Mr J. Croker) and No. 7 (Mr Baumgartner) besides No. 2. But in spite of all these odds, Caius was too much attached to the head of the river to lose it without a struggle. At the start we got well off and kept our distance till about the middle of the Plough reach, when the 1st Trinity began to gain, at Ditton Corner we were still a boat's length ahead, but when straight round Ditton they began to make play—an average of 11 stone 13 lb. against 10 stone 2 lb.!! Caius still disliked being bumped, and being full of pluck, they pulled steadily on to the lower Willows where the 1st Trinity came within 5 inches of Sir Nic.; but as the pluck of Caius was never known to fail they pulled to the winning post, about 2 or 3 hundred yards, nearly a boat's length ahead, thus maintaining her place for 10 successive races.

On the second night:

Our crew went down with the determination of giving the 1st Trinity their work, if they *must* be bumped (and as we lost

Arnold, whose steady stroke did so much to keep up the pluck of the crew last race, it seemed probable that we should). Laborde went to stroke, thus losing our strongest man from the middle of the boat; notwithstanding all these disadvantages our crew started in first rate style, tailing the 1st Trinity as far as the middle of the Plough reach, from which place the 'Black Prince' continued gaining and were within a boat's length straight round Ditton, where they put on a most terrific 'chiffney' and walked into 'Sir Nic.' just below the Lower Willows. No. 7 in our boat on the near approach of the 1st Trinity was excited and quickened on the stroke, or we might have kept away some distance further; but the crew deserve nothing but praise for their pluck in giving so superior a crew such a race to prove their claim to the 'head of the Cam.'

This was the last occasion on which Caius rowed head of the river. It had been head in 1839, 1840, 1841 and 1844—four times in the first eighteen years' racing. It is now 82 years since it occupied that position.

The boat finished the Lent races fourth, behind First Trinity, Second Trinity and St John's: and remained in this position, after much hard racing, at the end of the May term.

The Oxford and Cambridge race was revived in 1845. The amount of traffic in the Westminster to Putney reach caused such difficulty that Oxford suggested that the race should be rowed from Putney to Mortlake. Cambridge readily agreed, and ever since that date the race has been between those points. G. Mann and F. M. Arnold of Caius rowed in the Cambridge boat, which won by 30 seconds. They also rowed in the University boat which won the Grand at Henley, and they won the 'Silver Goblets'—a race which was instituted in that year under the title of the 'Silver Wherries.' It was so known until 1850.

Even in these early days the annual College Scratch Fours provided much amusement. They were strenuous days for some of the crews, as may be judged, for example, by the events of 1845. Six boats entered: the crews were chosen by lot. The first two rounds were bumping races:

one from the Railway Bridge to the first post, the other, back again from the first post to the Bridge. This left in three boats. The final was a 'flag' or time race, down again from the Bridge to the first post. 'The crews,' we read, 'though much done by ye previous heats, pulled very pluckily.'

The only Caians who were in the University and Captains' race of this year were E. R. Turner, afterwards a County Court Judge, who rowed bow for the Captains, and Arthur Croker who coxed them.

From 1845 until 1858 no Caian pulled for the University, although the C.B.C. twice provided the cox. From time to time the College produced an outstanding boat or an individual oarsman of note, but the Club book frequently regrets the want of a Joe Croker or an F. M. Arnold.

For a period the C.B.C. experienced somewhat bad times. It was about this date that the lines were written (see Whibley's *Cap and Gown*):

Know ye the College where men never shine
 In aught but in quaffing the juice of the vine:
 Where clouds of tobacco send forth a perfume,
 That is plainly perceived pouring forth from each room?
 The sounds that ye hear there are not like the lute,
 For the voice of the 'rowing man' seldom is mute.
 But the ale that they sell there—I own it will vie
 With any that's made, or sold, under the sky.
 And the hue of their copus is brightest in dye.
 'Tis the College of Caius. . . .

For some years before 1846 the number of boats on the river had become so great that a kind of second division had been organised. These lower boats were sometimes called 'the sloggers,' sometimes 'the donkey races.' In 1846 '4 boats were removed from the bottom of the river into the "sloggers," this leaving only 24 boats in order that the 1st post might be moved lower down and the race course be made as long as it used to be in olden time. All the first seven crews with the exception of our own had new boats, the 1st 4 being "Claspers" some feet

longer and much narrower than the old style, and a new style of oar, broaded at the outer end.'

These new boats 'much narrower than the old style' were probably outriggered craft. Clasper is credited with having introduced 'outriggers' in the year 1845. The claim seems to be unwarranted: at any rate one of the four-oared boats which Caius for several years had been in the habit of hiring for the Scratch Fours, was of this type. The innovation was not immediately appreciated. The Universities first used outriggers in 1846.

In the Lent races 1846 the Caius boat fell from fourth to seventh. On one night 'some of our crew lost their oars in the swell and our friends from behind, taking advantage of this, walked into us at Grassy.' On the next 'our men got unsteady: the boat rocked and the Magdalene ...came into us before we turned Grassy, running the boat high and dry on the corner.'

In the May term 1846, the Secretary commenced well by recording the order of the boats at starting. Here his energies evaporated—he left six blank pages and not a word as to the racing. In spite of their new boat—or possibly because of it—they fell from seventh to eleventh.

In the race between the University and the Captains, F. M. Arnold rowed for the former. He also reached the final in the Colquhouns. It yet remains for a Caian to win this race.

Arnold then disappeared from Cambridge rowing to renew his activities elsewhere. He was a man of immense strength, standing nearly 6 feet high and measuring 48 inches round the chest. From 1855 to 1882 he lived at Kingston-on-Thames, as an army coach. There he founded the Kingston Rowing Club, and became a prominent volunteer and rifle shot. He possessed great energy throughout his life and was a pleasant companion, a courteous host, gentle and thoughtful in all his dealings.

The Lents of 1847 call for little notice. Caius put on a third boat, which started at the bottom of the river. It

was not a great success: 'the 3rd lost all chance of making a bump,' says the book, 'in consequence of having started 3 posts instead of one behind the boat before them (were they drunk?).' The explanation suggested seems the most charitable one.

The May boat of 1847 finished twelfth on the river and was fortunate not to be lower. On the last night the crew rebumped Emmanuel owing to No. 2 in the latter losing his oar and breaking his rowlock. The second boat rose seven places in seven nights.

The following year (1848) saw a splendid revival. In the Lent and May races the boat rose from twelfth to fourth; the final order being Third Trinity, Second Trinity, Sidney, Caius. If only it could have bumped Sidney it might have gone head. Night after night it got within a very short distance of that boat, but could never catch it.

H. Morse and M. G. Holt rowed in the Captains' and University race of this year. Morse met with an early death. In 1858 he was upset from a boat in Hayling Harbour: he was an excellent swimmer and reached land, but he returned to save others, and was drowned in the attempt.

In 1849 Sidney took its boat off the river, so that Caius started third. It was such an absurdly light crew, averaging 10 stone 1 lb., that its fall by the end of the Mays to seventh is not surprising. It contained, however, two men of outstanding interest. First, C. F. Mackenzie, second Wrangler in 1848, who after being a lecturer for several years, took Holy Orders, and in 1859 was appointed head of the Universities' Mission to Central Africa. He was consecrated Missionary Bishop in 1861, but his promising and self-sacrificing career was cut short by death due to fever on the Shire river in 1862. He was only thirty-seven. Members of the College were mainly instrumental in erecting a memorial over his grave in Africa.

The other was C. H. Crosse, the cox. He steered the

boat admirably and was twice in the Cambridge boat (1851 and 1852). For us the important point is that he was the exemplary Secretary and Treasurer of the Club, doing much to instil energy into its members and order into its finances, at a time when these matters sorely needed attention. Those of us who have reached a certain age owe him gratitude on another score. At our entry to the University many of us might have been shipwrecked on seas of perplexity. As it was he steered us to safety by the shortest possible route, over the calmest waters, almost without exertion on our part. He was the author of 'Paley's Ghost.' He presented his portrait to the Club in 1908 and died in 1913 in his 86th year.

Another interesting member of the Club was Canon Arthur Barwick Simpson. It is not recorded that he rowed in the first boat though he is said to have done so. He combined mathematics with music and made important discoveries in the principles and methods of tuning large bells. It is due to his discoveries that our Chapel bell sounds so sweetly to the ear.

In October 1849 the races between the University and the Captains' crews were discontinued and replaced by races for four-oared boats with coxswains. The preliminary heats were bumping races, the final a 'time' race. The first Caius four was unusually light, and experienced a chequered career. In the first race it bumped Jesus: in the third it was over-bumped by First Trinity.

There had been no University race in 1847 or in 1848; in 1849 there were two. The first, in March, was won by Cambridge, the second, in December, by Oxford. The latter race was won on a foul—the only occasion on which this has happened in the long history of the contest. The Universities did not meet again until 1852.

There is a note in the book, under date of November 1849, which shows that the Caius boating uniform was then 'a straw hat with University Blue ribbon, Flannel Trowsers and White Flannel over-Jersey, it being optional

with each man whether he wears the over-jersey.' It would seem that the blue and white stripes had been discarded.

In February 1850, C. H. Crosse was elected Secretary. His first minute, relating to the Lent races, was characteristic.

The remarks to be made upon these races are but few. The rowing *generally* was considerably below the average in *quality*, the only boat having a really good crew being 1 Trinity I who richly deserved their place at the head. They *trained* steadily and attentively which, after all, is the 'thing that pays'—Old Caius managed to keep its place throughout the races (seventh), gaining on the boats before them, but not having powder enough to bump. We had a remarkably light crew, scarcely *averaging 10 stone*, but there was as there always has been *plenty of pluck* although but *little training*.

The boat performed in exactly the same manner in the May races, and received almost identical criticism from the Secretary.

Crosse then took in hand the financial position of the Club. He examined into its affairs and printed a short report. He found it to be in debt to the amount of £127. Its income was only just sufficient to cover current expenses. In the beginning of 1844 the debts amounted to £30. In each of the years 1844, 1845, 1846 a new boat had been ordered. Subscriptions had been raised to pay for these boats, but their cost exceeded the sums collected by £75. Most of the money was due to Searle, the boat-builder.

Crosse raised subscriptions with vigour. By the October term the Club debt amounted to just on £200, of which £128 was due to Searle. With great generosity Searle reduced his account by a third. The Master and Fellows subscribed handsomely: Mackenzie gave £10: and Crosse had the satisfaction of seeing the entire debt cleared off. Indeed the Club went further, and raised sufficient money to buy a new boat.

Crosse's appeal for stricter training and practice failed

of its purpose. The new Secretary wrote of the Lent races 1851:

Disgraceful certainly, but unavoidable!! The first Caius boat lost five places in six races....Want of training was the crowning fault, and hence though the style and time was not so bad, and gave the idea of better things when paddling, yet in the race the pace was painfully slow, and the boat rocked like a ship at sea.

The second boat rowed well and pluckily and did their best to keep up the boating reputation of the College, which but a few years ago under a Croker and an Arnold had yielded to none other on the river. About the third boat the less said the better.

In the May races the first boat fell two more places, to fourteenth, owing to an unfortunate attempt 'to make up for the want of length in the strokes, by the depth of it.'

No. 6 in this crew was John Knox Laughton. After taking his degree as a Wrangler, Laughton became an instructor in the Navy. He served in the Baltic and in the China War. He was an authority on meteorology and nautical surveying, but made his chief mark as an historian of the Navy. Late in life he was made an honorary Fellow of the College, and was knighted. He also rowed for the College in the University Fours.

At Henley in 1851, Crosse coxed the University four which won the Stewards' Cup. He also coxed the University eight in 1852. Crosse was no mean oar. He won the College Sculls in 1852 and the Pairs in 1853.

It is a curious phenomenon that whenever the College rowing was in a bad way, new commitments were incurred and alterations made to the 'uniform.' So it was at this period. The Club framed rules for the Scratch Fours, and decided to institute College Pairs.

In each case the races were to be bumping races until only two boats were left in, then there was to be a time race. The rules of the Club, including rules for these races, were printed.

At the same time the Club uniform was changed to

'purple over-jerseys and caps; Black straw hats with U.B. ribbon. The handkerchief University Blue. Any coloured nets.' What the last-mentioned articles might be, the writer cannot even guess. This apparently was the first introduction of purple into the colours.

In 1857 the uniform was again changed by introducing a blue and white striped under-jersey and collar—'similar to the Caius tie.' The jersey was again changed in 1862, but the book does not record the colour of the new jersey. In 1863 it was decreed 'that the future over-jersey of the Club be of white flannel, trimmed with the Club colours of black and light blue.' In the following year a new cap was adopted. 'The Secretary here rose and brought before the meeting a new cap. Having pointed out its chief features of beauty, and having drawn attention to its peculiar advantages, to its becoming appearance, to its elegant design and the harmonious blending of its colours, he proposed that it should be adopted as part of the undress uniform of the Club.' Others expressed entire satisfaction with the cap then in use—the purple one. Unfortunately this new paragon of colour and design is nowhere described. One must assume that all this enthusiasm was lavished on the present head-dress. It was in 1870 that the boating blazer was changed to black, trimmed with light blue: all members were to wear double-breasted coats.

At a somewhat later period many pages of the minutes are occupied by accounts of discussions whether the stripes of the second boat jerseys, which went round the body, should be changed to stripes running lengthwise. The discussion dropped only when it was discovered that no one could make such jerseys!

Whilst the Secretary and others were doing their best to put the Club on a sound financial footing once more—for it had again fallen into debt—the first Lent boat (1852), without mentioning the matter to others, ordered themselves a new boat. This they did ten days before the

racing. The new craft arrived the very day before the races began—and proved too light for the crew. On the second night, No. 3, G. W. Samson, lost his oar and, though unable to swim, jumped overboard. Stroke of the second boat likewise lost his oar: he, however, did not jump—‘being afraid of catching cold.’

The first boat lost two places in the Lents, ending sixteenth. Matters looked desperate. Senior men were called in to coach the boat: permission was obtained to hire a London waterman. ‘The advice and assistance of our senior Dean (J. M. Croker, a crack oar in the days when such things were common in Caius) proved valuable to our Captain in helping to choose and coach the crew.’ On the first two nights of the May races the boat fell: but it improved and in the last five nights rose four places. It thus ended the year where it had begun it, fourteenth.

One of the crew was E. J. W. Stevenson, a famed mountaineer who made the first ascent of Monte Rosa with Hudson and others. Another was T. C. H. Croft, for many years a Fellow and lecturer in classics.

The second boat contained G. A. Henty, beloved by many of us in our youth as the writer of books of adventure. He resided only three terms.

The third boat experienced perilous times: ‘The principal features of the crew were the love of diversity of time, and the peculiar steering of the Captain, who embraced every opportunity of running into the bank, bumping barges and ferry boats, keeping the wrong side of the river and starting in a race with his rudder lines twisted.’ He narrowly escaped being ordered to pay for the damage done to the boat.

It was a hazardous business coxing a boat in those times. It would almost have been worth while insuring against accidents at Lloyds. A couple of years later: ‘Mr Hauxwell the Coxswain of the 2nd Boat having, whilst steering her in Cross’ Reach, run her stem on as hard as the men could row against a Barge, whereby she became

a perfect wreck, a meeting was held for the purpose of forming a Committee to collect evidence on the subject.' A 'wreck commission' was duly appointed: Hauxwell tendered his resignation as coxswain, which was readily accepted. He thus escaped the indignity of having his certificate withdrawn, and the Committee—as Committees often do—made a mess of the business, and Hauxwell apparently suffered no pecuniary loss.

In 1852 a difference arose between Egan and the C.U.B.C. The former held that watermen ought not to be allowed to have any voice whatever in the management and guidance of a University crew: the C.U.B.C. thought otherwise. Egan published his views and either directly or indirectly offered his services as trainer and coach to the Oxford President, Chitty, afterwards Lord Justice Chitty.

The result of their joint efforts was a crew which not only beat Cambridge but was also remembered for many years afterwards as being 'so nearly perfect, that the best judges could find no greater fault in it than that bow turned his elbows out a little too much.'

The only Caian in the Cambridge boat was Crosse, the cox. The Club book says of the race:

Both crews were first rate, and were probably the best which have ever been sent up from either University. The Oxonians paid great attention to *training*, but in this most necessary preparation the Cantabs were decidedly behindhand. *Egan*, formerly 'the skilful Caius coxswain,' trained Oxford and the crew did him the greatest credit. Coombs trained Cambridge, and had it been vice versâ, the result would most likely have proved so too, for Coombs has showed himself to be a failure, and though at an oar he *may* be unequalled, yet coaching at the rudder lines is not his place....Caius may take to itself the honour of having provided a coxswain as good as needs be, for the best race which has ever been rowed at Putney.

The October term, 1852, saw such tremendous floods that it was seriously proposed to row the scratch fours on

Midsummer Common. The proposal was negatived and the races were rowed on the usual course. For the first time, all the boats used were outriggers.

The floods continued during the race for the Colquhouns.

A Caian named Dix rowed in the race, and made an over-bump.

But in the moment of his glory, flushed with triumph and the exciting cheers of the spectators a disaster occurred to Dix which gave great amusement—Turning round after the bump to encourage his late adversary, with an affability delightful at all times, when coming from those in high places, his funny capsized and the envious Cam engulfed our hero in its oily waves.

Now Dix is a large, heavy man with (to translate literally from the French phrase) a 'pronounced' development of fundamental principles, and being unable to swim, he must have gone to the shades fresh 'from the fields of his Fame.' But Providence, in the shape of a bargee with a punt pole, interfered, and by a skilful application of the argumentum a posteriori, rescued the unfortunate from his degrading position—a moist and fetid instance of the transitory nature of all sublunary greatness.

In the following year Dix sculled at Henley with some success. He was a good sculler, but was unable to train properly.

The Club minute book is an entire blank from October 1852 to October 1853. This is unfortunate, for the crews must have been good ones, as they gained seven places in the Lents and the Mays, ending the year 1853 eighth on the river. This improvement was mainly due to the Captain, Sussex Vane Stephenson. There was no University race in this year (1853), but the University boats met in the Grand Challenge at Henley. Stephenson rowed for Cambridge, but Oxford, with the inside station, won by 18 inches.

The first mention of the Norris Pairs is contained in an entry dated December 6th of this year. There was a meeting on that day 'for the purpose of fixing the Pair Oared Races for the Silver Oars presented by Mr Norris.'



T. S. EGAN
(Coxswain C.U.B.C. 1836, 1839, 1840;
President C.U.B.C. 1853)



J. A. BROWN
(Coxswain C.U.B.C. 1924-7)

The donor can, I think, be identified as the Charles Norris who took his degree in 1854 and afterwards became Rector of Melton Constable. It was decided at the same time that only one heat should be rowed per diem, but that if no bump be made—two heats be rowed.

The Lents were now divided into two divisions in order to give a greater distance for the races. The first division consisted of sixteen boats; the second of the remaining eight which had hitherto rowed in the same division, and the 'Sloggers' or challenging boats. It is perhaps noteworthy that about this time the '1st S. John's' club took the name of 'Lady Margaret,' and after a short interval the second St John's Club amalgamated with the Lady Margaret.

The breach which had arisen between Tom Egan and the C.U.B.C. in 1852 was quickly healed with the result that in November 1853 he was elected President of the C.U.B.C. Although he coached and trained the crew it was a disappointing one and was easily beaten by Oxford. The Cambridge cox was C. T. Smith. He had entered Caius in 1843, and was then in his eleventh year and an M.A. of four years' standing. Why the University went so far afield for a cox, I know not. Smith eventually became a Judge at the Cape of Good Hope and Vice-Chancellor of the University there.

Other curious events happened in those times. Witness the following entry in the Club book:

An antique piece of plate having been left to the Boat Club by Mr Lockhart in the shape of a Tea pot, Mr Stephenson proposed that as it had not proved to be so valuable as was at first imagined it be rowed for by Scratch Pair oared Dingey: that a small subscription be raised from the contending parties in order to buy a Pewter to be given with it, and that it be left to the choice of the winning men which shall be the possessor of the Pot. Mr Reynolds seconded the motion which was carried unanimously.

And rowed for it was. It is to be hoped that Colonel Lockhart, the donor, a Crimean and Indian veteran, never

learned the fate of his antique silver teapot. Colonel Lockhart was also a novelist of considerable repute, the author of *Double and Quits*, *Mine is Thine*, etc., and he was the *Times* War Correspondent in the Franco-German War.

For the University Fours, Caius amalgamated with Corpus. The boat was a good one, but not good enough to win. Stephenson, who rowed in this four, rowed also in the revived race between the University and the Captains. On the conclusion of Egan's term of office as President of the C.U.B.C. Stephenson had been elected as his successor. He had not rowed in the 1854 boat, and before the 1855 race he surprised everyone by accepting a commission in the Scots Guards with a view to serving in the Crimea. Thus it happened that Stephenson, though President of the C.U.B.C., never rowed at Putney, though he had represented the University at Henley. The Caius Club raised a subscription and gave him a present.

In consequence of the frost there were no Lent races in 1855. In the May races (1855) the boat made three bumps and was bumped once. It left off sixth on the river. E. S. Kennedy who rowed '4' in the boat was a 'fellow commoner.' He was one of the band of early Alpine climbers who made the first ascent of Monte Rosa, and was a founder and the second president of the Alpine Club. H. H. Lubbock, '5' in the boat, gained his 'blue' in 1858.

The end of 1855 and the beginning of 1856 saw some extraordinarily turbulent meetings of the C.B.C. Many pages of the Club book are covered in an excited handwriting with an incoherent account of some squabble over an apparently imaginary grievance. In the excitement the Secretary forgot to enter any particulars of the racing in the Lent term. The result of the quarrel was that the Club fell to pieces, and few men cared to go down to the boats.

The only note of the May races is as follows:

It is worthy of remark that the ill-fated 2nd Boat, after rowing a single race (in which it was duly bumped) was TAKEN

OFF THE RIVER, owing to asserted *inability*, on the part of its newly-elected officers, to provide it with a crew. Inability to fill a 2nd Boat out of a College the 3rd in size in the University; and out of a club containing at least five and thirty *rowing* Members!!!

In October 1856 H. H. Lubbock was elected Captain and H. J. S. Winslow, Secretary. These appointments promised a better future for the Club. The first notice now appears of freshmen being taken in hand and properly coached. 'A boat's crew of freshmen,' says the book, 'were committed to the care of the ex-Secretary, and testified their regard for and confidence in him, by rolling him out of the boat into six feet of water on the second day after the above meeting.' If, as it appears, the ex-Secretary put eight freshmen into a boat straight away, he seems to have been lacking in sense to get into it himself! At a subsequent meeting Lubbock 'impressed on the junior members of the club the necessity of making the best use of the tub provided for their especial use, and after eloquently appealing to the flag of the Caius Club which was suspended from the wall above his head, entreated them to remember that the ancient glory of Caius ought to be sustained.' The appeal was very necessary, for during 1856 the boat had fallen from sixth to thirteenth. The first result was that a second boat was immediately placed on the river.

The Lent boat (1857) was coached by Crosse, and rose three places, from thirteenth to tenth. William Howship Dickinson rowed '4,' and Walter Butler Cheadle '5.' These became household names in the medical profession. The former—a man who always maintained a kindly ascendancy over his associates—was the famous physician of St George's; the latter, as physician of St Mary's and Great Ormond Street, became the leading authority on the diseases of children. No. 7 was Barnes Wimbush, who became Captain of the Club in 1858, and forty years later presented the College with the Chapel bell. Sir Clifford

Allbutt, late Regius Professor of Physic, rowed in the second boat.

In the May races of 1857, the first crew was the same as in the Lents, save that it had lost the services of Lubbock. The boat kept its place—tenth. A new boat was acquired, as the old one was in such a state that in the Lent races ‘girders were obliged to be placed through her, in order to keep her together.’

In the meantime G. A. Henty, the war correspondent and novelist, had presented the Club with a ‘Gold Challenge Oar’ for sculling. There is no entry relating to the actual gift of the oar: and at first it was rowed for without any rules or conditions being drawn up. It was distinct from the annual College sculling race, and carried with it the proud title of ‘The Championship of Caius.’

In 1855 the Gold Oar was won by Lubbock. In 1856 Welch challenged Lubbock ‘whose right arm completely gave way.’

The first notice of it is to be found under June 1857.

‘The Gold Challenge Oar’

On the 1st of June the race for the Gold Challenge Oar presented by Mr Henty took place. Mr Welch the holder of the Oar appeared at the post ready to contest for the Championship of Caius to the very last. The betting at starting was nearly even, but owing principally to the better condition and the well-known pluck of Mr Wimbush, the latter had slightly the call in more knowing circles.

They started the time race in the following order:

Welch 1
Wimbush 2

After a fine race Mr Wimbush vanquished Mr Welch by half a distance.

In 1858 proper rules were drawn up and printed.

The Club, now energetically handled with Cheadle as Captain and Wimbush as Secretary, entered a crew for the University Fours. Seven boats started. Caius was second and Lady Margaret seventh in order of starting. Two



B. H. Reinecker (*Bow*)

R. H. Prowse (2)

H. B. Winter (3)

P. J. Wodehouse (4)



B. Wimbush (*Stroke*)

G. S. Mathews (7)

A. G. Wailes (6)

W. B. Cheadle (5)

bumps removed the intermediate boats, and Lady Margaret bumped Caius.

In 1858 the first ten boats on the river did not row in the Lents, as men were engaged in the University boat. Lubbock rowed bow for Cambridge. Oxford had been expected to win. The start was exciting. 'The Oxford stroke caught a "crab," broke the string of his rowlock and slightly twisted it and rendered his boat very unsteady for some time. Cambridge also, to avoid a foul, ran into a barge and were almost over.' The boats managed to steady themselves and then Cambridge went ahead and won by five lengths. The loss of the race by Oxford is generally attributed to the injury done to stroke's rowlock. It is interesting therefore to find this entry: 'The Oxonians attributed their defeat in some measure to the accident at the start; and the damage done by it to stroke's rowlock, this, however, appeared to us on examination to be so extremely slight that the inconvenience would not be appreciable.'

The May boat of 1858 rose from tenth to seventh.

So far back as 1858 the similarity between the Caius and the Pembroke colours caused comment. 'Mr Lubbock alluded to the fact that the Pembroke Club were exhibiting a flag of University Blue, not to be distinguished at a distance from our own, and proposed that the Secretary do write to the P.B.C. and request them to elect another colour.' Pembroke did not take light and dark blue as their colours until 1876. Prior to that time their colours had been dark crimson and lavender. It may be that this action on the part of Caius prevented them from making the change earlier.

For the Lent races of 1859 Caius had a good crew which rose from sixth to fourth. It might have risen another place but for the fact that it had to bump Lady Margaret twice. It happened thuswise. On the second day the gun was late in being fired. The Caius cox had let go the bung, and the crew was engaged in backing water when the gun

went off. They bumped Lady Margaret, but the latter disputed the bump because of this mishap, and the Captains decided against Caius. On the next night Caius made no mistake, and smashed the rowlock of No. 7 in the Lady Margaret boat. In the May races Caius ended seventh.

At the end of the Lent term, 'Mr Lloyd, the President of the C.U.B.C., with his usual vigilance and forethought, got together two crews who practised regularly. The second crew were unceremoniously christened "duffers"....' In this we see the germ of the idea of University Trial Eights. The 'duffers' crew comprised W. B. Cheadle and H. B. Winter of Caius, and also C. W. Roberts as cox. Cheadle was tried in the University boat, but gave up his seat for private reasons.

The University race of 1859 is memorable for the fact that it was the first occasion on which one of the boats sank. Though no Caius rowed in it, the account given in the Caius book is of interest. It says:

Good judges felt sure that the Cambridge boat would never live through the surf, before they had taken up their position they had shipped a good deal of water.

The start took place at 1 o'clock. Oxford being on the Middlesex side, the start was level, and neck to neck for 100 yards; water began to wash into the Cambridge boat and at the Rose Cottage Oxford were 1 length ahead: there was such a sea on, that stroke (Hall) had his oar quite washed from his hands. Cambridge still pulling in a most plucky way and at Hammersmith Bridge were 3 lengths astern. The Oxonians reached the bridge in 10 minutes but a steamer just at this time discomposd Cambridge. At the Waterworks they were nearly 5 lengths behind the Oxonians, both crews rowing 38 strokes per minute, but although the Cambridge boat was by this time almost full of water, they rapidly decreased the gap towards the end of Corney Reach while the rowing of the whole crew was most beautiful and finished and Oxford was keeping on in the same steady and workmanlike stroke. At Barnes they were only 2 lengths in advance and the time from starting was 20 min. 30 sec. The Cantabs were still rowing well but the bow-oar had been frequently covered with water and

opposite White Hart Barnes, 3 waves washed completely over the boat; at the first warning the gallant crew took their feet out of the straps and prepared for swimming, at the 4th wave the boat sank completely under them and it was almost a miracle they were not drowned.

The dark wood, on which the Dove in the frame in the Junior Combination Room is painted, formed part of an outrigger boat belonging to the Caius Club in 1857, 8, 9, 60 and 61, celebrated for her admirable steering qualities. The light wood is a piece of a boat nicknamed the 'Ladder,' in which the Cambridge University crew sank in the race with Oxford in 1859. This boat also was used to win the Grand Challenge Cup at Henley in 1858.

It is curious to note how little attention had hitherto been paid to the art of steering, despite the examples of Tom Egan and 'Joe' Croker. The cox usually acted also as coach. The post further involved a certain amount of expenditure, for until 1865 the cost of watermen for looking after the boat and other incidental expenses of racing fell upon the cox. Moreover he was not chosen according to his skill in handling a ship, but was elected by the members at the same time as the Captain. To us the method seems on a par with the American practice of electing certain of their Judges by ballot—still, the plan may not have been so bad as it seems. As a New York critic once wrote of a new concerto: 'This piece of music is not really so bad as it sounds.' However that may be, an alteration was made in 1860: 'The Captain proposed and Mr Lubbock seconded him, that the election of a coxswain be postponed for a few days, in order that any gentlemen who wished to undertake the office, might have an opportunity of trying their skill in steering, and that after this Trial, the appointment should be left to the First and Second Captains.'

This was a step in the right direction, but it was not adhered to, and for years afterwards the coxes were elected annually at the Club meetings. The result was sometimes disastrous. Occasionally men were elected who

had no qualifications for the post. For instance, when in 1861 'Caius lost their rudder going round Grassy,' the cox can hardly have performed his primary duty—that of seeing that his steering gear was in order.

The May term of 1860 saw Caius leave off fourth on the river. This was largely due to the interest still taken in the boats by C. H. Crosse. He coached the first boat and frequently attended meetings of the Club. In November 1860 they gave him a well-deserved present.

Another prominent member of the Club at this time was 'Sam' Dickinson, brother of W. H. Dickinson. 'Sam' became as prominent a figure at Lincoln's Inn as W. H. was at St George's. G. S. Mathews, another member of the crew, took his degree as seventh Wrangler and became a Fellow of the College. He was one of the adventurers who, about 1864, made the first ascent of Mont Blanc from the south side, going up from Courmayeur and returning by Chamonix. He was one of the founders of the Alpine Club.

In the Mays of 1861 Caius lost three places, ending up seventh. The second boat had remained head of the second division for three years. In these races it made two bumps and secured its place in the first division. On each of the last three nights it had a tremendous struggle to keep away from Pembroke, being hard pressed all over the Course. This led to much good fellowship between the crews. The Pembroke men invited the Caius crew to supper, and the latter returned the invitation in the following term.

Meanwhile the Club was preparing for its first and, one may hope, its last experience of the law. Some barges had broken a tub-eight belonging to the Club. Mr Crosse and the Secretary were deputed to take legal advice as to 'prosecuting' the barge owner. The damage cost £20 to repair. Crosse reported that 'Mr Hall [the Solicitor] had given his opinion that there were good hopes of recovering damages in a court of law from the owners of the Barges,

and had at the same time liberally offered to undertake the case without any charge upon his part so that even in case of losing, the Club would have to pay but £3 or £4, and in case of winning would, of course, receive the whole expenses incurred by the accident.' So the Club duly went to law. Later on Crosse told the Club the result—'Mr Crosse called attention to the fact that certain law expenses amounting to £12 had been incurred...in the action which the C.B.C. had brought against a certain Bargee for damages done to the "Tub"...Although the verdict was given against the Bargee, yet strict inquiry having been made, it was found that the aforesaid Bargee was not worth the required sum and therefore it would be useless to press him farther for it. Under these circumstances and the U.B.C. having consented to pay half the £12 if the C.B.C. would pay the other, Mr Crosse called upon the members to allow the Club to pay the required £6.' Consent was given and the lesson, if learned, was cheap at the price.

By Lent 1862 there were as many as fifty-two boats on the river. The second division contained thirty-three boats: so it was subdivided, and each day there was a race down from the Railway Bridge to the little Bridge at the Lock, and up, from the usual starting posts. The books contain no account of the first Lent races or of the Mays in this year. Indeed at this period the entries are somewhat dull. The meetings were mainly occupied by fixing dates for races; raising money for new boats or other special expenses of the Club; occasional sharp squabbles over matters of small import. The Caius Scratch Fours occupy a deal of space and the University Scratch Fours also. The latter had become a regular institution, and a means of raising money for the C.U.B.C. They had their good points, for they brought into the same boat men of different Colleges and produced much camaraderie. Everyone looked on such races as affording a Roman holiday: so much so that in 1862 the Secretary records:

'It singularly happened that in these races no boats were upset, nor did any material accident occur.'

The more serious side of such meetings is exemplified by the occasion in 1862 when Mr Tozer, designated Bishop of Central Africa as successor to the famous Caius oar Bishop Mackenzie, appealed to the members. 'His object was to establish a fleet of Canoes on the Zambesi.' In this appeal he was supported by Mr Ferrers, then Dean of the College.

It is not recorded whether any members of the Club transferred their exploits to the Zambesi; if they did it is to be hoped that the fleet of canoes showed up better there than did the eight on the Cam. The May races of 1863 were disastrous. The racing lasted eight nights and Caius fell eight places, from seventh to fifteenth. Three different men stroked the boat and only three rowed in the same seats throughout. The fifth was a very disastrous night.

Trin. Hall II were behind, and being hard pressed by 3 Trin. II they spurted into us in the Gut, where the bows of our boat were forced on to the towing path, and the bows of the Hall boat rushing past the Cox (who narrowly escaped being spiked) knocked over, and seriously damaged our stroke [St Vincent Beechey the second]. Our ship thought fit to sink immediately, and was subsequently found to be injured to such an extent, that the cost of repairs would be about equal to her value. She was therefore consigned to oblivion. The Stroke was conveyed home in a Trap and placed under medical care, but happily the injury was not of such a dangerous character as was at first supposed.

Beechey survived this adventure to become a leading clergyman in the neighbourhood of Manchester and afterwards to hold the College living of Denver till his death in 1905. He was a grandson of Sir William Beechey, the portrait painter, and son of the St Vincent Beechey who was one of the first crew of the Caius Boat Club.

In February 1864 the 'Burnley Silver Sculls' were presented to the Club. The donor was Hardin Burnley who was admitted in 1862. He rowed in the final of the

College Sculls in 1863—and upset towards the end of the course! He entered the Army, joining the 6th Dragoon Guards, and became Lieut.-Colonel. He later assumed the name of Burnley-Campbell. That he was possessed of remarkable vigour is shown by the fact that in his sixty-fifth year (1907) he made a tour round the world in under forty-one days. He died in 1921.

At the same time the name Bund-Willis, destined to become associated with the College Pair Oars, was becoming prominent in the minutes of the Club. In April 1864 'the Captain informed the meeting that Mr Bund-Willis who had almost arrived at the end of his University career, wished to leave behind him an enduring memento of his affection for the manly pursuit which it was the design of this Club to further, and a pledge of the interest he felt in its future prosperity, and had therefore resolved to present to the C.B.C. a pair of silver oars to be raced for at the end of each May term.' His many-sided activities throughout a long life have caused Mr Bund-Willis' name to be widely known. Primarily a lawyer, and the author of several legal works, he is also a sportsman, antiquary, historian, chairman of Quarter Sessions and fearless polemist.

The May boat of 1864 gained five places, making considerable amends for its predecessor.

In this year the University Fours were rowed as 'time' races throughout, instead of following the old practice under which there were preliminary heats of bumping races, followed by a 'time' race between the two boats left in the final.

The College also instituted proper Trial Eights in the October term. As No. 5 in the losing boat occurs the name 'Still'—a future President of the C.U.B.C.

Under date November 29th, 1864, it is noted: 'The Captain stated that he had received a letter from Mr Webster of Trinity relative to placing of the University Athletics on a more satisfactory footing and requesting the Captain of

the C.B.C. to appoint a gentleman to attend meetings on behalf of Caius.' Mr Collyer was duly appointed: but the chief interest in the entry lies in the fact that 'Mr Webster of Trinity' was afterwards Lord Chief Justice of England, under the title of Lord Alverstone. This letter marks the commencement of the University Athletic Club, which Webster founded.

It is of interest to note in passing that in this year, 1864, the C.U.B.C., as a mark of their gratitude to him for his many services to the Club, presented a lifeboat named 'The Tom Egan' to the National Lifeboat Institution. The boat was stationed at Tramore.

After the University Boat Race of 1860, when Cambridge won in the slowest time on record, 26 min. 5 sec., Cambridge rowing fell to pieces. They did not win again until 1870. This was due in large measure to faults of style in rowing, particularly to rowing a short bucketing stroke. The Cambridge stroke of 1865 tried to maintain a rate of 44 over the whole course! It is interesting therefore to notice that in the May term 1865 Caius had taken to 'the long stroke' and competent judges averred that if the boat could only keep to its 'long swinging stroke' it would soon go head. In the May races the College rose two places, to eighth, and would have gained more but for indifferent steering and the catching of numerous crabs.

This success led the Club to enter the boat for the Challenge Cup offered by the Lynn Rowing Club. Magdalene and First Trinity II also entered for it.

About this time the C.U.B.C. promulgated a wonderful scheme for cutting through Grassy and Ditton Corners, and so making a straight course of a mile. The estimate for the work was £6000, and needless to say, the money was not forthcoming.

Looking back, one wonders whether the scheme had any real merit. These corners have provided much sport, and the exercise of great skill on the part of coxswains as well as crews. Some ten years after this the C.U.B.C. proposed

building a bridge across the river at Charon's Ferry, and the Clubs set aside considerable sums of money for the purpose.

Caius had no one in the University boat between Lubbock, who rowed bow in 1858, and John Still, who occupied that seat in 1866. 'Jack Still of Caius,' records the Club book, 'rowed bow in fine style.' In the same boat was one who became his greatest friend and later on his Bishop, John Selwyn. Still rowed for the University in 1867 at '6,' in 1868 at '7,' and in 1869 at the same thwart, behind the great J. H. D. Goldie. Cambridge lost each of these races: indeed it is a singular fact that, great oar that he was, Still was strikingly unsuccessful in important races. He was Captain of the C.B.C. in 1866, and in the following year President of the C.U.B.C. Soon after his ordination he went as a missionary to Melanesia along with John Selwyn.

It was perhaps fitting that one who had had authority over 'Cannibals' on the Cam should tend a flock of the same name elsewhere. In his ministrations John Still came across many whose war canoes had some second boat qualities. He had a great affection for his flock, whose simple engaging ways he loved to describe. 'But, Mr Still,' once said a friend after hearing him describe their winsomeness, 'weren't they cannibals?' 'Oh, well,' he replied, 'perhaps they *were* a bit rough.'

After many years in Melanesia and at Wellington, New Zealand, Still returned home and in 1894 was presented to the College living of Hockwold in Norfolk. He was then often to be seen coaching the College boat. His quiet, dignified and lovable personality so impressed itself on all who met him that when he died in 1914 the C.U.B.C. sent their flag to cover his coffin.

To return to the doings of the Boat Club. The May boat of 1866 was a good one, but it met with adversity. On one evening it was fouled, on another, one of the crew broke his oar: none the less it kept its place—eighth.

Still rowed '7.' Stroke was C. E. Underhill, who afterwards had a distinguished medical career in Scotland, becoming President of the Royal College of Physicians, Edinburgh. He and John Still were men of a similar type and close friends. James Jardine, who rowed '2,' was the particular friend of Frank Lockwood. He was eighth Wrangler, and after a successful career at the Bar in India returned to England and showed great interest in the C.B.C.

The Club at last began to make its quarters at Searle's somewhat more comfortable. First and foremost, water was laid on to the Club room; next the members purchased a bath! This was followed by procuring a clothes brush, two hair brushes and two combs! Finally they provided oilcloth and some wooden duck-boards for the floor! It comes as a shock to think that for forty years members of the Club had been without such simple amenities.

In 1866 James Mowatt, who sixty years after these events retains a keen interest in everything connected with the College, 'mentioned in terms of high commendation the fact that Mr Ferrers [then Tutor] had enjoined upon the freshmen the duty of joining their College boat-club. Mr Ferrers was accordingly cheered by the members present.' Shortly afterwards the Club was able to make Mr Ferrers a small acknowledgment of his action, for it postponed the Scratch Fours 'on account of Mr Ferrers' lecture.'

At the same meeting a motion was carried that the choir boys be allowed to wear the Caius ribbon on their hats. Thus is solved the mystery of the choir boys vaunting the boating straw hat, and the phenomenon of debits for these hats in the Amalgamated Clubs' accounts.

In 1867 Still had to assist him as Secretary G. A. Critchett, famous in later life as Sir Anderson Critchett, the oculist. The Club decided to give a ball—the first in the records of the C.B.C. It fell to Critchett to interview the Steward, the Rev. A. G. Day, as the members wished it to take

place in the Hall. He seems to have met with a sharp rebuff, for he reported to the Club 'that no hopes could be held out of obtaining the College Hall.' The result is reminiscent of the attempt of the A.D.C. to obtain permission to play *Box and Cox*.

Critchett was succeeded in his office by Frank Lockwood. It is sufficient here to mention his name, for his association with the Club is one of its most treasured recollections, and his fame in later life known throughout the country. In after years Lockwood frequently visited the College as the guest of his contemporary and friend E. S. Roberts, our late Master. Lockwood did not proceed beyond his B.A.—a fact which enabled certain rowing men, as Lockwood left the College one Sunday minus cap and gown, to put the 'bull-dogs' on his heels. Lockwood, then at the height of his fame, had not forgotten the intricacies of the Cambridge streets, and regained the College walls without loss of coin or prestige.

The first May boat of 1867 was not a success. Still was too unwell to row. It lost four places. One of the crew, Walter Grindlay Simpson, was a son of Sir James Young Simpson, who introduced chloroform as an anaesthetic: he succeeded to the baronetcy in 1870. In his early days W. G. Simpson was an intimate friend of Robert Louis Stevenson, whose fellow-traveller he was in the trip so delightfully told in *An Inland Voyage*. In the second edition of this book Stevenson apologised for having in the text set down all the strong language to his companion and kept all the appropriate reflections for himself!

Frank Lockwood became Captain of the C.B.C. in 1868. Probably it is a mere coincidence that matters of a somewhat light nature occupy the minute book during his term of office. First there was the question of a C.B.C. dinner in London. There seem to have been two such dinners in previous years at the 'Rainbow.' It was decided to hold it this year at the 'St James' Restaurant,' familiarly known to generations as 'Jimmy's,' on the night before

the boat race. The dinner was duly held, and was presided over by 'R. Baggallay, Esq., M.P.,' who afterwards became Lord Justice Baggallay. These dinners became an annual event. In the following year the chairman was Vice-Chancellor Malins.

The dinners were largely attended and were always presided over by some eminent member of the College such as those already mentioned or Lord Esher, Sir George Burrows and Sir George Paget.

The question of a College ball was again raised. It seems that the authorities made no objection to the use of the Hall for a concert, but for a ball—No! Once again the proposal came to nothing.

The 1868 boat was a failure. It suffered from over-training and fell four places. A drop of eight places on the river in two years was a serious matter.

In 1869 Still rowed for his fourth and last time for the University. He was not intended to be one of the crew, but he took the place of one who fell ill, and rowed with only four days' training. After the race a rumour got about that he had died as a result of it. Few men can have rowed for their University four times and lost on each occasion.

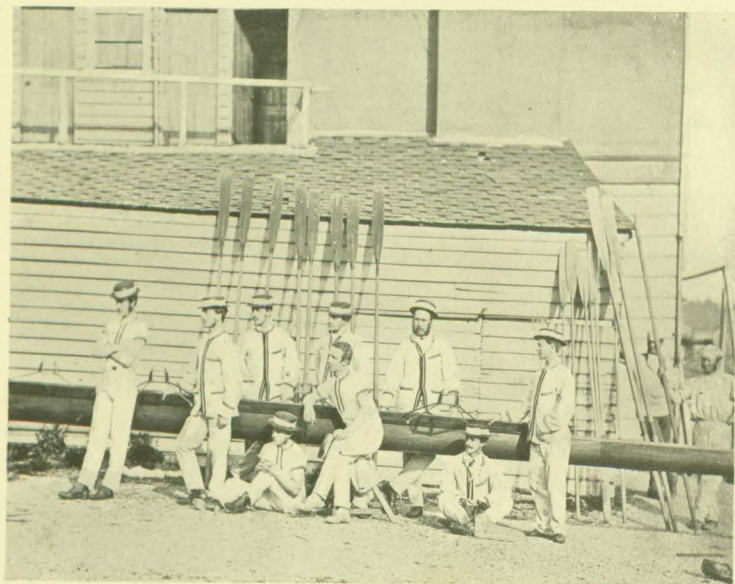
It has already been remarked that during the 'sixties the standard of rowing at Cambridge was poor. This was probably due to the practice of engaging professional watermen to coach our boats, for, sculling apart, professional oarsmen have never been the equals of the best amateurs. From time to time Captains of the C.B.C. sought and obtained permission to engage watermen. An improvement was commenced in 1869 when Mr George Morrison—a famous Oxford coach—took the Cambridge boat in hand. The C.U.B.C. passed a rule 'that no waterman should henceforward be allowed to coach any crew.' Morrison's teaching bore fruit in 1870 when Cambridge won the boat race after nine successive defeats.

Despite being coached by Mr Crosse, the first Caius



1867

*Standing, left to right: 5 F. Lockwood, Str. C. E. Underhill, 4 B. B. Connolly
Sitting: Bow W. B. Wilkinson, 2 R. B. Kirkby, 7 B. J. Shaw, Cox B. Preston,
3 J. Jardine, 6 J. Still*



1868

*Standing, left to right: 7 A. S. Murray, 2 S. W. Lock, 6 R. H. Cautley,
4 W. C. Underwood, 5 F. Lockwood, Bow W. J. Newington
Sitting: 3 W. G. Simpson, Str. C. E. Underhill, Cox B. Preston*

boat was bumped twice in the May term 1869. The second boat made some amends by rising five places. It was stroked by James Mowatt, who to this day has remained devoted to the College and surrounded by a wide circle of Cambridge friends.

These May races were rowed in three divisions: the first and second divisions had fifteen boats apiece, the third, ten. The first division rowed in outriggered boats, the others in tubs. The races continued for six consecutive nights. The Caius boat fell into the second division.

In 1870 the first boat gained one place, becoming sandwich boat. The second boat contained J. B. Lock and W. Cunningham. The former was many years Bursar of the College, the latter became Archdeacon of Ely and a leading authority on the History of Industry and Commerce. Dr Cunningham claimed to have been one of the crew of a first Lent boat which made the first bump above the new Railway Bridge, when the course had been lengthened.

The new Captain of the C.B.C. was Ernest Baggallay, son of Lord Justice Baggallay—excellent both as an oar and as a Captain. He rowed '2' in the losing trial eight, with another Caius W. W. Kelly at bow. J. W. Impey coxed the winning trial eight. In the following year Baggallay stroked the winning trial eight.

Although Baggallay, Kelly and Impey were all in the first Lent boat of 1871, it lost one place. The second boat, stroked by our late Master, E. S. Roberts, gained two places. By this time Roberts had become a junior fellow, and examinations being out of the way he began to devote more time and attention to the river.

Before the May races (1871) Impey died of smallpox, in the College: the crew rowed in mourning. The boat, stroked by Ernest Baggallay, gained five places in six nights, and ended eleventh on the river.

Once again the boat sported a new flag. It had been worked by the 'Miss Goodwins': the daughters, no doubt,

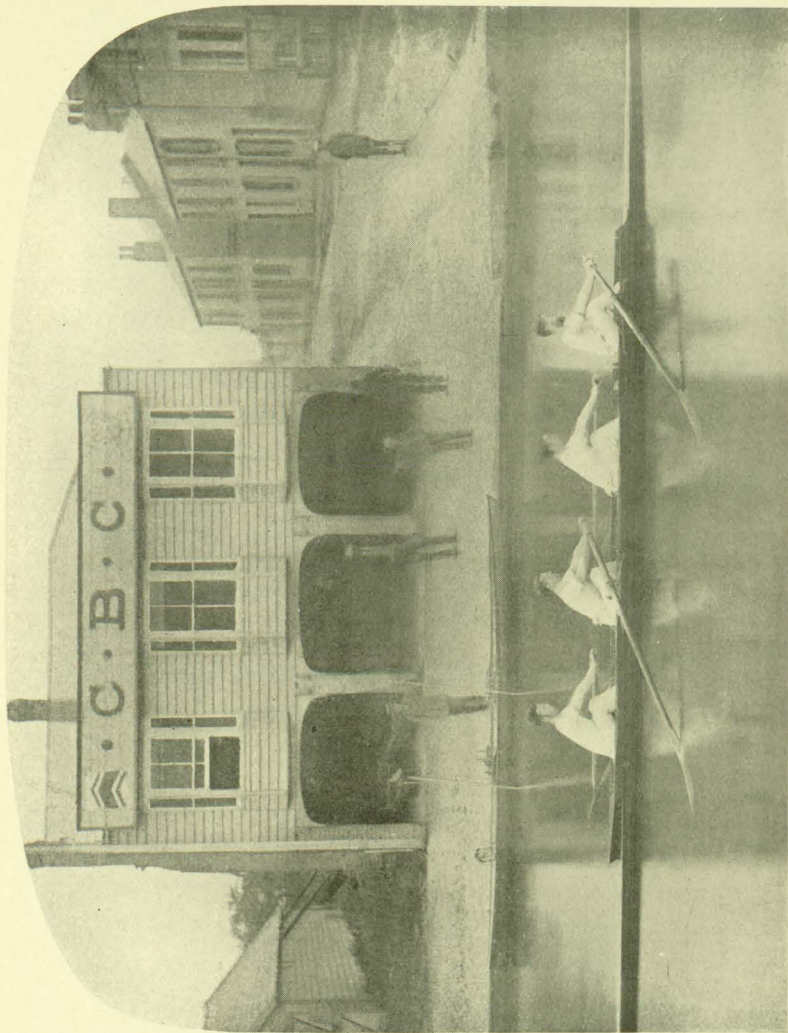
of Bishop Harvey Goodwin, whose son George Gonville Goodwin rowed bow. The second boat, in which rowed E. S. Roberts and G. C. Calliphronas, senior Wrangler in 1874, kept its place.

Hitherto the Treasurer of the C.B.C. had been elected annually. During 1871 the Treasurer was Arthur Sutton Valpy, afterwards a Canon of Winchester. Whilst he was in office the Club cash box, kept in his room, was broken open and rifled. Valpy was so much impressed with the incident that he urged the Club to appoint a senior and more permanent Treasurer. In the result, E. S. Roberts was appointed to the post, and for many years remained the careful and skilful guardian of the Club's finances.

The May boat of 1872 proved 'very indifferent.' The Boat Captain was J. H. Cheadle, younger brother of Dr W. B. Cheadle, and for many years a Minor Canon of Westminster. For some reason he did not row in the May boat and W. N. Usher was chosen Captain in his place. Changes which arose in consequence of this alteration quite upset the crew. Ernest Baggallay came up from Lincoln's Inn to coach it, and four days before the races he found it going so badly that he came into it as stroke, and saved it from falling more than two places, to thirteenth. Baggallay afterwards became a Metropolitan Police Magistrate—an office which he filled to admiration.

The second boat, with E. S. Roberts stroke and Calliphronas '7,' made two bumps.

The old system of rowing the first heats of the sculls and pair oars as bumping races was abandoned in 1871. In 1872 the Burnley sculls were won by J. E. M. Whitney, who, it is recorded, 'used a sliding seat.' It is the first reference to this improvement in the Club books. The University crews used sliding seats for the first time in 1873. E. S. Roberts was amongst the first to appreciate the importance of the sliding seat. He had a 'funny' built for him which afterwards became the property of his brother, H. A. Roberts. The slides were made of



THE FIRST CAIUS COXSWAINLESS FOUR, 1874

Bore C. E. Fison 10 st. 4 lb.
2 G. S. Lewis 11 st. 2 lb.

3 T. W. Lewis
Str. E. S. Roberts

11 st. 8 lb.
9 st. 8 lb.

glass-tubing—but the length of the slide was only six inches.

The Captain of the C.B.C. in 1873 was E. P. Baily, who divided his attention between the river and the cricket field. He played cricket for the University in 1872 and 1874. The cox was C. H. Candy, who gained his 'blue' in 1873 and 1874, and was brother of Sir E. T. Candy, who, after being a Puisne Judge in India and Vice-Chancellor of Bombay University, joined the College in 1906.

The May boat 1874 did not distinguish itself—finishing last in the first division. The minutes in the Club books give no accounts of the May races of 1873 and 1874: the former boat gained two places, the latter fell four to fifteenth. The boat of 1874 contained one of the most famous Caius oars, in the person of T. W. Lewis. He rowed in the winning Trial Eight of that year.

In October 1874 Caius entered a crew for the University Fours. It consisted of:

C. E. Fison (*bow*)
G. S. Lewis
T. W. Lewis
E. S. Roberts (*stroke*)

It rowed an excellent race until the very finish, when it ran hard into the bank and was passed by its opponents, First Trinity.

T. W. Lewis was Captain in 1875: and the first May boat was stroked by E. S. Roberts. Bow was Frederick Baggallay, now Canon Baggallay, another son of the Lord Justice. For some reason Lewis did not row in the boat, but a new name appears, that of L. G. Pike, who was destined soon to gain his 'blue.' The boat finished head of the second division, sixteenth on the river.

The Club again sent in a crew for the University Fours. This time it was drawn against Lady Margaret. Soon after the start it fouled the bank, it then gained on its opponents and looked like winning when it ran into the bank a second time at Charon's. Despite these mishaps it lost by only five seconds.

T. W. Lewis and L. G. Pike, the new Captain, rowed in the Trial Eights.

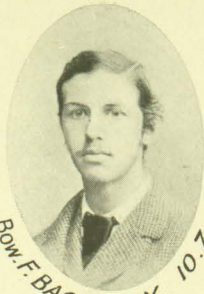
At length in 1876 the system of choosing coxswains was altered. For exactly fifty years the rule had been that they should be elected just as the Secretary and other officials. The boat captains had little to say in the matter. It remained for L. G. Pike to move and procure the passing of a new rule 'that for the future the coxswain of the first boat be selected in every case by the first Captain in the same way that the rest of the crew were chosen.'

Both T. W. Lewis and L. G. Pike rowed in the University boat of 1876—an admirable crew which won 'anyhow.'

With Lewis as stroke and Pike at '7' the Caius May boat of 1876 was one of the most successful the Club ever produced. It started unluckily, for No. 2 broke his oar on the first night, and though he pluckily jumped overboard, it missed its bump. The crew made up for this on the second night by scoring an over-bump, and so, despite this mishap, it rose seven places in six nights, finishing eighth on the river. Calliphronas rowed '4.' The crew were given their oars and the coxswain the rudder, duly inscribed and adorned. This is the first mention of this well-recognised custom in the Club books. One of the oars may still be seen in the College Buttery.

The second boat deserves mention inasmuch as it contained E. F. Knight, the author of *The Cruise of the Falcon, Where Three Empires Meet*, etc., at bow and C. O. L. Riley, now Archbishop of Perth. Riley was the first Caian to attain this high title of Archbishop for more than 250 years. It is no exaggeration to say that Archbishop Riley is the most outstanding figure in the history of Western Australia.

The May boat competed for the Ladies' Plate at Henley. In the first heat it beat Eton and Radley, but it lost the final to Jesus by a length and a quarter.



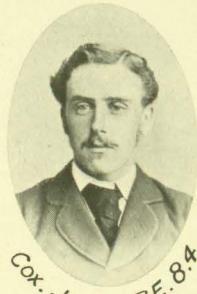
Bow F. BAGGALLAY. 10.7.



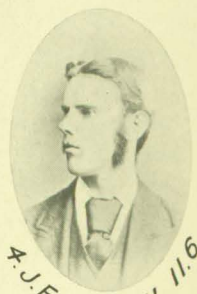
T. FINCH. 10.2.



R. A. RANSOM. 11.5.



Cox J. W. AYRE. 8.4.



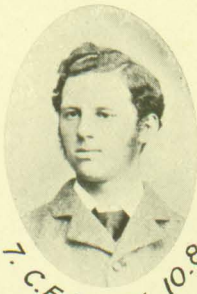
J. F. M. WHISH. 11.6.



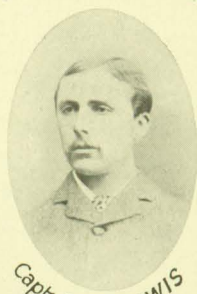
L. G. PIKE. 12.8.



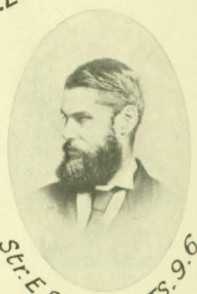
W. H. O'NEILL. 12.2.



C. E. FISON. 10.8.



Capt. T. W. LEWIS



Sgt. E. S. ROBERTS. 9.6.

Not content with this, a Caius four, consisting of A. C. Brownlow, J. H. Thomas, L. G. Pike, T. W. Lewis and F. J. Frankau (cox) went to Hamburg and, ten days after Henley, competed in the North German Regatta. 'The mode of racing was rather novel to an English crew; the course [some two and a half miles] being to row out to a post, round it and home again. The Caius crew lost a great deal in turning.' The prize was a magnificent silver cup valued at 100 guineas. Only two crews took part in the race, Caius and the Germania Club. Our boat promptly took a lead, kept it and won by 21 seconds. The crew were most cordially entertained by the 'Nord-Deutscher Regatta Verein.'

The Caius four, which was the same as that which rowed at Hamburg save that A. W. Haig took the place of J. H. Thomas, met with peculiarly hard fortune in the University Fours. It was a splendid crew. In the final against Jesus it beat the existing record by 10 seconds and yet lost the race by 11 seconds. It met by far the fastest four that had ever been seen on the river—for it beat the record by no less than 21 seconds.

The Second Trinity and St John's Clubs came to an end in 1877, thereby causing two vacancies in the Lents. Caius put on a fourth boat, which gained one of these places and made one bump. It was stroked by Frederic Charles Wallis, who became one of the Surgeons at Charing Cross Hospital, a founder of the Union Jack Club, was knighted and died all too early.

Meanwhile T. W. Lewis had been elected President of the C.U.B.C. He and L. G. Pike again rowed for the University. This race of 1877 is one of the most memorable in the history of the University races. Cambridge started favourites: but the weather was bad, and their boat ill suited to the conditions. Oxford led from the start to the very finish when Cambridge put on a spurt, and rowing 40 to the minute, made a dead heat. It is the only occasion on which this result has happened.

Lewis then disappears from the annals of Cambridge rowing. He was called to the Bar but instead of pursuing the ordinary course of that profession, when in the early thirties, he accepted the post of Stipendiary Magistrate at Cardiff, and retained that post till his death, nearly forty years later. There he came into touch with vessels of a different type, and set himself to secure the safety of those who go down to the sea in ships, and honesty on the part of the ship-owners. He was repeatedly employed as a Wreck Commissioner, and was a terror to all owners who tried to evade the law or risk lives at sea. He was knighted, and died respected and beloved by a large circle. It is a singular fact that he died in the very week in which S. K. Tubbs was elected President of the C.U.B.C. and so preserved the continuity of Caius Presidents.

The Caius May crew lacked the services of Lewis but proved to be a splendid boat. Riley rowed bow and J. G. Pinder '2.' Nettlefold—whose name is a household word in connection with screws—rowed '3'; Calliphronas '4'; H. S. Withington '5'; J. H. Thomas '6'; L. G. Pike '7'; and the Captain, A. W. Haig, stroke. The cox was W. H. C. Newnham. The previous May boat had risen seven places, leaving off eighth on the river. This boat made six bumps, finishing second, and given another night it would almost certainly have bumped Jesus and gained the headship. Amongst the crews they bumped was First Trinity I—a feat which they had not accomplished for thirty-three years. They made all their bumps before Ditton corner.

The second boat also did remarkably well. It started sixteenth and made four bumps, ending twelfth.

The first boat, with R. F. H. Hirst as cox instead of Newnham, rowed at Henley for the Ladies' Plate. Again it reached the final, and again it was beaten by Jesus—on this occasion by a bare length.

Meanwhile, in the May term, Riley and Pinder won the Magdalene (University) Pairs: beating the Jesus pair in

the final. This is the only occasion on which Caius have won the University Pairs.

It seems extraordinary that after these successes only two Caians appeared in the Trial Eights. These were Nettlefold, who rowed '5' in the winning boat and R. F. H. Hirst who coxed it. It was ever thus: a man's racing record counts for little when it comes to University Trials!

L. G. Pike rowed for Cambridge for the third time in 1878. Oxford won by 10 lengths. Caius did not provide another rowing 'blue' until J. W. Noble in 1891.

The May boat of 1878 was again a good one. It was much the same as that which had rowed in the previous year, except that Pinder rowed stroke instead of Haig and W. M. Tapp and H. G. Lacey came into it. It started second and kept its place easily. The second boat started twelfth on the river and ended tenth.

The Burnley Sculls of this year produced an even race between two men who afterwards became famous—D. A. Thomas and R. L. Knaggs. The former won by less than a length. D. A. Thomas was created Lord Rhondda, and became a generous benefactor to the College. R. L. Knaggs became professor of Surgery at the University of Leeds and Hunterian Professor of the Royal College of Surgeons. Knaggs entered for the Colquhouns. He reached the final, and was defeated after one of the finest races ever seen on the Cam, by inches only.

But Knaggs was almost as prominent at meetings of the C.B.C. as on the river. Two new tub eights had been ordered, one to be named 'John Caius,' the other 'Sir Nicholas.' When the boats were delivered one was found to have been christened 'Dr Caius.' Knaggs at once demanded the reason for this alteration, and was told by the Captain that he had altered it 'out of respect to our Founder, as he thought "John Caius" rather too familiar.'

The only Caian in the Trial Eights of 1878 was W. M. Tapp, who rowed bow in the winning boat.

Mention should be made of the third boat in the Lent

racers of 1879, for it made five bumps in four nights. D. A. Thomas rowed '7,' and the cox was S. S. Sprigge—now Sir S. Squire Sprigge, editor of the *Lancet*. The fourth boat contained F. E. Lacey, now Sir Francis Lacey, who played both cricket and 'soccer' for the University and was for many years Secretary of the M.C.C.

In May 1879 Caius lost one place, owing probably to an accident just before the races, by which the boat was damaged. The second boat made three bumps, so that the end of the races saw Caius I third on the river and Caius II seventh. It was the highest second boat on the river. The success of the second boat was attributed to its stroke, Henry Lewis Jones, familiarly known as 'Little Jones,' whose cheery optimism carried all before it. He became the leading authority on Medical Electricity, and was the author of a delightful book on sailing—*Swin, Swale and Swatchway*. He introduced Caians to the delights of cruising on 'The Broads,' then almost unknown save to local yachtsmen.

D. A. Thomas and Knaggs entered for the Magdalene Pairs. The former had rowed bow in the Caius eight in an emergency, untrained, and was by no means fit when the pairs were rowed. None the less he and Knaggs reached the final, and though they ran into the bank at Ditton and were very light, they were only beaten by two University 'blues' after a good race.

Caius had four men in this year's University Trials—R. L. Knaggs, P. A. Roden, E. F. Weldon and H. Swift. Owing to the frost the Cam was quite unfit for rowing. The crews consequently migrated to Putney—where large blocks of ice prevented any attempt at racing. Caius had no representative in the University eight of 1880, but Knaggs went as spare man.

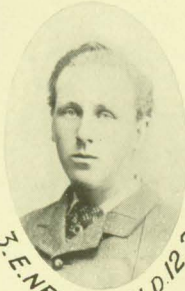
Meanwhile the C.B.C. had built the boat-house. Ever since 1844 the Club had been accommodated at Searle's, and other Clubs had been housed in a similar manner. By the 'seventies many Clubs had grown to such a size



2. J.G. PINDER. 10. 11.



Bow. COL. RILEY. 10. 9.



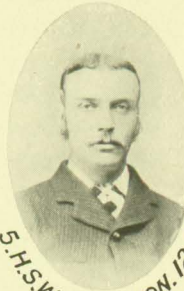
3. E. NETTLEFOLD. 12. 2.



4. G.C. CALLIPHONAS. 11. 7.



Cox. W.H.C. NEWNHAM. 8. 7.



5. H.S. WITHINGTON. 12. 0.



6. J.H. THOMAS. 11. 0.



Sgt. A.W. HAIG. 12. 0.



7. L.G. PIKE 12. 7.

that the more important desired to possess club houses of their own. Trinity built its boat-house in 1871, and their old house, on the site of which the Christ's boat-house now stands, was to let. Caius seized the opportunity of getting better rooms, and took the house as subtenants of Trinity for the remainder of the term for which they held it of Searle, namely from Michaelmas 1871 to Easter 1877. As the end of this term approached Caius feared it might be homeless. Consequently, in October 1875, the Treasurer, E. S. Roberts, proposed 'that a financial committee should be appointed at the next meeting, consisting of the first Captain, the Hon. Secretary and Treasurer and a representative from each year, to negotiate with Mr Searle for the renewal of the lease on satisfactory terms—or failing in that to consider what steps should be taken or whether any portion of the terminal subscriptions might with advantage be set aside to accumulate as a Boat House fund for building purposes.' This was carried and in due course a committee was appointed. The committee, however, appears to have done remarkably little, if anything, before the lease ran out. So in April 1877 a proposal was made that the C.B.C. should build a house of its own, and that it should join with the C.U.B.C. and Jesus in building three boat-houses in one block, just below the Trinity boat-house. A new committee was then formed consisting of A. W. Haig, G. C. Calliphronas, E. S. Roberts, E. F. Weldon, C. O. L. Riley, H. G. Lacey, W. S. Robson and F. Baggallay, to which E. J. Gross—then Bursar of the College—was afterwards added.

W. S. Robson, who eventually became a Lord of Appeal under the title of Lord Robson of Jesmond, though prevented by his health from becoming prominent as a rowing member of the Club, with E. S. Roberts, proved to be the mainspring of this committee. They quickly got to work, and found the suggestion of joining with the C.U.B.C. and Jesus impracticable. They then decided upon buying a piece of land belonging to Mr Winter. It

had a building upon it, then occupied as the boat-house of the C.U.B.C. The price agreed upon was £450. The negotiations were carried on during the Long Vacation, and the committee had no opportunity of consulting the Club. But another Club was in the market for the site, so, boldly daring, the committee contracted to buy it.

In October 1877 the committee reported their proceedings to the Club. 'The Boat club,' they said, 'is now in possession of the best and only available site on the river, and the committee hope that the Club will build a boat-house worthy of the site.' Not a penny had then been subscribed, and the report concludes with the statement that the committee in accepting Mr Winter's offer 'have relied on the generosity of the Club and hope that they will respond liberally to an appeal that will be shortly made to them.'

In February 1878 the plans for the new boat-house, designed by Mr W. M. Fawcett, were laid before the Club and approved, and a subscription list was opened. The estimated cost was £1400, made up as follows:

			£
Contractor	...	...	836
Architect	...	...	40
Lawyer	...	...	20
Land	...	...	450
Fittings	...	...	54
			<hr style="width: 100px; margin-left: auto; margin-right: 0;"/> £1400

By May 1878 no less than £870 had been promised: by the end of October the building was ready for use and the members moved into it. Needless to say the Master and Fellows subscribed handsomely to the fund. The balance was borrowed from the Bank and was finally paid off in 1888.

The boat-house property was vested in three trustees, James Hamblin Smith, E. J. Gross and G. C. Calliphronas. Hamblin Smith was known to many generations as 'Big Smith' or 'the Big 'Un.' He had entered the College in

1846, and though never a rowing man he took much interest in the Club and was for a long time its auditor. He was the most famous of coaches for the poll degree. His text-books were models of clarity and conciseness; nothing superfluous, however interesting, appeared in them. There is a story, current at the time, which illustrates his methods. His pupils, few of them theologians, had to tackle the abstruse doctrine of the Logos. Said one: 'Westcott tells you this about the Logos, and Lightfoot that: all very long and very intricate. But Big Smith tells you what the Logos is.'

After remaining vested in these trustees for twelve years the property was conveyed to the Master and Fellows in 1889, 'for the use of the Club.' It is the only piece of property vested in that Corporation which it cannot deal with unfettered. It is not freehold, but is held for a term of 999 years at the rent of a peppercorn. Thanks, however, to the new Real Property Acts, that Corporation can turn it into a freehold by executing an appropriate deed poll at any time within the next 650 years.

In 1903 and 1904 the boat-house premises were extended by the purchase of a small piece of land and the addition of a boat shed with a changing room above it on the north side, at a cost of some £1200. This was carried out through the energy of Professor Stanley Gardiner, who at the same time procured a new hockey ground and pavilion.

When the C.B.C. moved into the boat-house it had to find its own boatman. The Club appointed Stephen Adams, who remained until 1890. He was a little, sandy man, almost inarticulate of speech but of marvellous dexterity as a craftsman. It was said of him that with a bit of stick, a piece of string, a little beeswax and a pocket knife he could repair in five minutes the most serious damage that could happen to a racing boat.

Under Adams was a lad named Wallis. He succeeded Adams in 1890 and still, after nearly forty years of devoted service, remains the trusted servant of the C.B.C.

In the May races of 1880 Caius bumped Lady Margaret on the first night, and so became second on the river. They had a good chance of going head: but on the night when they rowed best, they smashed their rudder on the way down, and in the race it was useless after First Post Corner. They overlapped Jesus all up the Long Reach and were repeatedly washed off: until finally they ran into the bank just above the Bridge. The College boat has never since that date been so high on the river.

The boat was sent to Henley, where it did no good. It was a decidedly promising boat, the Club book records, 'and with careful coaching and proper training ought to have done well.' When the races came on it made a poor show. The Secretary made an interesting note concerning the expenses at these regattas. 'In 1876 a crew was sent to Henley and stayed at the Red Lion Hotel. Their expenses amounted to £176. 19s. 6d. In 1877 the crew again stayed at the Red Lion. Their expenses amounted to £124. 19s. 7d. In 1880 Caius hired a house from Oppermann. Their expenses were £82. 11s. 1d.'

The only Caiian to row in the Trial Eights of 1880 was E. F. Weldon. 'Trial Caps' had not yet been instituted: they date from 1882 or 1883.

The May boat of 1881 showed every promise of being the best on the river. Up to the day before the races Calliphronas had been rowing '4.' He then fell ill, and changes had to be made which completely upset the crew. In spite of magnificent racing to the very end of the course, the boat fell three places, ending fifth.

The second boat started eighth on the river, and gained one place. The two boats thus finished the races fifth and seventh on the river, with only one crew, Third Trinity, between them.

With these races we take leave of Calliphronas. His career had been one of the longest in the Club records, for he had rowed in the second May boat of 1871. Though he was a fine athlete and senior Wrangler, Calliphronas

failed to make the name which would have been expected.

The Caius boat which was entered for the University Fours was badly beaten by First Trinity in the first round. F. A. Barton, who entered for the Colquhouns, won his preliminary heat, and was second in the final. He was too light to have much chance in the strong wind. J. F. Clarkson, Captain of the C.B.C., rowed in the Trial Eights.

The Lent races of this period are of no great interest because there was no first division and the Club was consequently represented by its third and fourth boats. These were in the third division of the Lents and in 1882 fell, the one four places, the other two. Mr Roberts, who had now been Tutor some five years, was much concerned over these losses on the river. He came to a Club meeting and said there was a bad style of rowing in the College. To remedy this he and his fellow Dons offered ten pots to be rowed for between eights of freshmen and second year men on certain conditions. These were, that the stroke should be 22 a minute in practising and 24 a minute when racing. Any boat which quickened to 26 when racing should easy one stroke after being 'named.' The proposal, with modifications, was carried out. The race was to start from Baitsbite, the stroke not to be increased above 26 until the boat had passed a certain post above the Railway Bridge. A race was actually rowed under these peculiar conditions—the winning crew was penalised thrice!

Whether Mr Roberts' plan was a wise one or not, it was not given a fair chance. The Club was in a bad way. Judging from the records in the Club book there was more unpleasantness at its meetings than at any other time in the history of the Boat Club. Meetings were held which were afterwards declared to have been 'informal': trouble arose out of the election of a Captain: the state of affairs seemed chaotic. The end of it was that the members elected as their Captain a second boat man—R. W.

Michell. Those who knew 'Michael,' or 'the Doctor' as he was afterwards called, will realise the wisdom of this unusual step: and will understand that all unpleasantness at once vanished. Throughout the history of the Club no one exercised so much influence as Michell. Nor did his influence affect the Club only; it permeated the whole College and even to this day, though he has been dead for ten years and is but a name to many, it is still evident in College life.

Michell was faced with a difficult task.

In the May races the first boat had started fifth. It had fallen three places, being bumped by Third Trinity, Pembroke and Trinity Hall II, after some plucky racing. The second boat had started seventh and lost four places in the six nights.

This was a bad prospect for the new Captain. However he soon restored good feeling amongst the members of the Club, and Calliphronas having resigned the office of Treasurer, Michell persuaded Mr Roberts to take the duties upon himself once again. This was one of the bonds which kept Michell and Mr Roberts close friends. A large number of freshmen joined the Club, and such was the atmosphere created by Michell that before the Christmas vacation the members enthusiastically voted him his first boat colours.

Two Caians, F. A. Barton and W. P. Gore-Graham, rowed in the winning Trial Eight.

Once again in the Lent races only the second and third divisions rowed, and they were devoid of interest. The Club book contains no reference to the May races, save that the two boats were sent to Ely to practise. The first boat gained one place in the races, rising to seventh.

The Club was represented at Henley by a four. It was beaten in the Wyfolds, in its first race, by Reading. In the Visitors' Plate it had an interesting career. In its first heat, Third Trinity took the Caius water, were run into and so disqualified. In the final Caius met Christ Church. For

half the course the boats were neck and neck. The Christ Church crew then got ahead by three-quarters of a length, but Caius drew up and off Phyllis Court led by a length. Caius then ran into the bank and stuck for a time and though they got clear and made up some of the leeway, they could not overhaul their opponents.

Michell was succeeded in the Captaincy by E. J. D. Mitchell. It was to distinguish these two that Michell was always called 'Michael'—so much indeed was this the case that in some instances his name is so spelt in the Club book. The new Secretary was Max Pemberton, the novelist. He does not appear to have discovered his literary talents in those days—at any rate he did not exhibit them in the minutes.

In the Lent races—where again the first division did not row—the Caius second boat started head of the second division. The crew kept their place throughout the races, and for this plucky performance they were given their oars.

Certain alterations of small importance were made to the rules of the Club. The Club uniform underwent a change by the introduction of 'a black flannel blazer trimmed with blue.' In the May races (1884) the first boat rowed over each night, seventh on the river. The second boat lost three places, ending fourth in the second division.

R. W. Michell and W. P. Gore-Graham gained their 'Trial Caps,' the former in the winning, the latter in the losing crew.

After the May races B. V. Sortain was elected Captain and H. O. Beckh, Secretary. The Lents were in this year rowed on four nights instead of six as formerly. Again the first division boats did not row. Caius II, which started fourth in the second division, gained one place and lost one, so ending where it started.

The lengthy minutes of this year (1885) unfortunately omit to make any reference to the May races. The first boat rose one place to sixth.

The new Captain was H. V. Stuart, now Dean of Carlisle, and the new Secretary, H. A. Roberts, brother of our late Master. It is of interest to record that for a short period in 1903 the former acted as Chaplain at the College and coached some of the boats. The latter has coached many Caius crews, and indeed has proved worthy of his brother in his devotion to the Club. He never rowed in the College boat. He should have rowed in the 1885 crew, but he sustained a poisoned hand and was compelled to give up his seat. The Club afterwards voted him his first boat colours, just as it had done in the case of Dr Michell.

A four was entered for the University Fours. The *Review* was somewhat cynical over its performance. In the first round, it said, 'Caius certainly tried their best to prolong the course to the utmost by steering all over the river, first into one bank, then across into the other; so they went on and allowed Pembroke to gain about a length up the first reach; but despite the steering they stuck to their work and by the bridge they had a few yards in hand, and here their steersman outdid himself even by leaving the blade of one of the oars on the bank, but nevertheless they managed to have a couple of seconds in hand at the finish.' In the next round 'the steersman in the Caius boat managed to run well into the bank, and the Hall were past them before they could get clear.' Steering a light four was seldom a strong point in Caius oarsmanship!

These races must have proved even more exciting than the College Scratch Fours. 'For this annual practical joke there were 95 entries: much injury to life and limb was anticipated.' Not a life was lost nor a boat upset. Bow of the winning crew was Professor R. S. Conway. There were so many rowing members of the Club, that the College Trial Eights were rowed in two divisions, senior and junior.

The May races of 1886 are notable for two things: the first division rowed six nights and the second division

four nights: and it was the last occasion on which the second division rowed on fixed seats.

The first boat had an exciting experience on the opening night of the races. It broke an oar soon after the start, but in spite of this it was never in danger from L.M.B.C. which was behind it. On the fifth night it was bumped by an excellent Clare boat, and so ended the races seventh. The second boat, in the second division, rose three places.

No. '7' in the second boat was Sir William B. Hardy, and behind him rowed two famous Rugby 'blues,' E. Bromet and F. W. J. Goodhue.

In the Lent term of 1887 a new system of races was introduced. The May and the Lent term races were now separated: and the old second division was transformed into the first division of the Lents. What were formerly known as the second and third boats now became the first and second Lent boats, and the first Lent was also the second May boat.

These Lent races of 1887 proved unusually interesting for Caius. The first Lent boat, with substantially the same crew as the previous year's second May, started sixth on the river and ended fifth. It bumped Peterhouse. The Corpus boat ended head of the Lents.

Places were needed in the Lents for Selwyn and Emmanuel, which previously had only had boats in the first division. Consequently getting-on races were necessary. There were three places for non-representative crews, and although our third boat—the second Lent—had been on the river, it had to take part in the competition.

It won these races, and thereby gained two places. On the first three nights of the actual racing it made three bumps easily enough. On the last night the boat ahead of it made its bump at Post Corner, and the Caius boat had to row in pursuit of Queens'. It rowed a careful steady race, and made its over-bump at Charon's. In this way the boat made six bumps in the four nights, and taking the getting-on races into account, rose eight places. The

excitement was intense. It is said that one 'venerable and respected ex-captain [meaning R. W. Michell], in the enthusiasm of the moment, flung his stop-watch into the river—under the impression that henceforth it would be useless to descend to such things as time tests.' The critics declared that this boat was the best on the river. The crew, coached by H. V. Cobbold, was as follows:

W. H. Fisher (*bow*)
 M. Craig
 E. H. Hacon
 H. G. Stewart
 E. M. Euan-Smith
 E. A. Lankester
 W. P. Appleford
 F. C. Kempson (*stroke*)
 A. E. Bodington (*cox*)

Kempson afterwards became a well-known coach on the river. He took the Medical degrees and afterwards returned to Cambridge as a demonstrator in Anatomy. Then he took Holy Orders and combined his medical work with the duties of a curate. His vast size made him one of the features of Cambridge. During the war he applied for a Commission in a Medical Corps. After setting out his numerous medical degrees and qualifications he added, in his neat, minute handwriting, 'also C. in H.O.' His application happened to come to the hands of the writer, who knowing him well, and feeling sure that none of his superiors would have the smallest idea what 'C. in H.O.' meant, much against the rules passed his application. He was far too good a sportsman to be given away.

The name 'M. Craig' covers the identity of Sir Maurice Craig, the famous Psychologist. He rowed three years for the College, twice as stroke.

A curious feature of this famous Lent boat was that bow, W. H. Fisher, weighed a stone less than the cox. The crew were given their oars.

At this period the Club book becomes supremely uninteresting. It does not contain so much as the names of the first boat crews. A resolution was passed that 'a record

book should be kept containing the names of the crews of all Caius College boats for the last 20 years.' No such book appears amongst the Club archives: nor is there any reference to one being kept. The 'Club book' mainly concerns itself with the election of officers, and with debates on the burning topic of the day—whether 'Cup' should continue to be supplied at Club meetings, or whether it should be supplanted by coffee. About 1890, coffee won.

In 1887 was established the system of amalgamating the College Clubs for purposes of finance. The funds of the Boat Club were merged in those of the other Clubs and managed by a central committee. The Clubs and the undergraduates benefited largely by the new system.

The May boat of 1887 was coached by the famous Third Trinity oar, C. T. Barclay. It kept its place, seventh. It made one bump, and was supposed to have been bumped by Trinity Hall II. The Hall boat was overlapping Caius, when a Hall man caught a crab. The Caius crew averred—and still aver with some warmth—that they were not bumped: but the decision was given against them. Sir Maurice Craig rowed '2' in this boat, H. V. Cobbold, the Captain, rowed '4,' and H. V. Stuart, the Dean of Carlisle, '5.'

The new Captain was W. H. Fisher, who before the May races (1888) had put on weight, and scaled 9 stone 2 lb. In spite of being an extremely light boat, it rose two places to fifth. Much to the delight of the crew, they caught Trinity Hall II, so avenging the occurrence of the previous year. Sir Maurice Craig rowed stroke, and Fisher bow. No. 4 was J. W. Noble, destined to win his 'blue' in 1891, the first Caian to be in the University boat since L. G. Pike in 1878.

Fisher was succeeded by Noble as Captain. Sir Maurice Craig again stroked the May boat (1889), with Noble at '7.' F. C. Kempson gained his Colours as '6' and W. H. Fisher once more rowed bow. The crew was a thoroughly good

one: but it was high on the river, among good crews, and could do no more than keep its place. It was coached by G. C. Gardner of Emmanuel.

It was in this year that the boat-house property was transferred by the Trustees, in whom it had been vested, to the Master and Fellows, for the use of the Club. Mr Roberts came to a Club meeting for the purpose of explaining the situation and pointing out the advantages of having the property placed in the hands of permanent Trustees. The completion of the transfer took place some years later.

Noble's successor as Captain was G. D. Tripp. There were five new men in the first May boat, 1890, but they had the advantage of being led by J. W. Noble and Sir Maurice Craig, and kept their place, fifth on the river.

Noble's experience in the University boats was a strenuous one. The Trial Eights of 1890 were rowed on the Thames. He stroked one of the boats, the race ending in a dead heat. In the University race of 1891 Noble rowed bow. Oxford were strong favourites, but the boats were never clear from start to finish, and Oxford won by half a length.

In October 1890, C. H. Edwards was elected Captain. He was a second year man, who had spent a year at Oxford before entering Caius.

During these years the Club received much assistance from the famous Rugby players of the College. Chief amongst these were H. Marshall, Arthur Trethewy and J. C. A. Rigby. None was more enthusiastic or more popular than Trethewy. A man of Herculean build he was as gentle and as full of good spirits as a child. An injury to his knees caused him to direct much of his energy to rowing and the C.U.R.V. His contemporaries will probably remember him best as a member of the Shakespeare Society, particularly if they were fortunate enough to hear him read the part of 'Portia.' It was largely to his initiative that the *Caian* was started on its

career, with 'Joe' Blomfield as its first editor. Trethewy's life, unfortunately, was destined to be a short one. After fighting in the South African war, he returned to his old school, Haileybury, as its doctor, and there in a few years, to the grief of a host of friends, he died.

Through all these years, there crops up from time to time in the Club books, the name of R. W. Michell. He seldom missed a Club meeting, and was always at hand when difficulties arose. So it was that in 1891, Michell, who had been Captain ten years before, rowed '7' in the Lent boat. It fell one place. The second boat, mainly due to the stroking of 'Jack' Rigby, made four bumps, and was given its oars.

The May boat (1891) was disappointing, for with J. W. Noble, a 'blue,' and C. H. Edwards and W. M. Borchers, two 'Trial Caps,' in the boat, great things were expected of it. However it lost one place, and became sixth on the river. The second boat rose a place.

In the University Trials J. C. A. Rigby was given a seat a few days before the race. He rowed an excellent race though practically untrained. Had it not been for his preference for the Rugby field he would almost certainly have gained his rowing 'blue.'

In 1892 the Caius Lent boats started next to each other, ninth and tenth on the river. About a week before the races the second boat was found to be faster than the first, an eloquent testimony to the coaching of F. G. Thomas. Their positions were consequently reversed, and the wisdom of this unusual step was fully proved in the races. The first boat kept its place and the second descended three places. Bow of the first boat was E. A. Wilson, the explorer, who twice went to the Antarctic and was head of the Scientific Staff of Captain Scott's second expedition in 1910.

The story of 'Ginger' Wilson, as he was known to his contemporaries, culminating in his heroic death, cannot be told in these scattered notes, nor does it need telling,

least of all to any Caian. Never a strong man physically, mentally he was the very opposite. He came to Caius having made up his mind to work seven hours a day and to row. This resolution he adhered to strictly. Quiet and purposeful in all his actions, there was always a smile flickering beneath his rather serious expression—for he was ready on all occasions to join in any fun that was afoot. Every crew felt the happier for the inclusion of Wilson in their number.

No. 4 in the boat was W. E. Tucker, an International Rugby player, and the father of another, a man of splendid physique. He would have been an excellent oar but for the fact that he lacked balance and was apt to be disconcerting in a light ship.

The May boat 1892 turned out to be very disappointing. It fell four places, from sixth to tenth. The second boat kept its place.

In October 1892 Mr Roberts resigned his position as Treasurer of the C.B.C. He continued to show the keenest interest in its welfare: and it may be doubted whether any freshman came away from his first interview with him without an intimation that it was his bounden duty to support the Boat Club.

An excellent successor to Mr Roberts was found in Sir William Hardy. It would have been impossible to find anyone better fitted for the post, for Mr Hardy, as he then was, took a prominent part in undergraduate life and had a large following. His activities were manifold. Whenever a glee or a part song was afoot he was in request, and whenever the C.U.R.V. marched out, he, as Sergeant of Pioneers, wearing the imposing beard he grew for the purpose, led the way. Moreover he held a high reputation for aquatic prowess on broader and deeper waters than the Cam. He had already commenced his career as a blue-water sailor, and, in company with Dr Michell and H. A. Roberts, had already suffered his first shipwreck in the 'Kate.' Even at Caius he pursued the cult of an open-

air life. He selected a set of rooms on the top floor in old St Michael's Court where neither doors nor windows fitted, by a matter of inches, and where accommodation approximated as nearly as might be to the conditions of a yacht deck.

In 1893 Caius rowing opened in promising fashion. The first Lent boat made three bumps and the second kept its place. In the May term this promise was not maintained. The first boat kept its place, tenth, and the second went down one. However the boats contained some promising freshmen who made their names in later years, G. E. Orme, E. J. D. Taylor and H. H. Stiff. In 1894 this trio was joined by Drury Pennington, the best oar the College had possessed for many years.

The first Lent boat of 1894 made one bump, placing it fifth on the river, and the second boat lost a place. Everything promised well for the ensuing Mays, but lack of watermanship quite spoiled the boat. Time after time those in rowing authority had bemoaned the fact that in recent years Caius oarsmen had neglected rowing in light fours or pairs. The result was that there was a sad want of watermanship, and when the crew changed into their light boat they were all at sea. They could paddle commendably well, but whenever Pennington raised the stroke above 26, they rolled pitifully and went to pieces. To make matters worse, on the first night of the racing Pennington used resin on his hands for the first time, and in consequence caught a terrific 'crab' at Grassy and lost his oar overboard. That oar has never been seen since! The end of the matter was that the first boat fell two places, to twelfth, whilst the second boat lost one place. It was a poor commencement for the new flag which had been presented to the Club by Mrs Roberts.

In the October term (1894) the Club entered a crew for the Coxswainless Fours. None of the men had been given more than a formal trial in the Trial Eights, and members of the Club were inclined to be indignant. The University

rowing was in a bad way. The eight had been beaten at Putney on five consecutive occasions. Six of the University crew hailed from Third Trinity, and some of them were considered to be about the worst oars that had ever gained a 'blue.'

Great therefore was the delight of the C.B.C. when its four was drawn, in the first round, against Third Trinity. The latter crew consisted of two 'blues' and two 'Trial Cap' men. The Caius crew gained on their opponents yard by yard, and by the Railway Bridge held an advantage of some forty yards. There was no manner of doubt that the Caius boat was easily the better of the two. Owing to an unfortunate mistake on the part of the steerer when our crew was just opposite the Pike and Eel, the boat ran hard into the bank. It was no easy matter to get the boat out again, the outriggers being fast in the ground. By an extremely plucky effort she was pushed out and our crew won, amidst the most intense excitement, by little more than a second. It was one of the most exciting races seen for many years.

In the second round Caius lost to Trinity Hall—the ultimate winners. Probably Caius was quite as fast as the Hall, but our steersman, H. H. Stiff, had not the experience of the Hall 'blue,' T. B. Hope.

The race against Third Trinity had much to do with an alteration in the C.U.B.C. There had been a general feeling amongst rowing men that in recent years the best material had not been chosen for the University eights. This intensified the feeling. Further it was felt that the C.U.B.C. had become too much under the thumb of Third Trinity. The editor of the *Cambridge Review* was amongst those who shared these views. He made the Secretary of the Caius Club as rowing correspondent for his paper lead a campaign for reform. That worthy had a somewhat turbulent and exciting life: it was happy for him that his identity remained hidden! Whether it was due to his efforts, he cannot say, but at the ensuing election

Mr James B. Close, who had been President of the C.U.B.C. in 1874, was elected President for 1895. He commanded the confidence of every rowing man on the river, and though his crew did not win the race, it was a great improvement on any Cambridge boat of recent years—and for the time being he terminated the domination of Third Trinity. A few years later, 1898, Pennington was mainly responsible for making a Third Trinity man, W. Dudley Ward, President.

Meanwhile the members of the Caius four became prominent in the Trial Eights. H. H. Stiff rowed in one of the eights till a week before the race and seemed certain of his cap. Unfortunately a heavy river and high winds throughout eight consecutive weeks proved too much for his strength. He rowed in beautiful style and was a capital waterman. E. J. D. Taylor, G. E. Orme and Drury Pennington got their 'Trial Caps'; but after a lengthy trial in the University boat they were discarded. Pennington once more caught a distinguished 'crab.'¹ It was such a monster that it upset the boat—and there were 10 degrees of frost and a N.E. wind!

There were no Lent races in 1895, as the river was frozen over during part of the term, and influenza did the rest. This was a great disappointment to the Caius Club for they had every hope of doing well. Skating took the place of rowing, and many an exciting adventure occurred on the river between Cambridge and Ely.

In the May races 1895 the first boat gained three places. On the first night some of the new oarsmen were nervous, but they quickly gained confidence, and on each of the three succeeding nights the boat made its bump before Ditton. Stiff, Taylor, Pennington and Orme formed the backbone of the crew.

¹ The emphasis on this 'crab' was laid by '4,' Adie, who was Senior Wrangler in 1896. When '3' (D.P.) caught his 'crab,' Adie at '4,' abandoning all theories of applied mathematics, exchanged the grip on his oar for the sides of the boat. This manœuvre determined the final catastrophe!

The second boat kept its place. It contained several promising men, included amongst whom was E. Caesar Hawkins, who afterwards coxed the Cambridge eight.

The four which had so distinguished itself in the previous October was sent to Henley. They entered for the Visitors and the Wyfold. They were beaten, after good races, by Trinity, Oxford, in the Visitors, and by London R.C. in the Wyfold. They had the satisfaction of being beaten by the ultimate winners of each event.

The October term of 1895 will long be remembered by Caius oarsmen. For the first time in the history of the C.B.C. it won the Coxswainless Fours, and it followed this up by its first victory in the Clinker Fours. Nor was this all, for it was the first occasion on which both these events have been won in the same year by one College.

The Light Four consisted of

H. H. Stiff (*bow*)
 D. Pennington
 E. J. D. Taylor
 G. E. Orme (*stroke and steerer*)

The crew enjoyed the great advantage of being coached by J. B. Peace, a Fellow of Emmanuel. He was, perhaps, the ablest coach of the day and a most inspiring one. There was one peculiarity he had: he would often shout out the number of one of the crew and then give his instructions in an inaudible mutter. One of this crew became exasperated on hearing his number shouted out with greater and greater vehemence, followed each time by something he could not catch. When the boat was eased he gave vent to his feelings. 'By Heaven,' he said, 'you must be the Peace which passeth all understanding.' The coach took the hint.

On the first night of the races Caius met Third Trinity: gained steadily over the whole course, and won with some ease. Jesus, on the second night, proved no match for our crew. The final was another matter. Right up to the Railway Bridge there was nothing to choose between our crew and First Trinity. First then began to draw away,



WINNERS OF CAMB. UNIV. CLINKER FOURS, OCT. 1895

Coach D. Pennington

<i>Bow</i> G. E. P. Cave-Moyles	11 st. 4 lb.	3 L. M. Feuerheerd	12 st. 2 lb.
2 H. Spurrier	13 st. 2 lb.	<i>Str.</i> P. B. Cardwell	



WINNERS OF THE CAMB. UNIV. FOURS, OCT. 1895 AND
THE VISITORS' CUP, HENLEY REGATTA, 1896

Coach J. B. Peace

<i>Bow</i> H. H. Stiff	11 st. 2 lb.	3 E. J. D. Taylor	13 st. 3 lb.
2 D. Pennington	12 st. 2 lb.	<i>Str.</i> G. E. Orme (steerer)	

but Orme made a fine burst and brought his boat home winners by a narrow margin. Mr Roberts, then Senior Tutor, showed the continuance of his interest in College rowing, by proposing the health of the crew at late Hall.

The Clinker Four consisted of:

G. E. P. Cave-Moyles (*bow*)
 H. Spurrier
 L. M. Feuerheerd
 P. B. Cardwell (*stroke*)
 E. Caesar Hawkins (*cox*)

They had three gruelling races, against First Trinity, Pembroke, and in the final, Trinity Hall. There never was a more plucky and resolute stroke than Cardwell—the pity was he was so light.

Meanwhile members of the Club had shown a refreshing interest in sculling and in light pair rowing. Not a little of the success was due to this fact.

The Lent races of 1896 proved a sad disappointment. There was much useful material, but sickness broke out and the crew was quite unfit. The first boat fell two places. The second boat distinguished itself by falling four places—and still more by upsetting in the Gut and swimming ashore.

However the Club had one great satisfaction, in that Pennington gained his 'blue,' and E. J. D. Taylor was 'spare' man. The University race was a very close one. After being more than a length and a half ahead at Chiswick, the Cambridge boat was gradually overhauled and beaten by half a length. Pennington established his reputation as a remarkably fine oar.

The prospects for the May races 1896 were roseate, with the crews of both winning fours in residence. The first boat, however, was marred by illness. Both Pennington and Orme were unfit, and the former had to stand out of the boat after the first night. This necessitated the drawing of a man from the second boat, and his replacement by an untrained man, G. E. Ouston. Despite these

difficulties the first boat bumped Jesus and Pembroke, rising to seventh on the river, and the second boat made three bumps and won its way into the first division. The crew of the latter were given their oars.

The Club sent two fours to Henley. The one was entered for the Stewards and the Visitors: the other for the Wyfold.

In the Stewards the crew met the London four in the first round. A magnificent race resulted in London winning by a bare length. The famous Guy Nickalls who stroked the London crew declared that it was the hardest race he had ever rowed.

The Caius four won the Visitors after a pretty race with Magdalen, Oxford.

The second four defeated Molesey, but lost rather badly to Trinity, Oxford, who ultimately proved the winners.

In the Michaelmas term 1896, none of the members of the Caius fours who had so distinguished themselves, were available to defend possession of the C.U.B.C. challenge cups. It was found impossible to put a light four on the river, but a capital clinker four was produced. It consisted of:

E. K. Williams (*bow*)
 O. M. Green
 J. Hullah
 K. H. A. Kellie
 E. Caesar Hawkins (*cox*)

It beat Third Trinity and Trinity Hall, and met Peterhouse in the final. The Peterhouse crew were by far the heavier of the two, and, despite excellent stroking by Kellie, won by two-thirds of a length.

In the same term the Club decided that the old Caius boating buttons should be restruck and worn on blue waistcoats by the boat Captains and the first crew. It was also decided that inasmuch as there had been no entries for the Burnley Sculls for many years, they should be rowed for in future in fixed seat whiffs, by members of the C.B.C. who had not rowed in the Mays.

In the same term G. E. P. Cave-Moyles and C. R. Pattison-Muir gained their 'Trial Caps.' The latter was tried for a long time in the University eight, but his exclusion left Caius still well represented in D. Pennington, E. J. D. Taylor and the cox, E. C. Hawkins. Oxford had an unusually strong and fast crew and won comfortably. For once in a way, the critics did not lay any blame on the cox of the losing crew. Hawkins was nothing if not thorough: and his exact knowledge of every detail of the course at Cambridge was equalled by his knowledge of the Putney course. He was elected Secretary of the C.U.B.C. Taylor was a capital 'heavy-weight,' who always showed his best form when racing. Pennington was regarded by everyone as one of the finest oars of the day. Twice he was invited to row for Leander in the Grand—an honour which is the highest that any oarsman in this country can receive. It is still more to his honour that he refused on each occasion, because he thought that if he rowed for the Leander he might impair the chances of his College four. A finer proof of affection for the C.B.C. could not be given. It was however merely an expression of the zeal which animated every member of that crew, and of many of their rowing contemporaries, for the College. Never did a club work more whole-heartedly or with better harmony for its honour.

The Club had grown to such dimensions, and there was such keenness, that in Lent 1897 it tried to put a third boat on the river: but just failed.

The boats had a curious experience. To quote the *Caian*:

On the first night each experienced the pain and surprise—for such it clearly was—of being bumped: on the second night they enjoyed the chastened satisfaction of the 'row over': and on the last two nights they shared the joys of victory. On the Saturday night following they also shared, with their guests the Third Boat, the joys of a very successful bump supper. . . . A late boat captain, an honoured guest, was understood to observe that he thought the crews shewed equally to advantage in the mahogany, outside the mahogany, and under the mahogany.

The Caius Boat Club

For the Mays of 1897 many new oars had to be introduced. The first boat gained a place, leaving it sixth on the river: the second lost a place, leaving it second in the second division.

The Club entered a boat for the Light Fours, consisting of:

G. E. P. Cave-Moyles
C. R. Pattison-Muir
G. D. Hignett
T. W. Thompson (*stroke*)

It beat First Trinity and Jesus in the preliminary heats, and lost in the final to Trinity Hall. Stroke and No. 3 were second year men.

The clinker four proved a very fast boat. In the first heat it beat Peterhouse in record time. The record stood only for twenty-four hours, as on the following day the Caius crew was beaten by Trinity Hall, who created a new record. The crew was:

C. H. Reid (*bow*)
E. Gardner
E. Lillie
E. C. Russell (*stroke*)
G. G. Hirst (*cox*)

Three Caians gained their 'Trial Caps,' Cave-Moyles, Pattison-Muir and Thompson. Caesar Hawkins was our only representative in the Cambridge boat. The race was rowed in appalling weather, with a biting wind and torrents of rain. Passing under Barnes Bridge the Cambridge boat was half swamped, and the situation of the cox was pitiable.

The Lent races of 1898 proved a happy surprise, for the boats were not thought to be particularly good. They raced at the very top of their form. The first boat bumped Pembroke, King's and Lady Margaret in the first three nights, but found Trinity Hall too good for it to catch. By rising three places it left off third on the river. The second boat made one bump.

After this success in the Lents, great things were expected of the May boats. The first boat was slow in

getting under way, and, owing to this and to the fact that the starting distances had been reduced from 175 feet to 150 feet, it was bumped on the first night by Trinity Hall second boat. It made gallant efforts to rebump the Hall, but in vain. The second boat kept its place as sandwich boat.

A four was sent to Henley to compete in the Visitors and the Wyfold. The crew was:

O. D. Bruce Payne
E. C. Russell
G. D. Hignett
T. W. Thompson (*stroke*)

It was beaten in the first heat of the Visitors by University, Oxford. In the Wyfold, it beat the Thames and the Jesus, Cambridge, crews, and rowed in the final against Kingston. Shortly after the start Kingston fouled a punt: and the race was started again. Caius for the second time showed they were the faster boat, but this time they got near the piles, a skiff allowed its stern to protrude into the course, and the four crashed into it. The boat was so badly damaged that the crew disembarked, and left Kingston to finish alone. O. D. Bruce Payne died in 1922 of injuries received in a motor accident.

The same crew entered for the University Light Fours, and the same ill-luck attended it. On this occasion it encountered an old vixen, the barge 'Nancy,' right under the Railway Bridge, when the race was in anybody's hands. It was a marvel that the boat was steered clear of barge and bridge. The result was a victory for Pembroke by ten yards. It is worthy of note that this crew was coached for a time by Dr R. W. Michell who had returned to Cambridge, and who from that time till the Great War called him, devoted his spare energies to the C.B.C. The Club had another acquisition in Mr H. A. Roberts, who likewise came back to the Cam, and was a highly valued coach.

In the University Trials, T. W. Thompson and E. C. Russell rowed in the winning boat.

In 1899 an alteration was made in the regulations of the C.U.B.C. concerning the Lent races. There were to be three divisions instead of two, every club being allowed to put on one extra boat, and the men who rowed or steered in the May races in their freshmen's year were made eligible for the Lent races.

The first boat lost a place to Pembroke, which was admittedly the fastest boat on the river. The second boat, in spite of losing their stroke on the second evening, made two bumps, and the third boat three.

The Club entered a crew for the Clinker Fours. Three boats rowed in the final, Caius, Peterhouse and Trinity Hall. The Caius boat beat the Hall but lost to Peterhouse by a few seconds.

The crew consisted of:

M. Phillips (*bow*)
 E. Gardner
 C. Hartree
 B. Haigh (*stroke*)
 H. M. Hunter (*cox*)

The May races proved most disappointing so far as the first boat was concerned, for it fell three places, to Pembroke, Jesus, and First Trinity II. It thus became tenth on the river. The second boat made some amends, as it rose two places, and secured a place in the first division.

The Club was not represented in name at Henley in 1899, but the famous four, which won the Visitors and the University Light Fours in 1896, entered for the Stewards under the name of 'St George's Hospital.' They were beaten by a German crew, the 'Favorite Hammonia R.C.'

No boat was entered for the University Fours in 1899, as it was considered necessary to concentrate on coaching men for the Lents. The first Lent boat (1900) made one bump, the second kept its place and the third failed to get further than the Post Reach on any night of the races.

The Club lost the services of several of its most prominent members by their joining up for service in the South African war. Amongst these was E. N. French, the

Captain. His place was taken by Cyril Hartree, who after a brilliant commencement at the Chancery Bar was destined to lose his life in the Great War. The second and the fourth Captains, E. C. Russell and B. Haigh, also volunteered and went to South Africa, as also did the newly elected Secretary, D. C. H. Chisholm. To make matters worse, Dr R. W. Michell, who was to have coached the boat, joined the R.A.M.C. and followed to South Africa. Cyril Hartree was left with an almost impossible load: particularly as to his offices of first Captain and Secretary, he added the duties of stroke of the boat. The crew did well to maintain its position, being bumped by Christ's and bumping Trinity Hall II, but that position, tenth on the river, was not one which could give the Club or the College much satisfaction. The second boat lost three places: to Peterhouse, Clare and Pembroke II.

Although it had no expectation of winning, the Club entered a four for the University Light Fours. It proved to be a better boat than was expected, though it lost to Trinity Hall in the first heat, who steadily rowed them down over the whole course. The race showed on the part of our crew some splendid steering by B. Le Neve Foster, and a most plucky spurt, as a forlorn hope, by Hartree, after the Railway Bridge. The crew was:

B. Le Neve Foster (*bow and steerer*)
 G. J. Pytches
 T. W. N. Dunn
 C. Hartree (*stroke*)

The Lent boats of 1901 were remarkable for the number of freshmen they contained. Of the three crews sixteen oarsmen and the three coxes were in their first year. The first boat was excellently stroked by E. F. Watermeyer, and rowed with plenty of pluck. It was lacking however in experience and dropped from third on the river to fifth: being caught by Third Trinity and Emmanuel. The second boat lost four places. The third boat was manned by a hefty crew averaging nearly 12 stone in weight, which came within an ace of creating a record for the Club. On

the first night two bumps were made immediately in front of it. The Caius finishing post was at Morley's Holt: that of the next boat, Downing, was at the Red Grind. At Morley's Holt Caius III was only a yard behind Downing, and would certainly have made its bump had it been allowed to row on. This double over-bump would have meant a gain of five places. On the three following nights the boat made its bump early in the course.

In the May races (1901) the first boat started well by bumping First Trinity II, just above Ditton. On the second night they got a bad start owing to the gun going off several seconds too soon: yet got within a quarter of a length of Christ's. On the third night a canoe came right across their bows on the way down to the starting post, bending bow's outrigger nearly double. Again they just failed to make their bump.

The second boat made one bump, and finished sandwich boat.

The Club decided to enter an eight at Henley for the Thames, and a four for the Visitors. The eight was identical with that which rowed in the Mays, save that H. N. Wegg took the place of G. J. Pytches, who had met with an accident. The boats were coached by Dr Michell and Dr Pennington.

In the Thames the eight met Worcester, Oxford, and was beaten by a couple of lengths.

The four which entered for the Visitors was made up of:

B. Le Neve Foster (*bow*)
 E. F. Watermeyer
 T. W. N. Dunn
 C. Hartree (*stroke*)

They first met New College, Oxford. Early on in the race one of the New College crew caught a 'crab' and fell back. Our boat stopped and offered to start again, but their opponents boat was too badly damaged to allow this to be done. As they had drawn a bye in the first round this left them to meet Balliol in the final. They made a good race, but met a distinctly better crew.

A boat was also entered for the University Coxswainless Fours, made up of:

G. P. Norton (*bow*)
 B. Le Neve Foster
 B. Day
 E. F. Watermeyer (*stroke*)

It was unfortunate in being drawn in the first round against Third Trinity, which had a record-making crew. The Caius crew lost the race by 150 yards. It was not disgraced for Third won the final by a similar distance.

The Club provided two men for the University Trials, E. F. Watermeyer, who stroked the winning crew equalling the record time, and B. Le Neve Foster, who rowed bow in the same boat.

Considerable interest was shown at this time in the College pairs and in sculling. C. N. Edge, whose rowing weight was nearer 15 than 14 stone, entered for the Colquhouns, and made a highly promising debut. In fact a general keenness was shown in rowing and was shared by the freshmen. No less than six College trial eights went into training, and amongst the crews may be noted the names of H. D. Gillies, C. H. S. Taylor and F. J. M. Stratton.

The Lent term of 1902 was a severe one. The river was frozen over for four or five days and the races had to be postponed for a week. From some cause or another the first crew acquired a 'Camelious Hump' and were most disappointing. They seemed quite unable to raise the stroke above 29 or 30, and even at that they lacked drive. In addition to all this the boat had some particularly good crews behind it: and so was bumped by Jesus, L.M.B.C. and First Trinity II—each of which made four bumps. The second boat was one of the best in the second division, and bumped Pembroke II and Clare. The third boat, coached by Dr Michell, likewise made two bumps.

Nothing daunted, the Club entered a four for the Clinkers, manned by:

H. A. Findlay (*bow*)
 H. N. Wegg
 C. C. R. Biedermann
 B. Haigh (*stroke*)
 C. C. Brinton (*cox*)

The crew had only four days' practice, and one of the crew had never been on a sliding seat before. In the first heat they beat St Catharine's 'anyhow.' The final, against Trinity Hall, provided a most exciting race, first one crew gained the advantage and then the other. A very strong head wind in the Long Reach seemed to puzzle the Caius crew. They stuck to it most gamely and lost by only 10 yards.

The May boat (1902) was handicapped by want of a suitable ship. On the first two nights they nearly caught Christ's. On the third night they were bumped by King's. There was something particularly trying in this event, for the King's crew had been coached by Watermeyer, stroke of the Caius boat! He coached them with marked ability, too, as they made four bumps, and only once went beyond First Post Corner. The last night saw a remarkable race between Caius I and First Trinity II. The latter overlapped our boat by the Plough, and continued in that position all round Ditton. Every time Trinity spurted Watermeyer responded. All up the Long Reach a ding dong race continued, the Trinity boat being within a few inches of our rudder. At the Bridge, Watermeyer called for one final spurt and the men behind him took it up, quickening to about 35. This was more than Trinity could manage, and they ended a length away. It was hard for the Trinity crew who had already made three bumps—but for an exhibition of real pluck and grit, Watermeyer's performance has seldom been equalled on the Cam.

The second boat—as a racing crew—could hardly have been worse. It paddled passably well; in racing it was hopeless and dropped four places to Selwyn, L.M.B.C. II, Sidney and Emmanuel II.

The freshmen of 1902 were a heavy and a keen set of men. Five College trial eights were put into practice: Dr Michell once again acting as one of the coaches.

The University placed three trial eights on the river. H. A. Findlay rowed in the third eight, commonly known



CAIUS MAY BOAT, 1903

Coach Dr R. W. Michell

<i>Bow</i> G. P. Norton (capt.)	10 st. 7 lb.	5 E. P. W. Wedd	13 st. 0 lb.
2 H. Parsons	12 st. 0 lb.	6 E. F. Watermeyer	11 st. 12 lb.
3 C. R. P. Cooper	11 st. 4 lb.	7 H. D. Gillies	10 st. 4 lb.
4 J. L. Wordsworth	12 st. 13 lb.	<i>Str.</i> C. H. S. Taylor	10 st. 2 lb.
	<i>Cox</i> A. H. Platt	8 st. 0 lb.	

Bumped Pemb. I, King's I, Emm. I, Jesus I

as the 'Band of Hope.' It is not surprising after his performance in the Mays that E. F. Watermeyer received a lengthy trial for the University boat. There was much disappointment when the crew was finally made up without him.

The Lent races (1903) bore eloquent testimony to the keenness of the first and second year men, who, in the main, composed the crews. The three boats made no less than eleven bumps between them. The first boat made three bumps. On the first night First Trinity II caught Emmanuel before Grassy, so spoiling the Caius record. On the following nights Caius bumped Emmanuel, First Trinity II and Jesus. H. D. Gillies rowed '7' and C. H. S. Taylor stroke.

The second boat made a bump each night, catching Sidney, Selwyn, King's and Peterhouse.

The third boat failed to make a bump on the first night, but by bumping Pembroke IV and First Trinity V on the second and third nights, it became sandwich boat. It was thus placed in a position to wind up the races by making two bumps on the last night, at the expense of First Trinity IV and Magdalene.

All the crews were given their oars. The bump supper that followed was worthy of these successes. Tree Court was ablaze with a magnificent bonfire, when up went the cry 'Let's put X. (the *bête noire* of the Club) on the fire!' No sooner said than done: X. was captured and was on the point of being committed to the flames, when he wriggled himself free, leaving coat and waistcoat in the hands of his tormentors. These were promptly cast on the fire whilst the revellers rushed after their victim. But Fate, in the shape of the Head Porter, Beckley, was watching and promptly, unknown to others, rescued the burning garments. Early next morning Beckley found X. carefully raking over the ashes, whilst muttering to himself 'Zee goldt oph mein vatch, ziss cannot haf gone!'

It must not be supposed that this era was wanting in

politeness! Another unpopular member of the Club said one day to Gillies, 'Can you tell me, Gillies, why I am so disliked in the boat?' 'Well,' said Gillies, 'you know R. your face is against you.' As Gillies afterwards remarked, 'What else could I say. I had to say something tactful!!!'

The May races of 1903 were even more successful than the Lents, so far as the first boat was concerned. It made four bumps. On the first night it caught Pembroke at the Red Grind; on the second and third nights it caught King's and Emmanuel respectively above the Railway Bridge, and on the last night it overhauled Jesus at the Willows. It thus became sixth on the river. For these successes the boat was largely indebted to C. H. S. Taylor at stroke, H. D. Gillies at '7' and E. F. Watermeyer at '6.' The Club has seldom had three such fine oars.

It is worthy of special note that our first May boat had not made four bumps since the great days of 1877.

The second May boat commenced brilliantly by catching Emmanuel II and Pembroke II. Then it found itself behind another good crew, Sidney, whom on the last two nights it chased hard but without success.

The last day of these races saw a tragedy opposite the boat-house. A punt, being towed up river by a launch, decided to cast off. The male occupant climbed forward to do this, but his weight was such that the bows went under water, and in a moment the punt began to sink. Everyone in it struggled to the bank—save only a lady who lay at full length and seemed to make no effort to save herself. 'Josh' Taylor and C. B. Heald who witnessed the scene rushed into the stream to frustrate this obvious Hari-Kari business. To their horror and disappointment, no doubt, they found that what they were rescuing was not made of flesh and blood below the arms—but a new sort of armatured mermaid. When the object was placed on the bank, with hysterical sobs she explained that she was encased in plaster of Paris!

After the feats of the Lents and the Mays, the Club

decided to enter a crew for the University Coxswainless Fours. The crew was:

H. D. Gillies (*bow and steerer*)
J. L. Wordsworth
E. P. W. Wedd
C. H. S. Taylor (*stroke*)

It was unlucky in meeting in the first round Third Trinity, which had three 'blues' and a 'Trial Cap' for its crew. Soon after starting our crew ran into the bank, and a few strokes after it got clear, it fouled the bank again. These misfortunes put an end to any chance it might have had, and Third won by 100 yards. The chief satisfaction which the crew enjoyed was the fact that Third beat Lady Margaret in the final by about 60 yards.

Seven Caius oars were tried in the University Trial Eights: only H. D. Gillies and E. P. W. Wedd succeeded in getting their caps. They rowed '7' and '5' respectively in the winning crew.

The freshmen showed considerable keenness in rowing: unfortunately they were lacking in weight. A curious feature of the times was the difficulty in obtaining coxes for the trial eights. Most of the men available seemed to think coxing undignified—a strange contrast with the days when the position was eagerly sought after, even though it entailed considerable expense.

The Lents of 1904 showed a sad falling off by comparison with the crews of 1903. Instead of gaining eleven places the Caius boats lost seven. The first boat went down two places, the second two and the third three.

This gloomy state of affairs was greatly alleviated by the fact that H. D. Gillies gained his 'blue' in the winning Cambridge crew. It was six years since the last Caian, Caesar Hawkins, had sat in a University boat: and no fewer than 28 years had passed since one had rowed in the winning crew at Putney. No Caian had performed this feat since the days of T. W. Lewis and L. G. Pike in 1876. Gillies also won renown as a golfer, and has for many years maintained a position as one of the foremost amateurs.

A clinker four was entered for the Coxswainless Fours. Many changes were made in its composition, almost up to the day of the races: and inasmuch as it met the eventual winners, Trinity Hall, in the first heat, it is not easy to say what it was worth. It was beaten by 15 seconds—but how many of these were attributable to a healthy ‘crab’ caught by bow, none can tell.

The first May boat commenced well by catching Christ’s on the first night. On each of the subsequent nights it pushed hard after L.M.B.C., but never really came within striking distance. The boat was coached mainly by Dr Michell and for a couple of days by the Rev. John Still.

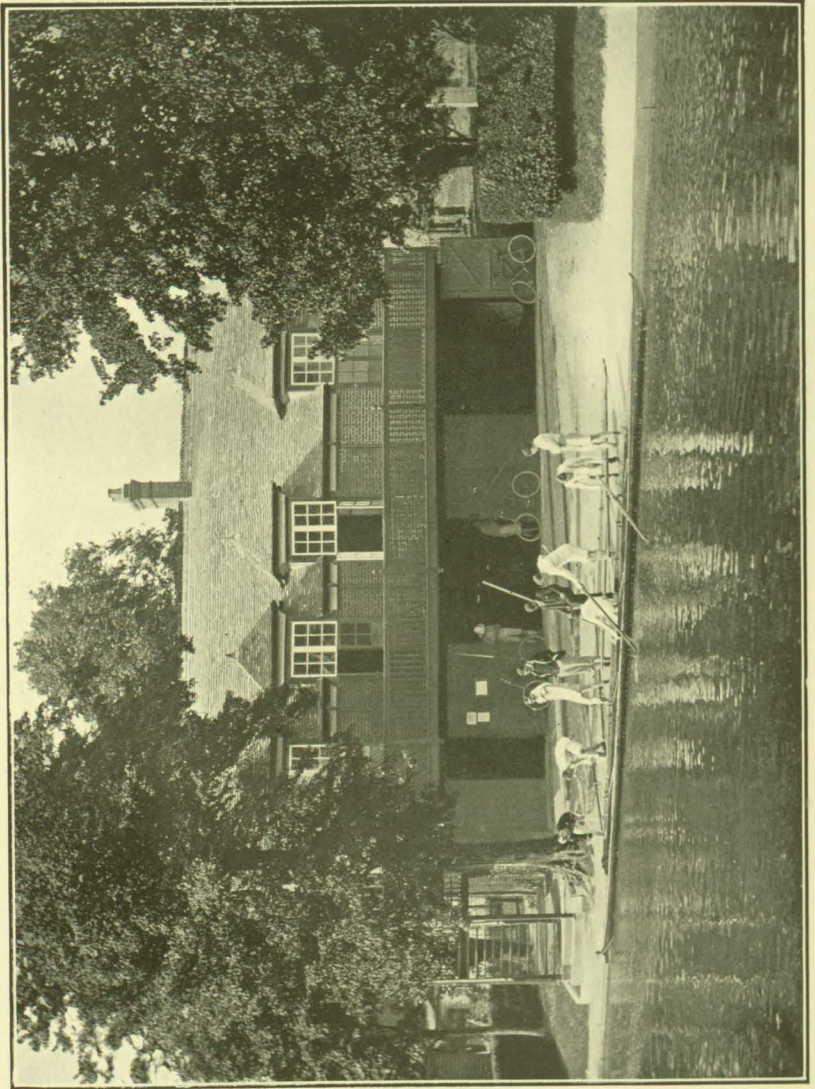
The second boat lost its stroke only four days before the races, and had to be rearranged throughout. On the first night it fell to Emmanuel and on the second to Clare. On the third and fourth nights it rowed over.

Both an eight and a four were entered for the Henley regatta. The crews spent a week at Richmond before taking up their quarters at Henley. At Henley they came under the excellent coaching of Mr F. J. Escombe, and with C. H. S. Taylor and H. D. Gillies to set the work, they acquired the art of rowing a really fast stroke.

The eight which was entered for the Thames was made up as follows:

C. C. Brinton (*bow*)
 C. B. Heald
 C. R. P. Cooper
 E. P. W. Wedd
 W. S. Cooke
 E. F. Watermeyer
 H. D. Gillies
 C. H. S. Taylor (*stroke*)
 J. G. H. Randles (*cox*)

On the opening day the eight was drawn against the Granta Club—a powerful Cambridge combination coached by the President of the C.U.B.C. The race proved a very hard one. It was not till half way had been reached that Caius began to show an advantage. This they gradually increased, and won by three-quarters of a length. Their next opponents were the Thames R.C. Here the excellent



CAIUS BOAT-HOUSE, 1904

style and length set by Taylor and Gillies soon produced its effect, and Caius won comfortably.

The final, against St John's, Oxford, produced a magnificent struggle. Both crews started at 40. Gradually the Caius boat forged ahead, but St John's made a series of spurts which kept the issue in doubt almost to the last hundred yards. Then Taylor made a final burst which proved altogether too much for the Oxford men and Caius won by a bare length.

The four was entered for the Wyfold, and consisted of:

H. D. Gillies (*bow and steerer*)
 E. F. Watermeyer
 E. P. W. Wedd
 C. H. S. Taylor (*stroke*)

The crew was drawn against a strong crew of the Birmingham R.C. Unfortunately our men had to row after racing in the eight against the Thames R.C., whilst their opponents were fresh. Birmingham led throughout and managed to stave off a series of spurts. The issue was in doubt until the last two hundred yards, but our opponents won by three lengths.

J. L. Wordsworth entered for the Colquhoun Sculls, and trained with infinite care. In the first heat he met an old 'blue,' S. M. Bruce, Trinity Hall, and had the distinction of beating him handsomely. Bruce has travelled fast since these days, being now the Premier of Australia. In his next heat Wordsworth met another 'blue,' R. V. Powell, Third Trinity, and Eton Scull winner. The Caian made an excellent race of it, and was only beaten in the last fifty yards.

In the University Trials C. H. S. Taylor rowed stroke, and E. P. W. Wedd '6' in the losing trial. The race was rowed over part of the Putney course, round the bend under Hammersmith bridge. Taylor's boat was intentionally handicapped, by being assigned to the outside course.

Both Wedd and Taylor gained their 'blues.' Cambridge lost the race rather badly—but it was in no way due to either of these oars. If Taylor's stroking had been backed

up in the bows as it deserved, the result might well have been different.

The Lents of 1905 proved a disappointment. There was plenty of keenness amongst the men, but the Club suffered by the absence of its Captain (Wedd) in the University boat and by a piece of particularly ill luck. The boat, despite many changes, was by no means a bad one, and had a tolerable chance of bumping Third Trinity. All hope of this was destroyed by the fact that Trinity Hall, just ahead of Third, ran into the bank and proved an easy victim for our opponents. On the second night in the Long Reach, Emmanuel suddenly shot up and bumped us. Only then was it seen that our best heavy-weight, W. S. Cooke, was *hors de combat*, on account of his heart. He was forbidden to row again, and an untrained man, Marsden, pluckily took his place. Despite splendid efforts, the boat fell on the last two nights to Pembroke and Clare.

The second boat, which had repeatedly been upset to feed the first boat, fell each night. The third boat, one of the lightest that even Caius has put on the river, averaging only 10 stone 13 lb., fell one place.

With three 'blues' in the stern of the boat, E. P. W. Wedd, H. D. Gillies and C. H. S. Taylor, hopes for the May races ran high. The boat, however, failed to 'get together,' and these three finished oars were unable to make it into a crew. They came very near to making a bump on the first night, but on the three following nights they were bumped by Jesus, Christ's and First Trinity II. They never got beyond Ditton. The second boat likewise fell three places, to Pembroke II, Corpus and Jesus II.

For a number of years up to this date the Club book was kept up with care and contains excellent accounts and criticisms of the rowing. With the completion of a volume in 1905, this laudable practice fell into disuse and it seems that not a line was written in it until 1910. In that year an energetic officer filled up the blanks from the pages of

the *Caian*, and from other sources, and then a still longer lacuna occurred. It was not until 1922 that the book was written up again. Were it not for the *Caian* it would be impossible to find the history of the Club from 1905 almost up to the present day.

In October 1905 Caius had eighty-six freshmen. For the first time in its history the College became second in point of numbers in the University. Certainly it ought to have been higher on the river.

The Club did not enter a boat for either of the University Fours during this term: nor was it represented in the Trial Eights. One member however gained his 'blue,' T. More the cox. Before the race More was compelled, on medical advice, to give up his seat. His loss to the crew was a very real one, as he was admittedly an adept at his post.

The first Lent boat (1906) worked extremely hard under the energetic captain, A. H. Gosse. It contained no individuals of outstanding merit as oars, but as a crew the men were splendid, with a long swinging stroke and plenty of devil. They made three bumps, namely on Clare, Third Trinity and Pembroke.

During practice the third boat was found to be faster than the second; so their positions were changed. The step proved a wise one, for the new second boat bumped First Trinity III, St Catharine's and Trinity Hall II, and finished head of the second division. The third boat kept its place—going down one and up one. It was probably better than this record would suggest, for on the last night it made an excellent attempt at an over-bump.

The same term saw great excitement over a proposal laid before the Amalgamated Clubs that 'in future the President of the Amalgamated Clubs be elected from the Captains of the games for the year.' When the various Athletic Clubs were amalgamated, one of the rules provided that the first boat Captain should be President of the Amalgamated Clubs. There was sound reason in this,

firstly because the boat Captain's duties continue throughout the entire year so that he is the one Captain who is in effect continuously in office, and secondly an election to the office of President might arouse considerable rivalry and personal feeling amongst various clubs, to the detriment of the College as a whole. Whether these reasons be sound or not, the proposed alteration gave rise to intense excitement. For two days lectures and work were practically suspended, and on the evening of the fateful meeting the Hall tables were covered with pamphlets emanating from the various parties. Much talk, but only two speeches, were heard at the meeting. The only speech in favour of the alteration was that of the proposer; whilst the only 'speech' on the other side was made by Mr (Professor) J. S. Gardiner, who had for long been the able and energetic treasurer of the Amalgamated Clubs. The result was quite definite; 32 voted for the change and 115 against it. The *Caian* made most unkind observations on the electioneering literature, stating that 'on both sides it failed to reach any standard but the lowest, being either uninterestingly pointless, or unnecessarily personal.'

The May boat did not race up to expectations. In spite of being taken in hand by 'the best coach the College has turned out for years, H. D. Gillies,' it failed to do itself justice. It rowed over on each night.

The second boat, coached by Dr Michell, bumped Peterhouse on the first night, but on the third and fourth nights fell to Magdalene and St Catharine's respectively.

A very promising four began to practise in the October term, but owing to illness it had to be withdrawn.

The Club had no representative in the University Trials saving T. More, who coxed the winning boat. He also steered the University boat up to the time of its going to Henley when, for some reason which was quite beyond the comprehension of Caians, he was superseded by R. Boyle of Trinity Hall.

The first Lent boat of 1907 deserves nothing but praise. It was one of the best Lent boats Caius ever produced. With a long swing and hard leg drive the crew rowed down everything before them. On the first two nights First Trinity II and Pembroke I proved comparatively easy victims. On the third night they were behind a good Emmanuel boat, and did not row their best up the Long Reach. However, they pulled themselves together, and making a fine spurt at the Pike and Eel, caught their opponents twenty yards from the post. On the last night the Caius boat showed its best form and leaped forward on to Trinity Hall at Morley's Holt. It was the first time the Caius Lent boat had made a bump each night since the changes made in 1887. The boat ended third on the river.

The second boat started as sandwich boat. For two nights it maintained its position and then fell to two **unusually good crews**, Jesus II and Trinity Hall II.

The third boat came near to achieving the feats of the first boat. On the first two nights they bumped First Trinity IV and Trinity Hall III. On the third night they performed a feat which is extremely rare. They lost an oar at the start, yet managed to row over the course with seven oars, without being bumped. On the last night they caught King's II, so becoming sandwich boat in the third and second divisions. They chased Selwyn II to Ditton, where the latter made its bump and so escaped them.

After such successes in the Lents, the May races (1907) were looked forward to with hope. This was not fulfilled although the boat had the advantage of being coached by Mr D. C. R. Stuart. Illness had a good deal to do with its want of success, but lack of leg drive was the principal reason. It was bumped by Pembroke on the first night and by Emmanuel on the second. On the other nights it rowed over. These defeats placed it tenth on the river.

The second boat lost four places, to Queens', Christ's II, First Trinity III and Jesus III. It ended twelfth in the second division.

A light four was entered for the University Coxswainless Fours, made up of:

E. C. Rayner (*bow*)
 J. N. Peck (*steerer*)
 R. H. Johnson
 W. H. Campbell (*stroke*)

The original No. 3 (S. St G. C. Belfield) 'crooked' the day before the races, and his place was taken by Johnson. In spite of this Pembroke, against whom they were drawn, beat them by only three-quarters of a length.

J. N. Peck rowed '2' in the losing University trial eight.

The Lent boat of 1908 rowed very well in practice, but fell off before the races began. At one time it was considered quite possible that it might go head. On the first two nights it rowed over, and on the last two fell from third to fifth, being bumped by L.M.B.C. and Trinity Hall I.

The second boat was bumped each night: Emmanuel II, Queens', Pembroke II and First Trinity II being the victors.

The third boat made four bumps. It started as sandwich boat and finished twelfth in the second division. It is said to have had a larger following on the bank than any other boat, on account of its amazing 'bucket,' and the unusual style of 'coaching' of D. N. Macleod!

The first May crew (1908), coached by Dr Michell and Mr H. D. Gillies, was very effective, though not polished. All the men in it were thorough workers, and pulling well together they got great pace on the boat. On the first night they bumped First Trinity II. On the second night a bump was made immediately ahead of them, and on the last two nights they accounted for Christ's and Third Trinity.

The second boat fell to King's II, the getting-on boat, and were left in the unenviable position of being the lowest non-representative boat on the river.

The eight was sent to Henley. Owing to an accident to

F. E. Riddiford the order of the crew had to be changed and C. L. Riley, son of Archbishop Riley, came in as bow. The crew had the great advantage of being coached by Mr H. D. Gillies, and it framed so well that it was entered for the Grand and the Ladies.

Caius drew Eton in the first round of the Grand. After an excellent race Eton won by a length and a quarter.

In the Ladies they were drawn against Clare. At the first stroke No. 3 in the Caius boat lost his oar, enabling Clare to take the lead and to win comfortably. It was an inglorious finish to a promising outlook.

In October 1908 a large number of freshmen came to the river: and six trial eights were trained.

A crew was entered for the Coxswainless Fours. It was short of practice owing to the fact that the races were rowed a week earlier than usual, and it met in the first heat one of the fastest fours on the river—and lost. The crew was made up as follows:

W. S. Roberts (*bow*)
 F. Jarvis
 H. A. Watermeyer
 H. C. Whittall (*stroke*)

The Lent boat (1909) kept its place on the river, and had it been able to row a reasonably fast stroke would certainly have caught Trinity Hall. The second boat rose three places, and the third lost one.

The first May boat (1909) proved slow over the first half of the course, and on the second night fell to Third Trinity. On the last night an epidemic of 'crabs' caused it to be in great danger from Corpus at Grassy. It recovered and just failed to catch Emmanuel.

The second boat came out successful in the getting-on races, and then bumped Christ's II, Emmanuel II and King's II. They failed to get their oars through the boat ahead of them on the last night making a bump too soon. A. Gregson-Williams won much credit as stroke of this boat: the pity was that he weighed only 9 stone 6 lb.—just two pounds more than the cox.

A light four rowed in the University Coxswainless Fours, and consisted of:

W. S. Roberts (*bow and steerer*)
J. F. G. Guinness
J. C. Russell
H. C. Whittall (*stroke*)

There was plenty of power in their rowing, but the men were unable to work up to a fast stroke. They beat Pembroke, but in the semi-final lost to Trinity Hall.

The Lent boat of 1910 suffered considerably from influenza and other troubles, and was far from satisfactory.

The second boat, which included E. N. Showell-Rogers and M. D. Methven, won unstinted praise, and made three bumps.

The third boat, with an exceptionally light crew, showed splendid pluck, handicapped as they were by heavy head winds all four nights. They lost two places.

The first May boat (1910) kept its place without being endangered. The chief interest in its doings lay in the question whether it could catch Emmanuel or not. It just failed.

The second boat, made up almost entirely of freshmen, lost one place to a particularly good boat—Peterhouse. Showell-Rogers and Methven were two of its heavyweights.

The first boat, with one alteration in it, was sent to Henley and entered for the Thames. The crew improved greatly under careful coaching. It was beaten, however, in the first round by the eventual winners of the cup—the Anglian B.C.

A four made up of A. N. Sword, G. A. Lilly, J. H. Hunter and J. C. Russell entered for the Light Fours, but was beaten by First Trinity by 50 yards. Sword steered a splendid course.

The Lents of 1911 showed that some of the newer oarsmen were of more than ordinary usefulness. The first boat went up three places, at the expense of Emmanuel,

Clare and Trinity Hall. A bump in front of them on the first night deprived them of their oars.

The second boat fell three places. It did not deserve such a fate, for the men rowed well. It was a case of a light crew, rowing against boisterous head winds, and with strong heavy crews behind it. L.M.B.C. II, Pembroke II and St Catharine's caught it.

The third crew rowed badly, and lost three places. But there was a fourth crew—consisting entirely of freshmen—which worked wonders. They proved themselves the best of twelve getting-on boats, and proceeded to make four bumps with consummate ease.

The success of the first boat was in part due to the welcome return of Mr H. A. Roberts. As the *Caian* said, 'Would-be coaches should note how he bristles with energy, and what an excellent effect it has.' Dr Michell was still active with the crews. 'The Doctor,' wrote the same pen, 'is always with us. Ever increasing the debt we owe him—but as he does not like being paraded, we'll say no more.'

The same number of the *Caian* contains a cartoon entitled 'Awful result of the Lents; collapse of a Caius man on hearing that two Caius boats have made bumps the same night.' The caricature of Michell standing over the prostrate Caius on the river bank is perfect.

J. C. Russell and M. D. Methven entered for the University Trial (Forster-Fairbairn) Pairs. They were defeated by a fraction of a second in the final heat by R. S. Shove and L. J. Cadbury of First Trinity. So close was the finish that until the umpire was appealed to the result was uncertain. The Caius pistol went first but the umpire decided that the Trinity flag went down before ours.

The same Caius pair entered for the Magdalene Pairs, and again reached the final. A splendid race ended in First Trinity (F. E. Hellyer and L. J. Cadbury) beating them by a length and a half.

The May boat of 1911 would have been much better

than they were, had they found a good stroke. The post was eventually taken by J. C. Russell—an excellent oar in the middle of a boat, but as he would readily admit, he was not cut out for stroke of an eight. On the first night they were bumped by First Trinity II: on the other three nights they rowed over, hotly chasing Emmanuel.

The second boat rowed over on the first night, and then proceeded to make three bumps at the expense of Jesus III, Peterhouse and Trinity Hall II. J. N. Hulbert, who early in life made his name on the stage, rowed '7' in this boat.

A third boat made a gallant attempt to 'get-on,' being beaten by a fraction of a second.

In view of its performance in the Mays, the Club did not feel justified in sending the eight to Henley. It took a longer view, and a four of second year men was sent to enter for the Wyfold and to gain experience. It was made up of the following:

G. V. Hotblack (*bow*)
 E. N. Showell-Rogers
 M. D. Methven (*steerer*)
 A. H. MacGregor (*stroke*)

The crew came on so well in practice that it entered for the Visitors as well as for the Wyfold. At the last moment it met with misfortune. The day before racing began Methven strained an abdominal muscle, and the crew had to scratch in both events.

The same four rowed in the University Coxswainless Fours. They had the misfortune to draw Third Trinity—the ultimate winners—in the first round. They made a splendid race of it and lost by only twenty-five yards.

Showell-Rogers gained his 'Trial Cap': and Methven just missed one.

The first Lent boat (1912) showed great promise during training, and on the first night of the races made an easy bump at the expense of First Trinity II. From this point it fell off sadly. On the second night it rowed over, on the third it was caught by Trinity Hall at the Railway Bridge and on the fourth by Clare at the Railings.

The second boat was good, but light for the weather it encountered. The third and fourth boats were quite up to the average: and a 'Rugger' eight made a valiant attempt at getting on to the river.

The May boat (1912) spent a fortnight at Putney as a preparation for the races. Coached by Dr Pennington it showed good form. The experiment was not wholly successful as the crew appeared to find the change to the sluggish waters of the Cam somewhat demoralising.

The stimulating coaching of Mr R. W. M. Arbuthnot failed to instil any 'life' into them. The crew was changed about, and eventually the original Putney crew was selected. On the first night they fell to Jesus II. On the second they nearly bumped the Jesus II back again, and rowed over. On the third night they were nearly bumped by King's; and on the last they bumped First Trinity II—thus regaining their position on the river.

The second boat, coached by C. H. S. Taylor and C. B. Heald, lost two places, owing to 'crabs.'

The third boat got on to the river after some gruelling races, and then made four bumps. It owed its success to the excellent stroking of C. W. Beale—and to the capital shoving capacities of the heavy-weights.

In the October term (1912) a light four was put on the river, manned thus:

J. N. Hulbert (*bow*)
 A. C. Walker
 A. F. Dickson
 E. N. Showell-Rogers (*stroke*)

It was coached by Mr S. E. Swann and the Rev. F. C. Kempson. Once again Caius was unfortunate in being drawn in the first round against the ultimate winners, Third Trinity. The Caius boat was beaten by 25 yards.

In the year 1912 the Club sustained an irremediable loss by the death of the Master, Mr E. S. Roberts. For forty years he had shown an unwavering interest in everyone and everything connected with it, and to his wise counsel the Club, when in difficulties, always turned. His

connection with the Club is so admirably stated in Professor Reid's Memoir, that it cannot be improved upon.

He had always interested himself especially in the Boat Club and in the doings of College men on the river, but until after his Tripos had not been able to find much time for rowing. In that day it was not at all uncommon for 'Dons' to row in the College boats... About 1872 Roberts became stroke of the Caius second boat, then high up in the second division. There was at that time no third division as now. 'He infused into his rowing,' says Dr Beale, 'the enthusiasm and determination to succeed which have been such prominent features of his character throughout life.' As was the case with everything he took up, he gave his will determinedly to his rowing and made steady improvement in it. 'In order to acquire the art of sitting a light ship, he asked me one day to go out with him in a pair-oar. We spent the whole morning in it and it was the most uneasy voyage that I, with subsequent experience of ships of many sizes and sorts, can ever recall.' As a stroke his fault was a tendency, from eagerness, to quicken the stroke... Largely owing to the energy and example of Roberts, the College boats obtained and kept respectable places on the river, and great was his joy when two members of the College, T. W. Lewis and L. G. Pike, were in the winning Cambridge crew at Putney... Nothing roused Roberts more than these successes on the water. I remember his almost feverish eagerness when, sixteen or seventeen years later, two Caius men again rowed together in the University boat. He had sympathy at all times with every form of outdoor exercise, but his real heart was in rowing, and he was always a little jealous when other sports drew off from the river men who were capable of doing the College good service there. He once said to a pupil leaving Cambridge: 'If you come back here after twenty years you will want to hear about cricket and football, but ask first what is our place on the river.' Dr Beale says, 'He entered genially into the convivial gatherings of the Boat Club, entirely throwing aside all semblance of the College Don, and delighting everyone with the after-dinner eloquence of the period, but I do not think he was ever induced to sing a song... The interest of Roberts on the river was just as keen in later life as in earlier. He took a great part in procuring for the College the excellent boat-house which it possesses. It is well known how, from the time he ceased to row, he frequented the river bank and made himself acquainted with

the capacities of the College oarsmen. Down to the end he performed the function of starting the boat on the night of the races, and this was his last act, a few moments before the fatal seizure. . . .

To the wreath sent by the 'Caius Club' to the funeral was attached an inscription written by T. M. Taylor which well expressed the feelings of all Caians—particularly of the rowing men.

In memoriam E. S. Roberts, Magistro dilectissimo supremum hoc munus, maeroris profundi indicium, perpetui amoris, deferunt olim alumni patronum bene meritum desiderantes, Caienses sui.

In 1912 E. N. Showell-Rogers rowed for a second time in the University Trials: and D. W. Milligan, a freshman, won his 'Cap' as cox. Showell-Rogers was chosen for the University boat: unfortunately he strained himself at Putney and was unable to row in the race.

The Lent boats of 1913 were expected to do well, and at the end of a fortnight's practice seemed well together. From this period they fell off and in the races gave but a poor account of themselves. The first boat fell thrice—to Third Trinity, Sidney and Emmanuel: the second boat fell four places. The Rev. F. C. Kempson and the Rev. F. Jarvis were the coaches.

Interest in rowing was at a low ebb in the College at this period. Hardly any third year men could be induced to row, and men of other years were slow in coming forward. It was passing through one of its periodical fits of declaring that work was too insistent to allow of rowing! This attitude towards athletics, and towards rowing in particular, only arises when something is materially wrong in the College itself.

When the time for getting boats together for the May races arrived, the material at the disposal of the Captains was far below the average. Showell-Rogers, owing to the strain he sustained at Putney, was unable to row. Dr C. B. Heald came up to coach the boat, and bravely grappled

with the depressing conditions. He had to commence with the very elements of rowing: but he succeeded beyond all expectation and then handed over his charge to Dr Michell, who completed the transformation into an enthusiastic set of men.

On the first night of the races the first boat rowed over. It was within 4 feet of Emmanuel at the Railway Bridge but could not make the bump. It made amends on the second night, bumping Emmanuel at the Railings. On the third night it chased Jesus II, and on the fourth night caught that boat at the Railings. A. F. Dickson, the heavy-weight of the crew, developed into a good stroke, with a capital rhythm.

The second boat made four bumps, defeating Downing, St Catharine's, Trinity Hall II and Lady Margaret II. It was excellently stroked by C. F. Harrison.

The third boat suffered from nerves on the first two nights and were bumped by Clare II and Emmanuel II. Then they recovered their form and on the third and fourth nights rowed over. They were a better boat than their performance would indicate.

After the Mays, J. N. Hulbert, who rowed '3' in the first boat, went down. His unending good spirits were a source of strength to every boat in which he rowed; and indeed to the whole Club.

The success of these boats led the Club into making the experiment of sending both an eight and a four to Henley. The eight had to undergo changes as R. W. Nichol, one of the heavy-weights and a hard worker, was incapacitated.

In the first heat of the Thames Cup, Caius were drawn against University College, Reading, and won comfortably by a length and a half. This was rowed in the morning: on the evening of the same day they had to row against Emmanuel. This race they won likewise, by practically the same distance. On the following day they were drawn against Marlow R.C. and rowed the most exciting race of

the regatta. The boats raced neck by neck over the whole course, and at the finish were a dead heat. The race was re-rowed the same evening. Caius lost half a length at the start through the bow side catching a crab. A magnificent ten at Fawley brought the boats level, and so they continued till the last minute: then both strokes put them in as fast as they could, and amidst intense excitement, Marlow won by a bare quarter of a length. It was a really sporting and creditable crew.

The four were taken to the regatta with a view to giving experience to some of the second boat. They sat their light four as if to the manner born, though naturally they were lacking in those refinements which do so much in coaxing a boat along. They were beaten by the Auriol R.C. in the first heat of the Wyfold by a length and a quarter: and by Merton College, Oxford, in the Visitors by two and a half lengths. The crew was:

W. D. Brockman (*bow*)
U. de B. Daly (*steerer*)
R. Moir
C. F. Harrison (*stroke*)

Both crews were coached by E. N. Showell-Rogers, and 'the arrival of the Doctor' [Michell] two days before the racing 'did much to inspire the crews.'

A light four was put into practice, under the 'Doctor,' for the University Coxswainless Fours. It had to scratch at the last minute owing to influenza.

Practice for the Lents (1914) commenced in good time, yet some difficulty was experienced in deciding on the crew. Showell-Rogers was acting as coach, when one of the heavy-weights strained himself, leaving the boat without a No. 5 ten days before the racing. With splendid sportsmanship Showell-Rogers volunteered to fill the vacancy. Though he pulled a capital blade the boat never 'got going' properly. It fell on the first night to a fairly good boat, and after that experience lost confidence. It ended fourteenth in the first division.

The second crew, not attractive to the eye, got a good

pace on their boat and made two bumps, Clare II and Trinity Hall II, and finished eighth in the second division. W. L. McNair earned much kudos as its stroke. The third boat gained two places and lost one.

As usual there was a 'Rugger' eight. It just beat the fourth boat for the honour of starting last on the river. Its honours were of short duration for the getting-on boat beat it.

The great feature of the Lent term was the fine racing of W. E. Vaudrey and E. F. H. King in the Forster-Fairbairn Pairs. They won one heat easily and in the final were defeated by a strong Third Trinity pair, by a few feet, in record time. In the May term they entered for the Magdalene Pairs. Meanwhile they had shown much improvement and surprised everyone by their pace. By drawing a bye they found themselves in the final and had as their opponents the brothers Day, of the L.M.B.C., an experienced pair whose steering savoured of the supernatural. Said a newspaper:

The Days were rather expected to 'slip' their rivals at the start, but not so. King and Vaudrey were the smarter away and rowed magnificently up to the Little Ditch. It seemed as though the pace they were going could not be kept up, but they dropped very little. They were a length and a half to the good here, and despite excellent 'tens' by the Days at First Post Corner and in the Plough Reach, they were holding a commanding lead of two lengths at the Red Grind. Once more the Lady Margaret men had a sprint, and reduced the lead, but this time King and Vaudrey did not go away again. Still the Caius pair were rowing excellently, and at the Willows they were quite a length to the good. For the rest of the way they put in all they could, but were unable to withstand that final hundred yards spurt of the Days. Even fifty yards from home it seemed as if the Caius men would win, but somehow the Days got there first by a third of a length. Time 8 min. 14 sec.

The steering of the Caius men was erratic round Ditton, whilst the Days steered a perfect course.

As soon as the Pairs were over the May boat settled down to practice. At an early stage in its training it was

a very fast boat, but eagerness to beat records resulted in the men bucketing and getting short. Dr C. H. S. Taylor came as coach for a week and improved matters, and Dr Michell later on nearly succeeded in giving the crew a finish.

On the first night of the racing the crew rowed over. On the second night Trinity Hall, who had been caught by L.M.B.C. on the previous night, fell to Caius at Ditton. On the third night Caius discarded style for brute force and failed to make any impression on L.M.B.C. On the last night they returned to their proper form and got within a length of L.M.B.C., who in their turn were well up on First Trinity.

The first boat was thus left sixth on the river—a position which it had not occupied since 1904.

The second boat rowed some fast courses during practice, but did not retain its form in the races. It did well to keep its place, for it found itself amongst some good crews. It bumped First Trinity III and was bumped by L.M.B.C. II. This boat was well coxed by W. M. Walker—his only defect being his weight, 9 stone 8 lb. It was said of him that his weight (for a cox) was only exceeded by his voice.

The third boat—a very light crew—was bumped off the river by the getting-on crew, Christ's II.

The Club sent an eight to Henley, where it was coached by Dr Michell. It entered for the Thames Cup. The crew was the same as the first May boat, save that H. B. Mason took the place of A. V. Pegge at '3.'

In the first heat they were drawn against Dublin and won. Next they beat Sidney. In the third round they met Selwyn. Bow and '2' came off their slides at the first stroke but managed to get on again. At the top of the Island Caius were half a length down, yet they managed to win.

In the final they met Jesus II and won a splendid race by a quarter of a length.

E. F. H. King and W. E. Vaudrey entered for the Goblets and were beaten by the famous brothers Swann.

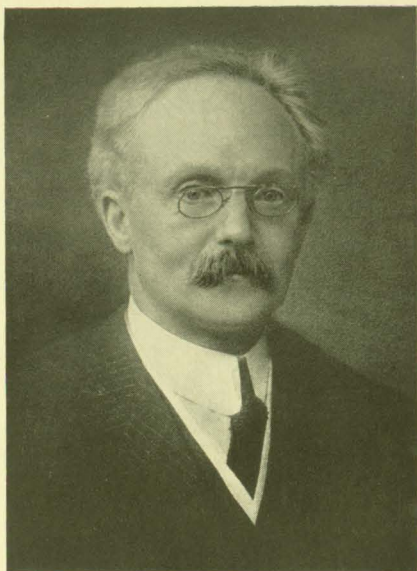
This was the last rowing before the outbreak of the Great War. The College was left sixth on the river and the holders of the Thames Cup.

During the war serious rowing was at a standstill throughout the country. The few students who were to be found at Cambridge during the war kept up a semblance of the sport—determined to 'carry on' if in any way possible. Some idea of the state of affairs may be gained from the fact that Caius joined with Clare to form a boat. Time races were held in the Michaelmas term 1915 between these boats—the winner proved to be Queens'. In the Lent term 1916 the Caius-Clare combination was beaten by a crew of College servants! They did not desecrate the proper course, but raced from Pembroke boat-house to Jesus Lock.

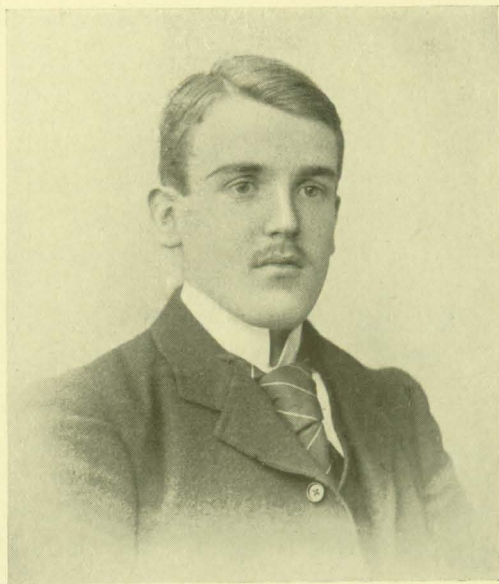
The war left many a sad gap in the ranks of the C.B.C. One of the first to die fighting was Theodore Crean, who had coxed the Lent and May boats of 1900—a man of many friends. Another was Clifford William Beale, Captain of the crew which won the Thames Cup in 1914. He was an excellent rifle shot, having been in the Harrow team at Bisley, and an active member of the O.T.C. After serving as a private in the Public Schools' Battalion he had been given a commission in the 7th Royal Sussex Regiment and was afterwards appointed to a light Mortar Battery. He was killed on March 2nd, 1916.

One of Beale's contemporaries who rowed in the Caius four at Henley in 1913, Rex Moir, died of illness contracted in the war. He came up from Repton, and played a leading part in College life. When war broke out he immediately joined the Army and served with the Royal Engineers.

Kenneth Harrison Alloa Kellie, who came to the College from Westminster in 1893, was killed in June 1916. Kellie was a stroke of indomitable pluck, who endeared himself to everyone by his unfailing cheerfulness. He happened to be at Caius during a time when its rowing



R. W. MICHELL



H. CLAUGHTON SCOTT
(Secretary, Caius Club)

was of a high order, and his light weight prevented him from taking the prominent position in the boats which he really deserved. After going to London he became a well-known member of the London Rowing Club, for which he rowed at Henley and other regattas.

The greatest blow that the Club suffered through the war was in the death of the beloved 'Doctor,' R. W. Michell. He entered the College in 1880, became Boat Captain in 1882, and rowed in the winning University Trial in 1884. He continued in residence, save for one year, until 1892, during part of which time he was University Demonstrator in Anatomy. During all these years he coached in anatomy, making hosts of friends, and exercising an influence which can hardly be exaggerated. He then passed a period of six years at Bart's, when he returned to Cambridge (1898) and set up in practice. He served throughout the South African War: and then returned to his practice until war again called him.

Through all his years at Cambridge the river was his chief pleasure. He coached countless boats, and after his undergraduate days for many years rowed on occasion for the College. His services as coach were not restricted to Caius—he was always at the service of any Boat Captain who found himself in difficulties, and this despite the calls of an exacting medical practice. None who came under him failed to benefit by his advice and by his example. He possessed a rare gift of getting on friendly terms immediately with the most self-conscious freshmen: his very cheerfulness and his short, sharp, happy manner of speaking at once put a crew on good terms with itself. To 'grouse' when under him was an impossibility.

He was always quick with a jest at men he was coaching. 'Seven,' he shouted one day, 'judging by your idea of time, you must have been born in eternity.' On another occasion cox, at the beginning of a trial course, got his rudder lines crossed, and crashed the boat into the bank. 'Cox,' said the Doctor slowly, 'there are *relays* and *relays*

of adjectival fools born into this world—and you are one of them!’

At other times he acted his part to admiration. Waiting one day whilst the boat was just shoving out from the boat-house, a small boy, fishing for tadpoles, fell into the water off the bank. Suddenly ‘Gertie’ Wordsworth (killed at Mons) dived out of the boat to swim across the river to the rescue. Leach Lewis coming round the corner, grasps the situation in a second; dives in, clothes and all, to swim up to the drowning rascal. Michell, meanwhile, leisurely puts down his bicycle, turns up his trousers, walks into the water and pulls the urchin out!

At the outbreak of the war, Michell took a commission in the R.A.M.C. and went to the front. News reached him one day that help was needed in the trenches—numbers of wounded had been lying for hours or even days in ‘No Man’s Land’ between the lines. He promptly organised a rescue party and led it, continuing the work, though himself wounded. When all were brought in he saw to their injuries and then started to get his own hurts attended to. In the communication trench he was struck again, and paralysed. There was no hope from the first. He was brought to England and died on July 19th, 1916. He was buried with military honours in Cambridge, and borne from the College Chapel to St Giles’ Cemetery, where he lies buried close beside our late Master, E. S. Roberts. One of his oldest friends expressed what many felt—‘I shall always think of him,’ he said, ‘as the dearest friend I ever had, with the heart of a child.’

In May 1918 Cyril Hartree was killed in action. He had been called to the Bar in 1903, and it is no exaggeration to say that he was the most promising member of the Chancery Bar of his standing. His remarkable abilities as a lawyer were coupled with an engaging personality, and the whole of Lincoln’s Inn, Bench and Bar alike, mourned his loss.

In July of the same year E. P. W. Wedd, the Caius

'blue,' was killed in action. He had rowed for the College for three years, and in the Caius eight which won the Thames Cup at Henley in 1904; he had gained his 'Trial Cap' in 1904 and his 'blue' in 1905. He had been awarded the Military Cross for searching trenches under heavy fire till he found and tended many wounded.

Five days later A. F. Dickson, who had stroked the College boat on the Cam and at Henley in 1913, was killed in action. He had been engaged in the Indian Forestry Department in Burma.

Two other Caians, conspicuous in the Boat Club annals, died during the war: the Rt. Hon. David Alfred Thomas, 1st Viscount and Baron Rhondda of Llanwern, and the Rt. Hon. William Snowdon Robson—Lord Robson of Jesmond.

Lord Rhondda came to Caius in 1876, and won distinction as an oar, as a boxer, and as a swimmer. He was a man who did one thing at a time, and did it thoroughly. In 1878 he rowed in the second May boat which won its way into the first division. In May 1879 he was bow of the first boat, when it finished third on the river. He won both the Junior and the Senior College Sculls, and with Professor R. Lawford Knaggs rowed a splendid race in the final of the Magdalene Pairs, being beaten by two famous heavy-weight 'blues'—Hockin and Watson Taylor.

In an interval in his rowing career he took up boxing seriously, and won the University Light Weight Championship. He went in for swimming in a similar manner, and to this fact he probably owed his life in later years. He was on the 'Lusitania' when she was torpedoed and was only rescued owing to his strength as a swimmer. In the meantime he had acquired a great fortune as a Welsh mine owner, in which business his good fortune was proverbial, and as may well be imagined he appealed strongly to the miners. When presiding at a dinner of the Caius Club he told the story that when the 'Lusitania' went down one of his miners was heard to say to another,

'Have you heard that our David has gone down in the "Lusitania"?' 'I'll be bound he has not,' said the other, 'that's not like his luck.' 'It's true, I saw it in the paper.' 'Well,' finished up the incredulous one, 'if he did, I'm sure he came up to the top holding a couple of big fish, one in each hand!'

In the political world, and perhaps in other spheres, his abilities were not duly recognised till towards the end of his life. He eventually became President of the Local Government Board, and then accepted the difficult and onerous post of Food Controller, which he filled admirably. Finally he left the College £20,000 by his will, and so expressed his gratitude for the great benefits which he recognised he had received from his period at Caius. Lord Rhondda's elder brother, John Howard Thomas, who rowed in the College boat which made seven bumps in May 1876, died in May 1919.

Lord Robson was a man of a different stamp in many ways. He came to Caius at a rather later age than most men, as he had served under articles in a solicitor's office before he determined to read for the Bar. Delicate health prevented him from taking any part in rowing or in other forms of athletics: but he held an unusual position amongst men of his time. The C.B.C. however owes him a special debt of gratitude, for he it was who with Mr Roberts was the moving spirit in finding a site for the boat-house and in raising the necessary funds. He threw all his energies into the project and carried it through with astonishing speed and success.

Many other members of the C.B.C. fell in the war: we have attempted merely to mention a few of the most prominent members of the Club who gave their lives. One more, however, should be mentioned, though he never gained a prominent place in the boats—the Caius V.C.—Harold Ackroyd. A small, thin man, wearing strong glasses, diffident of himself, nervous and retiring and apparently cynical—few had the privilege of realising the

grit, power and personality that lay behind this mystifying exterior. Those who became intimate with him found him to be possessed of a brilliant and a well-stored mind, and a sense of duty which is seldom equalled. So it was that not once nor twice he ventured into 'No Man's Land' to bring in the wounded who were his special charge, until in a last and brilliant effort, which was rewarded with the Victoria Cross, he was mortally wounded. There were twenty-three separate recommendations of his name for the V.C. The pity is that more of us did not get to know and appreciate his worth.

For the four years of the war there was an almost complete break in the rowing at Cambridge. One connecting link there was—and an important one—Wallis, the boatman. He remained at his post throughout, sometimes coaching the few men who came down to the river, and always ready and apt to welcome by name any old Caius oarsman, and to instil the traditions of the Club into the minds of new-comers. Save for him the break was almost complete. Few of the men who had been undergraduates when the war broke out either cared or were in a position to return and complete their College careers. Indeed the College authorities were much concerned over the difficulty in restoring the old ways and traditions and the College *esprit* after the war. The C.B.C. can never be too grateful to the Master and Dons for their brilliant stroke in connection with the Club.

The death of the dear 'Doctor' had left vacant a large undergraduate practice in Cambridge. During the war the practice was dormant, but long before it was over, they made arrangements that Dr C. H. S. Taylor, the Caius 'blue,' a man in every possible way fitted for the post, should succeed Dr Michell, and incidentally should help to place the Boat Club on its feet once more.

There was another—and a most important—connecting link in the person of W. M. Walker, who had been cox of the second May boat of 1914 and returned to the College.

He was made Captain of the Club, and to him in the main fell the difficult and responsible task of re-starting proceedings. He set to work in a business-like manner and filled the post to the admiration of everyone. He was helped also by C. M. Billington, one of the 1914 May boat and Henley crew, as coach.

Financially the 'Amalgamated Clubs' of Caius weathered the war period far better than most. A number of charges had remained to be met, such as rent, rates, wages, upkeep and pensions, and the income was minute. The loss in the four years amounted to upwards of £900. Yet so prudent had been the finance of the Treasurers, that the Clubs emerged solvent. They were amongst the few in Cambridge that did so. For this fortunate state of affairs the Clubs were largely indebted to Mr J. F. Cameron, the Treasurer.

In the October term of 1918 a few men came down to the boat-house. The boats had been used during the war by the cadets. Now, after tubbing, a four was got out, which developed by half term into an eight. The College had been put at the disposal of Staff officers while attending a course, and some of these, Major Hanna in particular, gave material assistance.

In the Lent term 1919 the numbers at the boat-house increased greatly. Certain Naval officers had been sent to Cambridge for a course, and Caius had welcomed them within their walls. These added largely to the recruits for the Boat Club.

A number of races were organised by the C.U.B.C. The chief event was a series of fixed-seat races for first boats. It was arranged partly on the American-tournament and partly on the knock-out system. In the same group with Caius were Selwyn, King's and Peterhouse.

On the first day Caius beat Peterhouse easily: on the second day they beat King's and on the third Selwyn.

On the fourth day they were drawn in the semi-final against Jesus, whom they beat by two and a half lengths. In the final they were beaten by Trinity Hall by 2 seconds.

Bumping races, on a shortened course, followed for other boats. The Caius second boat was made up entirely of Naval officers. It fell three places. The third boat made three bumps.

Much of the coaching was done by W. M. Walker, and Sir William Hardy gave valuable assistance whenever he could find the time.

The Easter term of 1919 was heralded by a generous coating of snow. The flooding which ensued interfered somewhat with practice on the river. Four eights were formed, the fourth consisting of freshmen on fixed seats. The C.U.B.C. arranged a fixed-seat race from Ditton to the Pike and Eel to provide racing experience for the freshmen. The majority of the oarsmen had never rowed before; style was conspicuous by its absence but there was plenty of keenness. Caius beat King's and Pembroke, and were beaten in the final by Emmanuel.

The first boat was coached by 'Colonel Taylor,' under which name was hidden the identity of Dr C. H. S. Taylor. As the rowing experience of many of the crew consisted of one term's work on fixed seats, it was no easy matter to teach them to 'sit' a light eight. Their coach, assisted at times by Dr G. E. Orme and Dr Showell-Rogers, worked wonders, and produced quite a good crew. It was a disappointment to many that the boat rowed over on each night, but it gave the L.M.B.C. two very anxious nights.

The Henley authorities decided to hold a 'Peace Regatta,' with special cups for the occasion. The C.B.C. made up its mind to send an eight and a four to the Regatta, little thinking of the success it would obtain on this interesting occasion. Moreover it decided to send a crew selected with a view to strengthening the Club in the following year. This excluded the Naval officers, who, much to their credit, warmly supported the plan and further showed their sportsmanship by organising a Naval eight of their own.

The Caius eight was made up as follows:

N. L. Russell (*bow*)
 S. R. Williams
 R. Cove-Smith
 D. B. Petch
 M. R. Kingsford
 D. A. McGlashan
 S. Gaskell
 W. H. Roberts (*stroke*)
 E. J. Milner (*cox*)

Both crews had the great advantage of being coached by Dr C. H. S. Taylor and for a few days by Dr Pennington.

Racing for the Remenham Cup, in the first round they beat the Thames R.C., in the second Trinity Hall, in the third the Cambridge Naval officers, and in the final they beat Clare by a length.

The four which entered for the Temple Cup consisted of:

S. Gaskell (*bow*)
 D. A. McGlashan
 M. R. Kingsford
 S. R. Williams (*stroke*)
 E. J. Milner (*cox*)

They likewise won their event. They beat Edinburgh University, Courtney Lodge and King's College, London.

Thus the C.B.C. entered upon its new lease of life under the happiest auspices, and with every promise of success.

In the Michaelmas term 1919 both light and clinker fours were entered for the University Fours.

The light four—now described in new fashion as a 'coxless' four—were made up of:

N. L. Russell (*bow*)
 S. Gaskell
 M. R. Kingsford
 W. H. Roberts (*stroke*)

In the second round this crew met Trinity Hall. Caius led at Ditton and but for a 'crab' in the Long Reach would probably have won, whereas the Hall proved victorious by 2 seconds.

The clinker four were:

J. Hamilton (*bow*)
 W. S. C. Copeman
 E. W. Wilson
 C. N. Hulbert (*stroke*)
 G. P. Cammiade (*cox*)

They met a heavier and more experienced crew in Jesus I. None the less they made an excellent race of it. They held their opponents as far as Ditton, where weight began to tell, and Jesus in the event won by 4 seconds.

In October 1919 an alteration was made in the rules of the Amalgamated Clubs on a point which had formerly caused much excitement in the College. Hitherto the Captain of the Boat Club had been *ex officio* President of the Amalgamated Clubs. That was now changed, and the Presidency was made to devolve in rotation annually upon the Captains of the Rugby Football, Rowing, Cricket, Hockey and Association Football Clubs. Whether the alteration possesses any advantages may be questioned. They are not apparent. In due course other Clubs will clamour for inclusion in the rota, and again without any advantage to anybody. Whatever happens the Amalgamated Clubs will continue, unconsciously, to acknowledge the supremacy of the Boat Club, for the Dove and Olive branch adorning their blazer is the Boat Club emblem and not a College crest.

R. W. Nichol and M. R. Kingsford got their 'Trial Caps' this year.

In the Lent term of 1920 the C.U.B.C. decided that the first division of the Lent boats should be rowed on sliding seats. This important alteration was accordingly effected.

The first Caius boat was far above the average, and did much credit to the untiring energy of Dr C. H. S. Taylor, who coached it. It made three bumps, catching First Trinity II, Corpus and Sidney. The unfortunate occurrence of a broken back-stop probably prevented it from winning its oars. The boat rose from fourteenth to eleventh in the first division.

The first rowing event of the Easter term was the Clinker Fours—confined to men who were not rowing in the Mays. The four was made up thus:

- ¹J. H. Yorath (*bow*)
- A. W. Spence
- ¹E. A. Crick
- J. H. St Johnston (*stroke*)
- ¹S. E. Axten (*cox*)

¹ R. N.

This crew beat Emmanuel and Pembroke, and won the final against Trinity Hall by 30 yards.

The first May boat (1920) was not so successful as it should have been. It was a heavy crew, but the men did not learn to use their legs. It rowed over on the first night, was bumped by Christ's on the second, rowed over on the third night and fell to Jesus II on the last night. These defeats placed it eighth on the river.

The second boat made four bumps, rising to fourth in the second division. Its victims were Corpus, First Trinity III, Clare (in 15 strokes!) and St Catharine's.

The third boat went down each night.

The record of the first boat in the Mays caused hesitation over sending it to Henley. Eventually it was decided to do so, with a result that fully justified the decision. Several changes were made in the crew by Dr Taylor before he settled on the men thus:

J. P. Cunningham (*bow*)
 N. L. Russell
 A. L. Harvey
 D. A. McGlashan
 H. A. Ware
 D. B. Petch
 S. Gaskell
 J. Hamilton (*stroke*)
 W. McN. Pilley (*cox*)

The boat was entered for the Thames Cup. Although it did not succeed in winning, yet it gained distinction. The regatta weather was about the worst on record: strong head winds accompanied by rain marred each day of the racing. Cambridge sent twenty-one crews to the regatta and out of this large number the Caius boat was the only one to reach the final of any event! This our crew managed after some really hard and exciting races, by beating Lady Margaret II, Trinity College, Oxford, and the London R.C. After being dead level at the mile post, they were beaten in the final by the Thames R.C. (A crew).

D. A. Bickmore and M. R. Kingsford entered for the Colquhouns in the following term, the former reaching

the semi-finals, in which he was beaten by a narrow margin.

A light four rowed in the University Coxswainless Fours:

S. Gaskell (*bow*)
W. S. Philcox
H. A. Ware
D. B. Petch (*stroke*)

It looked very pretty, but it lacked leg drive and consequently pace. Its career was a short one, for it lost, in the first heat, to Sidney.

The Freshers' Sculls were revived in this term, O. S. Swainson beating C. F. Watts in the final after a splendid race.

The Captain of the Club, D. B. Petch, had to leave Cambridge to take up an appointment in Burma. The loss of so hard-working and enthusiastic a chief was a severe blow to the Club. The rest of his year of office was filled by D. A. McGlashan, his immediate predecessor in the Captaincy.

The Lent boat of 1921 was handicapped in a most unusual and interesting manner. It was being stroked by J. Hamilton, who had won his 'Trial Cap' in the previous term. Whilst the Lents were in practice, Hartley, the University stroke, was temporarily unable to row, and Hamilton was commandeered to take his place for a week. Highly complimentary as this was to Hamilton and the Club, it interfered sadly with our boat's training. Indeed it spoiled an otherwise excellent boat, for it deprived the crew of the practice necessary for working up a quick stroke. On the first night the crew received a rude shock by being bumped by Sidney. On the second night they had to go 'all out' over the whole course. On the third night they made short work of Emmanuel, and on the fourth they gave Sidney a thorough fright, missing the bump by only a foot or so at First Post Corner. According to the *Caian*, 'Had the coach been armed with a machine-gun instead of a mere service revolver, all would have been well, but

as it was the ammunition ran out at the critical moment.' The first boat thus kept its place. The second boat also kept its place, showing much pluck and some excellent coxing on the part of N. Moug, who on the second night 'washed off' Selwyn no less than five times.

There were large entries for the Senior and Junior Sculls and for the Pairs. D. A. Bickmore won the Senior Sculls and E. R. Gunther the Junior. The Pairs were won by J. Hamilton and W. S. C. Copeman, who also entered for the Forster-Fairbairn Pairs, but unfortunately had to withdraw at the last moment.

It was a long time before the first May crew (1921) was finally settled. As the *Caian* humorously put it, 'the first boat was kept up to the mark by having a fresh crew roughly once every two days and a fresh coach about once every three. This of course made it very exciting, and towards the end of term, young and enthusiastic oarsmen with heartrending expressions on their haggard faces were to be seen creeping towards the notice boards at all hours of the day and night to see whether they were stroking the first boat, or coxing the fourth.' The result was that the boat did not come up to expectations: though it was as fast as the boats ahead of it. It rowed over each night.

The second and third boats, with a little luck, might each have gained their oars. The second boat made bumps quite easily on the first two nights, and then found themselves against a first-rate stroke, Shuker, in L.M.B.C. The third boat also made two bumps, and had it not been held up by a boat getting right across the river, it appeared likely to have made an over-bump. The result of the Mays was felt to be disappointing, although not a place had been lost and four had been gained.

Both an eight and a four were sent to Henley. The former, with one alteration, namely W. S. Philcox for A. L. Harvey at '4,' was the same as the first May boat.

It entered for the Thames Cup. In the first round it met Clare and defeated it by half a length. In the second

it met Corpus. Corpus went completely 'mad' and did the astonishing time of 7 min. 6 sec., beating the existing Thames Cup record by 2 seconds. Incidentally it beat our boat by a quarter of a length, after a race which was in doubt right up to the post. On the following day Corpus was beaten with comparative ease in quite a poor time.

The four was composed of spare men:

B. C. Tate (*bow and steerer*)

A. L. Harvey

S. Gaskell

W. S. C. Copeman (*stroke*)

They suffered from want of a regular coach: for Dr Taylor found himself unable to attend to both the eight and the four, and if Dr Showell-Rogers had been able to take them for more than the few days he could spare, they would have developed into a good crew. They were beaten in the first round of the Wyfold.

The usual difficulty about entering a crew for the University Coxswainless Fours was felt in the October term 1921. If the best men are engaged in a four, they cannot coach the freshmen and the 'crock' eights. The difficulty is one which constantly recurs, and on this occasion, as on others, it caused a determination not to enter for the Fours.

A number of the first boat crew were tried in the Trial Eights: but only one succeeded in getting his 'Cap'—the Captain, J. Hamilton.

The Club's Secretary, D. A. Bickmore, was extremely unfortunate, in that he again reached the final of the Colquhouns, and lost by only a second.

B. R. Goodfellow won the College Freshmen's Sculls.

In the Lents of 1922 the first boat gained one place and lost one. On the first night it rowed over, rather tamely, behind Sidney, for with a little more determination it would have made the bump. On the second night the crew felt more confidence and caught Sidney on Grassy. On the third night they went up rapidly on Christ's and were

just about to shoot, in the Gut, when they were washed on to the bank, and lost their advantage. Christ's got away. On the last night they were sitting on the tail of Christ's from First Post Corner to Ditton. The continued strain was too much: the stroke became short, and Corpus, who were keeping an excellent length, steadily crept up and bumped them a few yards from the finishing post.

The second boat made one bump, catching Magdalene on the last night on Grassy Corner.

The third boat won its oars, bumping Trinity Hall III, Sidney II, First Trinity V and Pembroke V—all by Ditton. The fourth boat was decimated by calls from other boats and by influenza, and fell each night. A 'Rugger' eight rowed in the getting-on races without success.

The College Pairs were won by J. Hamilton and D. Cory-Wright. D. A. Bickmore was unopposed in the College Sculls and E. R. Gunther won the Junior Sculls.

J. Hamilton and D. A. Bickmore entered for the Forster-Fairbairn University Pairs. They were short of practice and were beaten by Herbert and Babington-Smith of King's.

B. R. Goodfellow rowed splendidly in the Bushe-Fox Freshmen's Sculls, just losing to Storrs of Emmanuel. The race was rowed in a terrific gale and rainstorm.

From this period to the present day the rowing at Cambridge has been divided into two schools—the Jesus style and the orthodox style. It is an unfortunate state of affairs, for the difference in styles is so marked that it is almost impossible to combine them for the purposes of the University boat. Undoubtedly the Jesus style is eminently successful for the time being, and J. Hamilton, the Caius Captain, decided to adopt it.

The principal exponent of the Jesus style, 'Steve' Fairbairn, came and expounded it to the Caius oarsmen. The Caius boats were considered the 'prettiest' on the river, with great shoulder catch at the beginning and a noble expanse of chest at the finish of the stroke. The

question that agitated the coaches was whether the blades were all they might have been.

Fairbairn put shove and leg drive before prettiness or style: concentrated on the blade, leaving body form entirely alone, saying if the blade was all right, body form might look after itself. In fact he was quite unorthodox. He taught that the slide should always move first, that extra looseness forward could be obtained by rowing with bent arms, and that it did not matter if men leant outwards on their oars. These points he inculcated with a series of weird 'war cries' which only the initiated could understand.

Wallis, the boatman, was only half convinced by the new theories. As he put it, with a Jesus beginning and a Caius finish, the boat would be invincible.

However shocked old oarsmen might be, the new style was adopted; H. B. Playford of Jesus and G. C. Brown of Christ's instilled it into the eight and—the Caius boat of 1922 won a higher place on the river than it had held for many years! In practice it beat all previous Caius records. It rowed the course from Bridge to Bridge in 7 min. 13 sec., against the record, put up by Jesus, of 7 min. 5 sec.

On the first night, the boat went off the mark at a fast stroke, and was within 6 feet of Jesus II at Ditton, where the latter bumped Christ's. On the second night it started at a slower stroke and bumped Christ's just round Grassy. On the following nights it bumped Jesus II and L.M.B.C. with the greatest of ease, at Grassy. These three bumps left Caius fifth on the river.

The second boat made two bumps and was bumped once, so gaining one place. Twice it failed to make its bump owing to 'crabs.' For this reason it failed to make a bump on the first night, but on the second it caught L.M.B.C. II at Ditton. It was then sandwich boat, and failed to catch Selwyn in the first division owing to 'crab' number two. On the third night it caught Selwyn, but

succumbed on the fourth to First Trinity II, a fast crew which had already made four bumps.

The third boat—quite a good one—fell on the first two nights to exceptionally fast crews, St Catharine's II and King's II, and on the last night caught Christ's III.

Before going to Henley the Club boat was entered for the Grand Challenge Cup at the Marlow Regatta. This was an innovation. With one exception—the substitution of Sub-Lieut. Gibson for J. E. Cabot (who had to return to America)—the crew was the same as in the May races. Dr Taylor accompanied the crew as coach.

Their first opponents at Marlow—the London R.C.—Caius beat by about a length. In the final they met the Thames R.C., who after a good race beat them by about the same distance.

It was a season of strong head winds and bad weather conditions generally—a state of affairs detrimental to the light Caius crew.

In the first round of the Ladies' Plate at Henley the boat met and easily disposed of Bedford Modern School. Shrewsbury School was their opponent in the second round. Till half way, the School was leading by a quarter of a length, then it suddenly went ahead and won by over a length. This was a nasty surprise for Caius, who had not realised how good the Shrewsbury boys were.

The Michaelmas term of 1922 found only three May colours in residence. There was no question of putting a light four on the river: such experienced oarsmen as were left were needed for coaching freshmen and others, for the 'crock' eights. Inasmuch as Caius had adopted the Jesus style, it was not surprising that none of the old colours were given a lengthy trial in the Trial Eights.

There was a large entry for the College Freshmen's Sculls, which were won by R. K. Appleton.

When the Lent term 1923 arrived, it was decided to adopt the Jesus style on fixed seats. Attention was directed mainly to blade work, and if a man did well in

this respect by sliding on his fixed seat—and could bear the consequences—he was encouraged in it. The seats had to be covered with boracic acid, although men wore two pairs of shorts with cotton-wool pads and all sorts of other devices, between them! With men sliding about on their seats, it was not surprising that the boat rolled amazingly! But as there was plenty of hard work, this fact was considered of little consequence. And so it proved so long as the men were in a heavy ship—the mistake in the system was not apparent until the same men had to sit a light ship—it was then found that they were totally devoid of watermanship.

To return to the Lent races. The position was most exciting. Immediately ahead of Caius was Corpus, and ahead of Corpus was a very indifferent crew—Christ's. In practice Corpus had done the first part of the course in better time than Caius. The question was: Could Caius catch Corpus before Corpus ran into Christ's? At the first post, Caius were three-quarters of a length from Corpus when the latter were within a quarter of a length of Christ's. Caius reduced their distance to a quarter of a length in the Gut, whilst Corpus were within a foot or two of Christ's. At precisely the right moment Caius 'gave her ten' and leaped into Corpus just in time.

On the second night Christ's were caught at First Post Corner. The third night was almost a repetition of the first. Trinity Hall was in front of Caius, and before the Hall was a very bad L.M.B.C. boat. In the Gut the Hall were within eighteen inches of Lady Margaret, whilst Caius were still a quarter of a length behind the Hall. Nothing but a miracle could do the trick—yet the miracle was accomplished by the Caius cox, Wyndham Lloyd, whose brilliant steering procured us the bump at Grassy. On the fourth night L.M.B.C. fell an easy victim. Thus the Caius first Lent boat gained their oars and raised the boat from eleventh to seventh on the river.

The second boat had the misfortune of losing their

stroke, through influenza, three days before the races. It gave Downing a tremendous chasing for three nights, and caught them on the fourth. Meanwhile on the third night Jesus III were in the act of 'shooting' at Caius when No. 7 in the Jesus boat broke his oar.

The third boat, with better coxing, might have won its oars. It caught L.M.B.C. IV, Selwyn II (which it sank) and L.M.B.C. III. The fourth boat went down three places, and the getting-on boat failed in its object.

There were great rejoicings over the success of the first and second boats, culminating in a bonfire in Tree Court. '£44 did we have to pay for the damage,' records the Secretary, 'but it was worth it!'

After the Lents came the College Pairs. These were won, somewhat easily, by D. H. Lenox-Conyngham and R. Marnham.

E. R. Gunther won the College Senior Sculls, beating J. P. Cunningham in the final. It was a case of leg work versus style, the former winning.

The Junior Sculls were won by R. K. Appleton, who afterwards entered, unsuccessfully, for the Bushe-Fox Sculls.

The Lent term concluded with a dismal outlook for the Mays. The first and second boats were high on the river, and only nine men in the Boat Club had rowed on sliding seats! It was hoped that Jesus coaches might overcome such drawbacks, and produce a fast boat.

When the May term (1923) arrived much valuable time was lost in selecting the crew. There were a dozen men between whom there was little to choose, and three weeks were lost before the boat was made up. Even then no one felt certain that the best men had been chosen.

So long as the crew were in a clinker-built boat, they were quite good. When they changed into their light ship the want of watermanship was all too apparent. The crew had no idea of balance: all their attention was occupied in endeavouring to keep their ship on an even keel, and

none of them dared do any work for fear of upsetting the lot. The second boat often did faster times than the first.

The last fortnight's training was done under H. B. Playford of Jesus. He taught the crew a good beginning, but the finish was never acquired.

The result of all these troubles was that the first boat fell three places. On the first night it escaped from L.M.B.C. by the latter being bumped at Ditton. On the second night Caius rowed better and took Jesus II to the Railway Bridge before they had to admit defeat. On the third and fourth nights they were bumped by King's and Trinity Hall, respectively, at Grassy. The boat thus lost the places it had won in the previous year, and finished eighth on the river. Pembroke, for the first time, gained the Headship.

The second boat, under the circumstances, did well. It was sandwich boat, and rowed over in both divisions on the first two nights. On the third it was bumped by Corpus at Ditton and on the fourth rebumped Corpus at the same place. This was an astonishing feat in itself, and the more so as on the last night one of the Caius crew was ill with jaundice. But for a bad start—the fault of those on the bank—it might have bumped Emmanuel in the first division. The boat therefore retained its position of sandwich boat.

The third boat justified the expectations which had been formed of it, making four bumps and winning its oars. Its victims were Jesus IV, L.M.B.C. III, First Trinity IV and Peterhouse.

It is needless to note that the boat was not sent to Henley in this year.

The October term (1923) again found the Club very short of experienced oarsmen. There were only four third-year men in the Club. There was in consequence more than enough work for all the available coaches in dealing with the forty freshmen who joined the Club, and it was impossible to find a crew for the University Light Fours.

No less than twenty-eight men entered for the College Freshers' Sculls. These were won by C. F. L. Patterson. E. R. Gunther entered for the Colquhouns and was beaten by less than 2 seconds in the fastest race of the day.

The Club was still attached to the Jesus style of rowing, though not so whole-heartedly as in the previous year. Indeed the coaches were instructed to teach freshmen the 'orthodox' style, and within wide limits to adopt Fairbairn's principles of work when a race was in view. The scheme was not a good one.

During 1923 the Club received two notable presents: the one a new flag, the gift of the Dons' wives; the other from Sir Maurice Craig, the bows of the boat which went up thirteen places in the years 1876 and 1877.

The Lent term of 1924 provided the happiest of surprises for the Club. Apart from E. R. Gunther none of the Caius oarsmen rowed for any length of time in the University Trials: and he was eventually discarded.

A Caius cox, J. A. Brown, a freshman from Clifton, weighing no more than 7 stone 6 lb., had retained his seat for a considerable time, but he too was discarded and failed to get his 'Trial Cap.' What then was the surprise and delight of the Club to find Brown put into the University boat, and by his excellent steering contribute largely to a Cambridge victory. It was a splendid achievement, particularly for a freshman, and marked but the commencement of a rowing career which inevitably recalls the famous Caian, Tom Egan.

The crew for the Lent boat was soon settled, and under G. E. G. Goddard of Jesus, quickly developed into a fast one. On the first night of the races they caught Queens'. Lady Margaret, however, which started behind our boat, raced on and made an over-bump by catching Jesus II. On the next night Caius found L.M.B.C. just too fast for them. On the third night our men bumped Third Trinity, but this put them for a second time behind L.M.B.C. and again our crew could not make the bump. So Caius

had to be content with rising two places, to fifth on the river.

The second boat, fast off the mark, soon got on terms with Pembroke III, but our cox lost his head, followed the Pembroke boat all over the river, and took foul corners. The Caius crew caught the contagion, lost their heads and fell to an inferior crew, Selwyn I. They then fell two more places, but rowed over on the last night.

The third boat made one bump, King's II. The fourth won its oars without ever passing First Post: moreover it acted as Jackal's provider to the fifth boat, passing down crews for them to bump and to win their oars likewise.

Boats with sliding seats were soon got out, with a view to the May races. Trips to Clayhithe were of frequent occurrence, and three boats went even to Ely and back.

It is noteworthy that the minutes record that during this period 'much attention was devoted to orthodox style.'

The College Senior Sculls were won by E. R. Gunther. He and A. L. Stillwell entered for the Fairbairn Junior Sculls. The former reached the semi-finals. The College Junior Sculls were won by O. W. H. Roberts. He reached the semi-finals of the Bushe-Fox Freshmen's Sculls, a fine performance inasmuch as he weighed under 10 stone.

The College Senior Pairs were won by R. R. Hasler and W. J. G. Drake-Lee. In the Forster-Fairbairn University Pairs this crew, owing to an atrocious start, were beaten on the post by Trinity Hall.

The Bund-Willis trophy was revived for the College Junior Pairs. It is said that these silver oars had reposed in the College Buttery unawarded since 1876. They were won by A. R. Smith and R. K. Appleton.

The May term (1924) saw the Caius boat again coached by Jesus oars. Fairbairn himself commenced the coaching and was followed by G. E. G. Goddard and H. B. Playford. The schismatics held a miniature regatta once a week at Clayhithe, when Jesus, Caius, Selwyn and St Catharine's met and indulged in their unorthodox proceedings.

When Caius took to their light boat, they were appallingly unsteady: and they never acquired the art of keeping her on an even keel. In short, the Jesus style required a peculiar kind of watermanship which Caius oarsmen never acquired.

On the first night, with Pembroke II behind them, the first boat started well enough. At the Ditch she began to roll, two 'crabs' were caught, and she was overhauled at Ditton. On the second night she was caught by L.M.B.C. at Ditton, and on the third by Queens'. The crew rowed over on the last night, though at Ditton Sidney were within a yard of them.

The second boat fared somewhat better. For three nights it rowed over as head of the second division and bottom of the first. After such an exhausting experience it is not surprising that on the last night it was bumped—by Selwyn I.

The third boat won its oars, bumping St Catharine's II, King's II, Fitzwilliam Hall and Jesus III. It finished head of the third division. Thus the third boat repeated the feat of the third boat of the previous year.

Truly the Club had no reason to be thankful for its decision to adopt the Jesus style. In two years the first boat had lost six places, falling from fifth to eleventh. One cannot help thinking that if Dr Taylor—or 'Josh' as he was called—could have found time to coach the boat, these disasters would not have occurred.

In spite of the unhappy results of the Mays, a boat was sent to Henley. The crew was changed from end to end. Three men were chosen from the first May boat, four from the second and one from the third. It was composed as follows:

A. L. Stillwell (*bow*)
 R. A. Reynolds
 R. S. Russell
 C. A. Brooks
 P. H. L. Playfair
 R. R. Hasler
 C. H. Fisher
 W. G. Oakley (*stroke*)
 J. A. Brown (*cox*)

The important point about the practice was that the men set to work on the orthodox style of rowing, coached by R. E. Morrison, President of the C.U.B.C., and Frank Law of the L.M.B.C.

The boat made excellent progress, but an unfortunate accident prevented it from showing its worth. A few minutes before the race, a heavy wind swept the boat against a landing stage near the starting post, bending stroke's rigger hopelessly out of position. It was surprising how Oakley managed to row at all: it was impossible for him to set any but a desperately slow stroke. Trinity Hall, their opponents, had gained a length by the Island, but the Caius boat gradually drew up on them and were gaining rapidly when they reached the winning post, beaten by half a length, in the fastest race of the afternoon.

Caius rowed in a ship generously given to the Club by W. E. B. Lloyd, and named after him the 'Wyndham.'

The notable event of the October term 1924 was the arrival at Caius of S. K. Tubbs, who had won great repute at Shrewsbury as an oar.

A light four was promptly set going, arranged thus:

P. H. L. Playfair (*bow and steerer*)
 R. R. Hasler
 C. H. Fisher
 S. K. Tubbs (*stroke*)

It was coached by H. M. Yardley of Christ's and by Dr Taylor. Needless to say the Club had decided to abandon the Jesus style and to revert to orthodoxy.

The four drew a bye in the first round, and beat Sidney in the second. In the next, the semi-final, it was beaten by Third Trinity by 10 seconds. Third won in the final.

The C.U.B.C. made an innovation in this year, having two senior Trial Eights and two junior. S. K. Tubbs rowed bow in the losing senior trial, and J. A. Brown coxed one of the boats. Tubbs went on in his career to win his 'blue' as a freshman. He rowed '7' in the University boat—the best '7,' Wallis declares, that the College

ever possessed. J. A. Brown again coxed the University boat, with his usual skill and acumen: or, as a newspaper critic put it, 'the little man steered a faultless course.'

C. H. Fisher, G. Pegge (a freshman), C. A. Brooks and W. G. Oakley rowed in the junior University Trials.

The College Freshmen's Sculls were won by E. H. Burt.

The first Lent boat (1925) was coached by H. M. Yardley of Christ's. The crew was a heavy one, powerful and well together. On the second night of the races it bumped L.M.B.C. and on the last it was bumped by the really good Christ's boat. Thus it ended the races 'all square'—fifth on the river.

The second boat consisted almost entirely of old hands brought up on the Jesus style. This was a serious handicap; however, the crew were hard workers and lost only one place—to Clare II.

The third boat won its oars, bumping Fitzwilliam, Pembroke IV, First Trinity IV and Magdalene. The fourth boat made three bumps and the fifth gained and then lost a place.

The College Senior Pairs were won, for the second time, by R. R. Hasler and W. J. G. Drake-Lee. They entered for the Forster-Fairbairn Junior Pairs and, after a good race, lost to the ultimate winners, L.M.B.C.

The College Junior Pairs were won by E. P. W. Cooper and G. G. D. Leadbeatter.

O. W. H. Roberts had the distinction of winning both Senior and Junior College Sculls, beating A. L. Stillwell and E. H. Burt in the finals. Roberts entered for the Fairbairn Sculls, and won them. In every race he was down at Grassy, but sculling steadily on he recovered his distance and won by brilliant spurts.

Burt went in for the Bushe-Fox Sculls, and showed himself to be by far the best of the competitors. In the final he caught up his opponent at Ditton and paddled leisurely up the Long Reach on his tail.

The success of Roberts and Burt demands special note,

for they were the first Caius men to win a University sculling race.

A clinker four went into practice, and had a short but not inglorious career. It consisted of:

G. R. Walwyn (*bow*)
 C. A. Brooks
 G. W. V. Pegge
 R. K. Appleton (*stroke*)
 W. Radcliffe (*cox*)

In its first race it met First Trinity (the winners) and was beaten in record time, by 9 seconds.

Certainly there seemed to be plenty of material out of which to make a good May boat, and there ought to have been no lack of watermanship. Whilst practising in the clinker ship, all went well: on changing into the light craft the crew became so much occupied in sitting the boat that all their form left them. None of the four coaches who took the boat in hand were able to get the crew going. The reason for this was that some of the crew were still infected with the Jesus style.

On the first night of the May races (1925) the crew got a good start and were within a quarter of a length of King's, the boat ahead of them. At Grassy a boat fouled the course, necessitating a wide sweep round the corner. This let up Sidney, who caught them. On the second night our boat nearly rebumped Sidney: on the third and fourth nights it was bumped respectively by First Trinity II and Christ's. It ended fourteenth on the river.

The second boat was well up to the standard, and by bumping Emmanuel regained the headship of the second division.

The third boat, acting up to tradition, made three bumps, viz. Clare II, Magdalene and Jesus III, thereby reaching the creditable position of thirteenth in the second division.

In the Michaelmas term 1925, Colonel Stratton had to resign his office of Treasurer of the Boat Club as he was going to Sumatra in 'chase of a shadow.' In his stead

the Club elected Dr M. B. R. Swann, who to the grief of everyone in College, died in the following February.

For want of a suitable coach it was decided not to enter a crew for the University Coxswainless Fours: and at the end of the term, when the Clinker Fours were rowed, it was considered better to concentrate on preparation for the Lents.

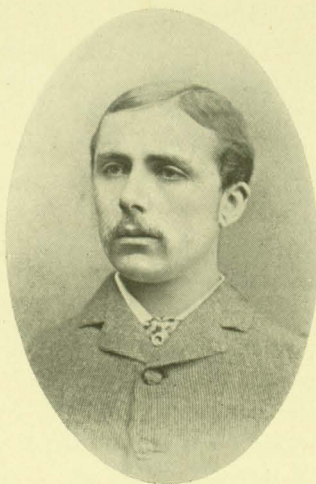
In the University Trial Eights, C. H. Fisher, the Captain of the Club, gained his 'Cap.' Several other members of the Club had lengthy trials in the eights.

O. W. H. Roberts entered for the Colquhoun Sculls. He sculled well, but his light weight told against him and he was beaten by Booth of L.M.B.C., the ultimate winner.

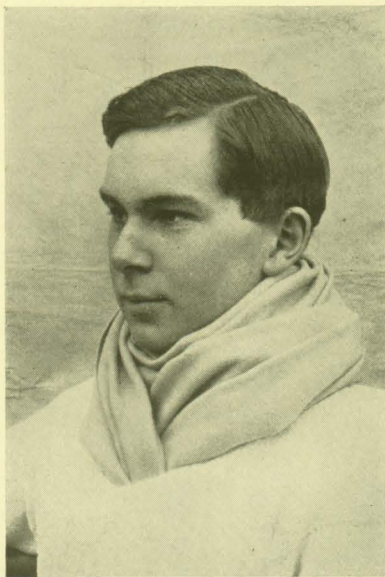
The College Freshmen's Sculls were won by J. P. Graham, who beat C. D. Shann in the final after a very close race.

The first Lent boat (1926) was never quite a success: it failed to get together and wanted life. In the races it did better than was expected of it, losing only one place. On the first night it was fortunate to escape from Trinity Hall: that it did so was largely due to some excellent steering by W. Radcliffe. On the second night Jesus II caught the Hall and Caius rowed over. As it seemed certain that Caius would be bumped by Jesus II on the following night, our boat tried another man at stroke. The change did no good, as the boat was caught at First Post. On the last night Caius rowed over in front of Queens'.

The second boat was nearly very good. On the first night it bumped Clare II. It appeared to have an easy victim for the second night in Pembroke III, which had been bumped by Downing. Unfortunately Downing at the start set to work catching 'crabs,' and were rebumped by the Pembroke boat in 10 strokes. So Caius II had to row over. On the third night it was bumped by Jesus III, but it recovered its form on the last night and although Peterhouse, which had already made three bumps, was within half a length of it most of the way from Grassy,



T. W. LEWIS
(*President C.U.B.C. 1877*)



S. K. TUBBS
(*President C.U.B.C. 1927*)

it got safely over the course. The third boat kept its place, going up one and down one: the fourth boat won its oars and the fifth fell three places.

A crew consisting of O. W. H. Roberts and J. Richardson entered for the Forster-Fairbairn Pairs, but were beaten in a strong wind by a far heavier Corpus pair. In the College Senior Pairs Roberts and Richardson were beaten by 6 seconds by C. H. Fisher and C. A. Brooks. The College Junior Pairs fell to N. B. Bourne and G. Richards.

Roberts won the College Senior Sculls and R. S. R. Berry the Junior Sculls.

The great event of the term was the appearance of S. K. Tubbs and J. A. Brown in the victorious Cambridge eight. Tubbs was one of the best '7's' that the University boat had had for many years. Brown scored a distinction for a Cambridge man by coxing the winning University boat in three consecutive races. This record was only equalled by Tom Egan in the races of 1836, 1839 and 1840.

The critics were unfair to this crew, attributing its success to the 'crocking' of one of the Oxford crew during the race. The real position was that certain of the Oxford crew neglected their training. The Cambridge men were aware of this and expected these men to show signs of distress. As soon as these signs appeared, the Cambridge stroke put on a long-continued spurt so that the Oxford men had no chance of recovering themselves. It was an example of splendid generalship in which the Cambridge cox played an important part.

During this period certain alterations were made in the Club colours. The first Lent crew was distinguished by having the crest on its blazer: and the Club adopted a tie of plain black with three narrow blue stripes, to take the place of the old Boat Club tie which had been adopted by the College.

In the May term 1926 S. K. Tubbs was elected President of the C.U.B.C. It was almost fifty years since Caius had had the honour of providing a President. The last had

been Sir T. W. Lewis, who had been President in 1877, and who died in the summer of 1926, in the very week in which Tubbs was elected. Tubbs was the fifth Caian to hold the office, his predecessors being T. S. Egan (1853), S. V. Stephenson (1854), J. Still (1868) and T. W. Lewis (1877).

The Club was exceedingly fortunate in securing the services as coach of their May boat of Mr W. Dudley Ward (Third Trinity), who had been President of the C.U.B.C. in 1898. He was beginning to get the boat into capital form when the General Strike was declared, and for a fortnight all rowing on the Cam was suspended. Members of the Club scattered over the country, making themselves useful in a variety of ways ranging from dockers to special constables. The races were postponed for a week; even so the period for practice was curtailed.

By the time fixed for the races the boat had improved vastly, and had eliminated most if not all of the defects arising from the unhappy experiment of the Jesus style. The paddling was really good, and another week or so should have been enough to bring up the rowing to the same standard.

The Caius crew had an excellent boat behind them, Selwyn, reputed to be one of the fastest on the river. On the first night Caius gained on Christ's, but were unable to catch them before they bumped Sidney. Selwyn overhauled Caius and bumped them at Ditton. On the second night the boat went better and kept well away from Emmanuel. There was a hold-up in the Gut, and Caius did not row beyond Ditton. This race was remarkable for the daring way in which Brown steered the boat round Grassy. He cut it so fine that the crew declared he did not waste an inch of ground. On the third night the boat again went well and picking up the stroke to 40 in the Gut, bumped Sidney just round Grassy. On the last night they made havoc of First Trinity II, whom they bumped after a minute and a half's rowing.

On the Saturday before the races, the third boat was found to be appreciably faster than the second. The order of the boats was changed, the third boat becoming the second, and the second the third. If the third boat had remained as such the crew would undoubtedly have gained their oars. In their new position as second boat, the men did very well to lose only one place, to Emmanuel I. On each of the last two nights they rowed splendidly and made a great bid for rebumping Emmanuel, getting within three-quarters of a length of them.

The third boat—originally the second—lost three places.

So ends the story of the first hundred years of the C.B.C. Eighty-three years have now passed since the Caius boat was head of the river, and over fifty since it occupied so low a place as it does at the present moment. Its position is due, not to any lack of pluck or material, but to the unfortunate experiment of trying a new style of rowing. In S. K. Tubbs, the President of the C.U.B.C., and J. A. Brown, the University cox, the Club can boast two representatives in the Cambridge boat, well worthy of any of their predecessors. Indeed the latter has a good chance of beating all University records by steering four consecutive crews to victory. And, as in 1875 the College boat was even lower than it is to-day, yet within two years became second on the river, so may it be again; and, when the story of the Club is taken up by some other writer, may he be able to point to Tubbs and Brown as rivals in honour of T. W. Lewis and L. G. Pike.

In conclusion let me adapt the verses which are written in the beginning of the first minute book of the Brasenose Boat Club:

Who e'er thou art who readest o'er
These records of brave deeds of yore,
By which the name of C.B.C.
Has been ennobled, and shall be,
Of all their lessons learn this one—
Pay them no heed, but pass them by
With fit contempt, who e'er decry

The Caius Boat Club

The valour of the present day,
The pluck of living men, and say
That arms are now not half so tough
In fact are made of weaker stuff
Than those whose deeds are here recorded.
Despise a lie, so mean and sordid:
That self-same pluck which erst has shone
On Granta's waters is not gone
But still remains, perhaps unseen,
And will again come on the scene,
And raise, dear C.B.C., thy name
To its own pinnacle of fame.

APPENDIX

PRESIDENTS OF C.U.B.C. SECRETARIES OF C.U.B.C.

1853	T. S. Egan	1896	D. Pennington
1854	S. V. Stephenson	1898	E. C. Hawkins
1868	J. Still	1926	S. K. Tubbs
1877	T. W. Lewis		
1927	S. K. Tubbs		

ROWING BLUES

<i>Year</i>	<i>Name</i>	<i>Position</i>
1836	F. S. Green	2
	W. M. Jones	5
	T. S. Egan	cox
1839	J. Abercrombie	3
	W. H. Yatman	6
	W. B. Brett	7
	T. S. Egan	cox
1840	T. S. Egan	cox
1841	W. R. Croker	bow
	J. M. Croker	cox
1845	G. Mann	bow
	F. M. Arnold	5
1852	C. H. Crosse	cox
1854	C. T. Smith	cox
1858	H. H. Lubbock	bow
1866	J. Still	bow
1867		6
1868		7
1869		7
1873	C. H. Candy	cox
1874		
1876	T. W. Lewis	2
	L. G. Pike	5
1877	T. W. Lewis	2
	L. G. Pike	5
1878	L. G. Pike	5
1891	J. W. Noble	bow
1896	D. Pennington	3
1897	E. J. D. Taylor	3
	D. Pennington	6
	E. C. Hawkins	cox
1898	E. C. Hawkins	cox
1904	H. D. Gillies	7
1905	E. P. W. Wedd	5
	C. H. S. Taylor	str.
1924	J. A. Brown	cox
1925	S. K. Tubbs	7
1926		
1927			cox

The Caius Boat Club

TRIAL CAPS

<i>Year</i>	<i>Name</i>	<i>Position</i>	<i>Result</i>
1863	W. R. Collyer	6	—
1865	J. Still	3	L.
	C. E. Underhill	6	L.
1870	W. W. Kelly	bow	L.
	E. Baggallay	2	L.
	J. W. Impey	cox	W.
1871	E. Baggallay	str.	W.
1872	J. E. M. Whitney	2	L.
	C. H. Candy	cox	L.
1873	E. P. Baily	5	L.
1874	T. W. Lewis	2	W.
1875	T. W. Lewis	2	W.
	L. G. Pike	3	L.
1876	A. C. Brownlow	str.	W.
	A. W. Haig	6	L.
1877	E. Nettlefold	6	W.
	R. F. H. Hirst	cox	W.
1878	W. M. Tapp	bow	W.
1879	H. Swift	bow	—
	E. F. Weldon	7	—
	R. L. Knaggs	2	—
	P. A. Roden	5	—
1880	E. F. Weldon	5	L.
1881	J. F. Clarkson	4	L.
1882	F. A. Barton	2	W.
	W. P. G. Graham	5	W.
1883	W. P. G. Graham	bow	W.
	T. W. Scott	2	W.
1884	R. W. Michell	2	W.
	W. P. G. Graham	4	L.
1887	T. H. Haydon	3	W.
1888	E. A. Lankester	5	W.
1890	C. H. Edwards	2	Dead heat
	W. M. Borchers	5	Dead heat
	J. W. Noble	str.	Dead heat
1891	J. C. A. Rigby	4	L.
1894	E. J. D. Taylor	5	W.
	D. Pennington	3	L.
	G. E. Orme	5	L.
1895	D. Pennington	6	L.
	E. J. D. Taylor	7	L.
	E. C. Hawkins	cox	W.
1896	G. E. P. Cave-Moyles	bow	L.
	C. R. Pattison-Muir	6	W.
1897	G. E. P. Cave-Moyles	bow	L.
	C. R. Pattison-Muir	2	L.
	T. W. Thompson	6	W.
1898	E. C. Russell	2	W.
	T. W. Thompson	3	W.

¹ The 'Trial Cap' itself was introduced in 1882.

TRIAL CAPS (Contd.)

<i>Year</i>	<i>Name</i>	<i>Position</i>	<i>Result</i>
1900	C. Hartree	bow	W.
1901	B. Le Neve Foster	bow	W.
	E. F. Watermeyer	str.	W.
1903	E. P. W. Wedd	5	W.
	H. D. Gillies	7	W.
1904	E. P. W. Wedd	6	L.
	C. H. S. Taylor	str.	L.
1906	T. More	cox	W.
1907	J. N. Peck	2	L.
1911	E. N. Showell-Rogers	6	L.
1912	E. N. Showell-Rogers	6	L.
	D. W. Milligan	cox	W.
1913	E. N. Showell-Rogers	4	L.
1919	R. W. Nichol	2	W.
	M. R. Kingsford	7	W.
1921	J. Hamilton	str.	L.
1924	S. K. Tubbs	bow	L.
1925	C. H. Fisher	bow	No race

CAIUS BOAT CLUB OFFICERS

<i>Year</i>	<i>Captain</i>	<i>Secretary</i>
1827	R. M. Gillies	
1828	J. J. Smith	A. C. Paget
1829	J. W. Harman	C. Eyres
1830	J. W. Harman	W. H. Harrison
1831	W. C. Crawford	T. K. Bowyear
1832	{ T. Smith	A. Ellice
	{ T. K. Bowyear	T. Lockley
1833	W. M. Jones	W. J. Johnson
1834	W. M. Jones	S. G. B. White
1835	E. Chapman	T. S. Egan
1836	F. S. Green	T. S. Egan
1837	W. B. Brett	A. Jackson
1838	W. B. Brett	F. Thackeray
1839	W. H. Yatman	W. R. Croker
1840	W. R. Croker	R. C. Maul
1841	R. C. Maul	J. Barry
1842	H. A. Baumgartner	J. T. Dove
1843	H. A. Baumgartner	J. T. Dove
1844	H. A. Baumgartner	{ T. J. White
		{ J. A. Carmichael
1845	{ G. Mann	A. S. Harrison
	{ G. R. Turner	A. S. Harrison
1846	C. Soames	F. M. Arnold
1847	H. Morse	Hon. G. R. Gifford
1848	R. Martin	M. G. Holt
1849	M. E. Stanbrough	R. B. Stewart

*The Caius Boat Club*CAIUS BOAT CLUB OFFICERS (*Contd.*)

<i>Year</i>	<i>Captain</i>	<i>Secretary</i>
1850	E. W. Pittar	C. H. Crosse
1851	J. C. Grahame	{ P. E. Miles A. B. Crosse
1852	T. C. H. Croft	L. W. H. Lockhart
1853	S. V. Stephenson	E. H. Day
1854	R. Forster	J. Milner
1855	R. Forster	J. Milner
1856	{ A. Harrison H. H. Lubbock	H. J. S. Winslow
1857	W. B. Cheadle	H. J. S. Winslow
1858	Barnes Wimbush	Barnes Wimbush
1859	W. Harrison	C. W. Roberts
		{ B. H. Reinecker C. Edwards
1860	{ H. B. Winter A. G. Wailes	S. Dickinson
		S. Dickinson
1861	E. G. Green	{ T. Garrett J. W. D. Brown
1862	W. H. E. Bagge	C. G. Croft
1863	W. R. Collyer	E. H. Harrison
1864	J. D. Finney	J. P. Boswell
1865	C. E. Underhill	G. H. Murray
1866	J. Still	H. L. Anderton
1867	B. J. Shaw	F. Lockwood
1868	{ F. Lockwood A. S. Murray	A. J. Abbey
1869	R. H. Cautley	A. J. Abbey
1870	E. Baggallay	G. W. M. Dale
1871	{ J. H. Cheadle W. N. Usher	A. S. Valpy
1872	A. C. Eyre	W. Cunningham
1873	E. P. Bailly	W. Cunningham
1874	T. W. Lewis	W. M. Gordon
1875	L. G. Pike	W. M. Gordon
1876	{ A. C. Brownlow A. W. Haig	C. H. Candy
1877	H. S. Withington	R. R. Cobbold
1878	H. Swift	F. J. Frankau
1879	E. D. Withers	F. Baggallay
1880	F. C. S. Sanders	F. Baggallay
1881	J. F. Clarkson	H. G. Lacey
1882	R. W. Michell	R. F. Cobbold
1883	E. J. D. Mitchell	W. H. Caldwell
1884	B. V. Sortain	G. H. Lenox-Conyngnam
1885	H. V. Stuart	E. A. Kinnear
1886	H. V. Cobbold	E. L. Burd
1887	W. H. Fisher	M. Pemberton
1888	J. W. Noble	H. O. Beckh
1889	G. D. Tripp	H. A. Roberts
1890	C. H. Edwards	P. W. Pilcher
1891	A. Pearson	J. I. Lee
1892	F. G. Thomas	H. G. Stewart
		W. B. Colbeck
		R. P. Smallwood
		R. F. Baird
		J. C. A. Rigby

CAIUS BOAT CLUB OFFICERS (Contd.)

<i>Year</i>	<i>Captain</i>	<i>Secretary</i>
1893	H. M. Hart-Smith	F. R. Martin
1894	G. E. Orme	H. C. Scott
1895	D. Pennington	C. R. Pattison-Muir
1896	G. E. P. Cave-Moyles	E. C. Hawkins
1897	O. D. Bruce-Payne	O. M. Green
1898	T. W. Thompson	G. D. Hignett
1899	E. N. French	C. Hartree
1900	T. W. N. Dunn	B. Le Neve Foster
1901	E. F. Watermeyer	B. Day
1902	G. P. Norton	H. N. Wegg
1903	H. D. Gillies	C. H. S. Taylor
1904	E. P. W. Wedd	C. B. Heald
1905	A. H. Gosse	T. L. Webb
1906	E. C. Rayner	T. More
1907	W. H. Campbell	J. N. Peck
1908	F. Jarvis	H. A. Watermeyer
1909	H. C. Whittall	J. C. Russell
1910	J. C. Russell	J. H. Hunter
1911	M. D. Methven	C. Grantham-Hill
1912	E. N. Showell-Rogers	A. C. Walker
1913	C. W. Beale	R. W. Nichol
1918	W. M. Walker	W. H. Roberts
1919	D. A. McGlashan	S. Gaskell
1920	D. B. Petch	W. S. Philcox
1921	J. Hamilton	D. A. Bickmore
1922	A. W. Spence	D. S. A. McDougall
1923	E. R. Gunther	F. L. Cave-Penney
1924	P. H. L. Playfair	C. H. Fisher
1925	C. H. Fisher	J. A. Brown
1926	J. A. Brown	G. W. V. Pegge

PLACES IN BUMPING RACES

Until 1862, both Lents and Mays were counted and places were continuous in the two events: after that year, Mays only counted, except for second division, till 1887, when the events were separated as now.

<i>Year</i>	<i>Lents</i>	<i>Mays</i>	<i>Year</i>	<i>Lents</i>	<i>Mays</i>
1829	6	Off river	1841	1	1
1830		Off river	1842	2	6
1831	Off river	6	1843	4	3
1832	9	Off river	1844	1	1
1833	8	4	1845	4	4
1834	8	9	1846	7	12
1835	7	6	1847	8	13
1836	3	2	1848	7	4
1837	5	2	1849	5	7
1838	2	3	1850	7	7
1839	3	3	1851	12	14
1840	3	1	1852	16	14

The Caius Boat Club

PLACES IN BUMPING RACES (Contd.)

Year	Lents	Mays	Year	Lents	Mays
1853	8	7	1889	6	5
1854	7	8	1890	8	5
1855	No Lents	6	1891	9	6
1856	No Lents	13	1892	9	10
1857	10	10	1893	6	10
1858	No Lents	6	1894	5	12
1859	4	7	1895	No Lents	9
1860	No Lents	4	1896	7	7
1861	No Lents	7	1897	6	6
1862		7	1898	3	7
1863		15	1899	4	10
1864		10	1900	3	10
1865		8	1901	5	9
1866		8	1902	8	10
1867	Lents	12	1903	5	6
1868	second	16	1904	7	5
1869	division	18	1905	10	8
1870	only	15	1906	7	8
1871		11	1907	3	10
1872		13	1908	5	7
1873		11	1909	5	8
1874		15	1910	9	8
1875	17	16	1911	6	9
1876	15	8	1912	7	9
1877		2	1913	10	7
1878		2	1914	14	6
1879		3			
1880	Lents	2	1919	No Lents	6
1881	second	5	1920	11	8
1882	division	8	1921	11	8
1883	only	7	1922	11	5
1884		7	1923	7	8
1885		6	1924	5	11
1886		7	1925	5	14
1887	5	7	1926	6	13
1888	5	5	1927	8	—

¹ Till 1869, 20 boats per division: after 1869, 15 boats per division.

THE COLLEGE BOATS

1827

Crew not recorded.

1828

MAY: W. H. Meteyard; J. W. Harman; H. S. Pinder; G. E. Paget; E. Holley; A. C. Paget; W. Plunkett; J. J. Smith (*stroke*); C. Eyres and C. Humfrey (*coxes*).

The same crew raced in the Michaelmas term 1828, save that W. H. Harrison rowed bow in place of H. W. Meteyard and C. Humfrey '3' in place of H. S. Pinder.

1829

Crews not recorded.

1830

MAY: W. H. Harrison; T. K. Bowyear; R. Groome; W. C. Crawford; J. W. Rodwell; W. Sutton; G. E. Paget; J. W. Harman; C. Parker (*cox*).

1831

LENT: W. H. Harrison; T. K. Bowyear; A. Stead; J. W. E. Ellis; D. Broughton; C. B. Barrow; W. C. Crawford; J. W. Harman; G. E. Paget (*cox*).

MAY: T. Lockley; T. K. Bowyear; A. Stead; D. Broughton; A. Pyne; C. B. Barrow; J. W. E. Ellis; W. C. Crawford; G. E. Paget (*cox*).

1832

LENT: T. Lockley T. K. Bowyear; W. M. Jones; C. B. Barrow; D. Broughton; T. Smith; A. Pyne; J. W. E. Ellis; W. J. Johnson (*cox*).

MAY: Crew not recorded.

1833

LENT: T. Lockley; S. G. B. White; F. Goodwin; T. Blackall; C. B. Barrow; J. P. Baumgartner; W. M. Jones; T. K. Bowyear; W. J. Johnson (*cox*).

MAY: W. Rowe; S. G. B. White; T. Blackall; W. Sutton; C. B. Barrow and J. Bromehead; J. P. Baumgartner; W. M. Jones; T. K. Bowyear; W. J. Johnson (*cox*).

1834

LENT: S. G. B. White; T. S. Egan; J. D. Brett; F. Bessonnet; T. Blackall; C. B. Barrow; W. M. Jones; W. J. Johnson (*cox*).

MAY: E. Chapman; S. G. B. White; T. S. Egan; H. Slack; H. Howes; W. H. Schwabe; T. Blackall; W. M. Jones; W. J. Johnson (*cox*).

1835

LENT: W. J. Johnson; S. G. B. White and T. S. Watson; E. R. Illingworth; B. Koe; F. S. Green; E. Chapman and T. Blackall; W. M. Jones; T. S. Egan (*cox*).

MAY: W. J. Johnson; F. S. Green; E. R. Illingworth; T. S. Watson; H. Howes; T. Blackall; E. Chapman; W. M. Jones; T. S. Egan (*cox*).

1836

LENT: A. Jackson; B. Koe; W. Marsh; H. Slack; W. B. Brett; A. Bromehead; E. Chapman and W. M. Jones; F. S. Green; T. S. Egan (*cox*).

MAY: A. Jackson; B. Koe; W. Marsh; H. Slack; W. B. Brett; A. Bromehead; T. Blackall; F. S. Green; T. S. Egan (*cox*).

1837

LENT: A. Jackson; J. Chevallier; J. Abercrombie; G. Bull; W. B. Brett; A. Bromehead; T. Blackall; F. S. Green; B. Koe (*cox*).

MAY: A. Jackson; W. R. Croker; J. Abercrombie; B. Koe; W. B. Brett; A. Bromehead; T. Blackall; F. S. Green; H. Carrington (*cox*).

1838

LENT: A. Jackson; W. R. Croker; W. H. Yatman; N. R. P. Kemp; H. C. Barker; G. Bull; J. Abercrombie; W. B. Brett; J. M. Croker (*cox*).

MAY: A. Jackson; B. Koe; W. H. Yatman; N. R. P. Kemp; H. C. Barker; G. Bull; J. Abercrombie; W. B. Brett; W. R. Croker (*cox*).

1839

LENT: F. Thackeray; W. R. Croker; W. H. Yatman; N. R. P. Kemp; H. C. Barker; J. M. Croker; J. Abercrombie; W. B. Brett; T. S. Egan (*cox*).

1857

LENT: E. T. Leighton; G. S. Mathews; A. Harrison; W. H. Dickinson; W. B. Cheadle; H. H. Lubbock; B. Wimbush; H. J. S. Winslow; C. W. Roberts (*cox*).

MAY: E. T. Leighton; G. S. Mathews, Rev. C. H. Crosse and A. Harrison; J. Mansell; W. H. Dickinson; W. B. Cheadle; A. Harrison and H. H. Lubbock; B. Wimbush; H. J. S. Winslow; C. W. Roberts (*cox*).

1858

LENT: 'The first 10 boats did not row this term, owing to many of them having men rowing in the University crew, the remainder racing in 2 Divisions.' (The Club book.)

MAY: B. H. Reinecker; R. H. Prowse; H. B. Winter; P. J. Wodehouse; W. B. Cheadle; A. G. Wailes; G. S. Mathews; B. Wimbush (*str.*).

1859

LENT: B. H. Reinecker; R. H. Prowse; H. B. Winter; P. J. Wodehouse; W. B. Cheadle; A. G. Wailes; G. S. Mathews; B. Wimbush; C. W. Roberts (*cox*).

MAY: B. H. Reinecker; R. H. Prowse; W. Watkins; P. J. Wodehouse; W. B. Cheadle; W. Harrison; H. B. Winter; B. Wimbush; C. W. Roberts (*cox*).

1860

LENT: the first division did not row; and the Lent boats ceased to be representative.

MAY: Crew not recorded.

1861

MAY: G. Sedgwick; F. H. Atkinson; G. Branson; T. Garrett; S. Dickinson; J. G. C. Champion; W. F. Birch; A. G. Wailes; W. H. E. Bagge (*cox*).

1862

Not recorded.

1863

H. Burnley (Burnley-Campbell); F. C. Mathews and W. A. T. Hallows; W. F. Birch; F. J. Ramsbotham and G. G. Wilder; F. A. Lewin and E. P. Ash; E. H. Harrison and F. L. Ware; J. D. Finney; W. R. Collyer and St V. Beechey; O. H. Foster and A. J. J. Cachemaille (*coxes*).

1864

F. C. Mathews; C. E. Underhill; E. R. Adams; G. G. Wilder; F. A. Lewin; E. H. Harrison; J. D. Finney; E. Evans; O. C. V. Aldis (*cox*).

1865

J. Rickards; W. B. Wilkinson; G. P. Hope; J. C. McLaren; H. J. Clough; E. H. Harrison; J. Still; C. E. Underhill; E. J. Ebdon and Rev. C. H. Crosse (*coxes*).

1866

W. B. Wilkinson; J. Jardine; G. H. Murray; G. G. Wilder; J. C. McLaren; B. J. Shaw; J. Still; C. E. Underhill; W. B. Boyd (*cox*).

1867

W. B. Wilkinson and S. W. Lock; R. B. Kirkby; J. Jardine; B. B. Connolly; F. Lockwood; J. C. McLaren and G. P. Hope; B. J. Shaw; C. E. Underhill; B. Preston (*cox*).

1868

W. J. Newington; S. W. Lock; W. G. Simpson; W. C. Underwood; F. Lockwood; R. H. Cautley; A. S. Murray; C. E. Underhill; B. Preston (*cox*).

1869

C. C. Sumner; R. H. Cautley; W. G. Simpson; A. S. Murray; H. C. Kingsmill; S. W. Lock; T. Calliphronas; W. W. Kelly; P. L. Cautley (*cox*).

1870

A. T. Child; M. Balding; W. W. Kelly and Sir W. G. Simpson; W. M. Tomlinson; H. C. Kingsmill; E. Baggallay; G. W. M. Dale; R. H. Cautley; P. L. Cautley (*cox*).

1871

G. G. Goodwin; H. C. Shann; W. N. Usher; W. W. Kelly; J. E. M. Whitney; W. M. Tomlinson; G. W. M. Dale; E. Baggallay; G. H. Jackson (*cox*).

1872

E. C. Beale; W. N. Usher; G. G. Goodwin; W. M. Gordon; T. M. L. Vernon; J. E. M. Whitney; F. F. Brown; E. Baggallay; C. H. Candy (*cox*).

1873

F. F. Brown; F. W. Meynell; G. G. Goodwin; W. N. Usher; A. C. Eyre; H. H. Ley; T. M. L. Vernon; E. P. Baily; C. H. Candy (*cox*).

1874

C. E. Fison; T. Finch; F. W. Meynell; S. A. Selwyn; W. H. S. O'Neill; T. W. Lewis; W. N. Usher; E. P. Baily; C. H. Candy (*cox*).

1875

F. Baggallay; T. Finch; R. A. Ransom; F. M. Whish; L. G. Pike; W. H. S. O'Neill; C. E. Fison; E. S. Roberts; J. W. Ayre (*cox*).

1876

G. S. Lewis; J. G. Pinder; A. C. Brownlow; G. C. Calliphronas; J. H. Thomas; A. W. Haig; L. G. Pike; T. W. Lewis; W. H. C. Newnham (*cox*).

1877

C. O. L. Riley; J. G. Pinder; E. Nettlefold; G. C. Calliphronas; H. S. Withington; J. H. Thomas; L. G. Pike; A. W. Haig; W. H. C. Newnham (*cox*).

1878

J. H. Thomas; G. C. Calliphronas; W. M. Tapp; H. G. Lacey; H. S. Withington; E. Nettlefold; L. G. Pike; J. G. Pinder; J. W. Welsford (*cox*).

1879

D. A. Thomas; H. J. W. Jervis; H. Swift; G. C. Calliphronas; P. A. Roden; R. L. Knaggs; E. F. Weldon; E. D. Withers; J. W. Welsford (*cox*).

1880

M. J. Thackeray; D. A. Thomas; J. F. L. Whittingdale; G. B. Hoffmeister; R. L. Knaggs; J. F. Clarkson; E. F. Weldon; E. D. Withers; J. W. Welsford (*cox*).

1881

C. E. R. Cotes; G. H. Lenox-Conyngham; W. M. Tapp; A. Graham; J. F. L. Whittingdale; J. F. Clarkson; E. F. Weldon; F. C. S. Sanders; T. Harris (*cox*).

1882

E. L. Burd; E. Bazalgette; W. P. Graham; A. Graham; G. Weston; J. F. Clarkson; E. A. Kinnear; F. A. Barton; T. Harris (*cox*).

1883

B. V. Sortain; E. L. Burd; R. W. Michell; T. W. Scott; M. Pemberton; E. J. D. Mitchell; W. P. Gore-Graham; F. A. Barton; G. B. Wickham (*cox*).

1884

A. G. Ross; J. S. Edkins; R. W. Michell; R. F. E. Cooke; M. Pemberton; E. J. D. Mitchell; W. P. Gore-Graham; T. W. Scott; J. H. Purvis (*cox*).

1885

H. O. Beckh; R. F. Fox; R. W. Michell; J. S. Edkins; H. V. Stuart; H. V. Cobbold; W. P. Gore-Graham; P. W. Pilcher; A. E. Bodington (*cox*).

1886

W. Winslow; A. G. Shaw; H. V. Cobbold; J. S. Edkins; H. V. Stuart; R. W. Michell; T. H. Haydon; P. W. Pilcher; W. H. Fisher (*cox*).

1887

W. Winslow; M. Craig; W. P. Appleford; H. V. Cobbold; H. V. Stuart; E. A. Lankester; T. H. Haydon; P. W. Pilcher; W. O. Stutter (*cox*).

1888

W. H. Fisher; H. P. Winslow; R. E. Nix; J. W. Noble; E. A. Lankester; G. D. Tripp; T. H. Haydon; M. Craig; F. C. Bottomley (*cox*).

1889

W. H. Fisher; H. P. Winslow; R. E. Nix; N. H. Hobart; E. A. Lankester; F. C. Kempson; J. W. Noble; M. Craig; H. J. May (*cox*).

1890

G. D. Brown; G. L. Bland; R. E. Nix; W. B. Colbeck; C. H. Edwards; G. D. Tripp; J. W. Noble; M. Craig; H. J. May (*cox*).

1891

F. G. Thomas; A. Pearson; R. W. Michell; W. B. Colbeck; J. C. A. Rigby; W. M. Borchers; C. H. Edwards; J. W. Noble; W. Severn (*cox*).

1892

H. G. Hadfield; F. G. Thomas; W. L. Griffiths; E. Owen; H. M. Hart-Smith; J. C. A. Rigby; A. Pearson; L. K. Harrison; A. Moritz (*cox*).

1893

H. G. Hadfield; W. L. Griffiths; H. C. Scott; H. M. Hart-Smith; J. C. A. Rigby; G. E. Orme; F. R. Martin; L. B. Rawling; R. G. Abercrombie (*cox*).

1894

P. A. Hill; J. C. Smith; E. A. Wilson; H. M. Hart-Smith; E. J. D. Taylor; G. E. Orme; F. R. Martin; D. Pennington; P. G. D. Winter (*cox*).

1895

H. H. Stiff; J. C. Smith; W. E. Cross; K. R. Hay; E. J. D. Taylor; C. R. Pattison-Muir; D. Pennington; G. E. Orme; E. Cox (*cox*).

1896

H. H. Stiff; J. C. Smith; H. S. Wyatt; C. R. Pattison-Muir; G. E. P. Cave-Moyles; D. Pennington; E. J. D. Taylor; G. E. Orme; E. Cox (*cox*).

1897

H. S. Wyatt; O. D. Bruce-Payne; A. Emerson; T. W. Thompson; H. Spurrier; C. R. Pattison-Muir; G. E. P. Cave-Moyles; E. K. Williams; E. C. Hawkins (*cox*).

1898

O. D. Bruce-Payne; E. N. French; O. M. Green; J. Hullah; E. Lillie; E. C. Russell; G. D. Hignett; T. W. Thompson; G. G. Hirst (*cox*).

1899

M. Phillips; C. Hartree; E. N. French; D. C. H. Chisholm; J. Ware; E. C. Russell; T. W. Thompson; E. Gardner; H. M. Hunter (*cox*).

1900

G. E. Greene; A. Findlay; E. F. Watermeyer; B. Day; T. W. N. Dunn; E. Gardner; B. Le Neve Foster; C. Hartree; T. Crean (*cox*).

1901

G. P. Norton; B. Le Neve Foster; B. Day; G. J. Pytches; T. W. N. Dunn; E. F. Watermeyer; C. Hartree; W. Lowe; C. Stanley-Clarke (*cox*).

1902

G. M. Hope; H. D. Gillies; H. A. Findlay; H. N. Wegg; B. Day; B. Haigh; G. P. Norton; E. F. Watermeyer; C. C. Brinton (*cox*).

1903

G. P. Norton; H. Parsons; C. R. P. Cooper; J. L. Wordsworth; E. P. W. Wedd; E. F. Watermeyer; H. D. Gillies; C. H. S. Taylor; A. H. Platt (*cox*).

1904

C. C. Brinton; C. B. Heald; C. R. P. Cooper; J. L. Wordsworth; W. S. Cooke; E. P. W. Wedd; H. D. Gillies; C. H. S. Taylor; J. G. H. Randles (*cox*).

1905

T. L. Webb; H. J. Couchman; E. C. Rayner; A. H. Gosse; E. P. W. Wedd; C. B. Heald; H. D. Gillies; C. H. S. Taylor; T. More (*cox*).

1906

G. G. Alderson; S. H. Hare; A. H. Gosse; W. H. Campbell; C. R. P. Cooper; W. H. Gunter; E. C. Rayner; H. H. Brown; T. More (*cox*).

1907

H. H. Brown; F. Jarvis; R. H. Johnson; J. N. Peck; S. St G. C. Belfield; W. H. Campbell; E. C. Rayner; D. N. Macleod; G. V. Stallard (*cox*).

1908

E. C. Rayner; F. Jarvis; J. C. Russell; F. E. Riddiford; H. A. Watermeyer; W. H. Campbell; J. N. Peck; H. C. Whittall; E. E. Dawson (*cox*).

1909

F. Jarvis; J. F. G. Guinness; J. C. Russell; J. H. Hunter; F. E. Riddiford; H. A. Watermeyer; W. Stewart-Roberts; H. C. Whittall; W. E. H. Bull (*cox*).

1910

A. D. Haydon; J. F. G. Guinness; O. T. Williams; H. C. Whittall; G. A. Lilly; J. H. Hunter; J. C. Russell; G. A. L. Hatton; H. C. H. Bull (*cox*).

1911

G. V. Hotblack; A. H. MacGregor; G. D'R. Carr; E. N. Showell-Rogers; J. H. Hunter; M. D. Methven; A. N. Sword; J. C. Russell; H. C. H. Bull (*cox*).

1912

C. Grantham-Hill; G. V. Hotblack; A. F. Dickson; G. J. Pytches; M. D. Methven; E. N. Showell-Rogers; J. N. Hulbert; A. C. Walker; C. F. Matheson (*cox*).

1913

G. H. Ward; W. E. Vaudrey; J. N. Hulbert; A. V. Pegge; R. W. Nichol; C. W. Beale; E. F. H. King; A. F. Dickson; D. W. Milligan (*cox*).

1914

G. H. Ward; C. M. Billington; A. V. Pegge; H. E. Hart; R. W. Nichol; C. W. Beale; E. F. H. King; W. E. Vaudrey; A. J. M. Clarke (*cox*).

1919

Lieut. Symonds-Taylor; W. M. Walker; S. Gaskell; S. R. Williams; D. A. Bickmore; D. A. McGlashan; R. W. Nichol; W. H. Roberts; Lieut. H. M. H. Whiteley (*cox*).

1920

N. L. Russell; D. B. Petch; R. Cove-Smith; D. A. McGlashan; M. R. Kingsford; W. S. Philcox; H. A. Ware; S. Gaskell; W. McN. Pilley (*cox*).

1921

J. P. Cunningham; N. Thayer; H. A. Ware; A. L. Harvey; D. A. Bickmore; D. A. McGlashan; N. L. Russell; J. Hamilton; W. McN. Pilley (*cox*).

1922

A. W. Spence; E. R. Gunther; J. P. Cunningham; J. E. Cabot; D. A. Bickmore; N. Thayer; N. L. Russell; J. Hamilton; W. McN. Pilley (*cox*).

1923

A. W. Spence; E. R. Gunther; G. F. Lake; W. Plant; R. R. Hasler; D. S. A. McDougall; F. L. Cave-Penney; W. S. L. Hargrave; W. E. B. Lloyd (*cox*).

1924

C. A. P. Griffiths; R. Gallimore; P. H. L. Playfair; D. Lenox-Conyng-
ham; F. L. Cave-Penney; E. R. Gunther; C. H. Fisher; A. L. Stillwell;
J. A. Brown (*cox*).

1925

G. N. Wood; R. S. Russell; S. K. Tubbs; P. H. L. Playfair; G. W. V. Pegge; C. A. Brooks; C. H. Fisher; J. Richardson; J. A. Brown (*cox*).

1926

O. W. H. Roberts; R. S. R. Berry; C. H. Fisher; C. A. Brooks;
N. Stott; G. W. V. Pegge; S. K. Tubbs; G. R. Walwyn; J. A. Brown
(*cox*).

