



Second Lieutenant John Henry Stanley Green (Regimental Number 108*) is interred in Longuenesse Souvenir Cemetery, St-Omer – Grave reference IV. C. 47.

**Officers who were eventually promoted from the ranks may be identified from their Regimental Number. Other officers who were not from the ranks received the King's Commission, or in the case of those in the Newfoundland Regiment, an Imperial Commission, and were not considered as enlisted. These officers thus had no Regimental Number allotted to them.*

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And since officers did not enlist, they were not then required to re-enlist ‘for the duration’, even though, at the beginning, as a private, they had volunteered their services for only a limited time – twelve months

His occupation prior to enlistment recorded as that of an *accountant* working for an annual salary of seven hundred dollars, John Henry Stanley Green* was a recruit of the First Draft.

****On his documentation – whatever his rank at the time - he was almost invariably referred to as J.H.S. Green. To his friends he was ‘Stan’.***

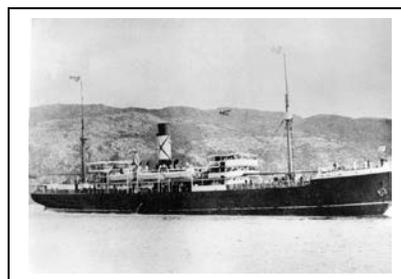
He presented himself for medical examination on August 29 of 1914, less than four weeks after the *Declaration of War*, at the *Church Lads Brigade Armoury* on Harvey Road in St. John’s, capital city of the Dominion of Newfoundland. It was a procedure which would pronounce him as...*Fit for Foreign Service*.

Four days later, on September 2, John Henry Stanley Green then enlisted at the same *C.L.B. Armoury* – engaged at the daily private soldier’s rate of a single dollar plus a ten-cent per diem Field Allowance. He was a recruit of the First Draft, thereupon being attached to ‘A’ Company.

For Private Green and the other recruits there was now to be a period of training on the shores of *Quidi Vidi Lake* in the East End of St. John’s. There was now apparently to be a month of waiting – and training – before he and a goodly number of his fellow recruits were attested on October 1.

October 3, 1914, two days later again, was the day on which he and the Newfoundland contingent, known to history as both the *First Five Hundred* and the *Blue Puttees* – the unit was not yet a battalion - embarked onto the Bowring Brothers’ vessel *Florizel* awaiting in St. John’s Harbour.

(Right: *The image of Florizel at anchor in the harbour at St. John’s is by courtesy of Admiralty House Museum.*)



The ship sailed from St. John’s for the United Kingdom on the following day, October 4, via the south coast of the Island where it was to join the convoy carrying the 1st Canadian Division overseas.

In the United Kingdom Private Green trained with the Newfoundland contingent: firstly in southern England on the Salisbury Plain; then in Scotland at Fort George – on the Moray Firth close to the city of Inverness; then at Edinburgh Castle – where the unit was to provide the first garrison from outside the British Isles.



(Right above: *Fort George, constructed in the latter half of the eighteenth century, still serves the British Army to this day. – photograph from 2011*)

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(Right: *Edinburgh Castle dominates the city from its position on the summit of Castle Hill. – photograph from 2011*)



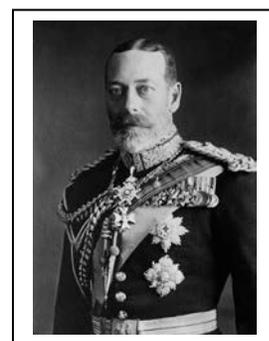
On May 11 the Newfoundlanders, by this time numbering five companies, were transferred to a tented *Stobs Camp*, in the vicinity of the Scottish town of Hawick, where they were now to undergo further training and exercises for some three months.

(Right: *The Newfoundland Regiment on parade at Stobs Camp and about to be presented with its Colours on June 10, 1915 – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



At the beginning of that August of 1915, the four senior Companies, 'A', 'B', 'C' and 'D', were then sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot.

Meanwhile, the two junior Companies, 'E' and the later-arrived 'F*', were ordered posted to Scotland's west coast, to Ayr, where they were to provide the nucleus of the newly-forming 2nd (Reserve) Battalion.



(Right: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India – photograph from Bain News Services via Wikipedia*)

****On July 10, 1915, 'F' Company had arrived at 'Stobs Camp' from Newfoundland, its personnel raising the numbers of the unit to battalion establishment strength, and thus permitting it to be ordered to active service.***

It was likely during the second week of that final training at Aldershot, on or about August 13, that Private Green was prevailed upon to re-enlist *for the duration of the war**.

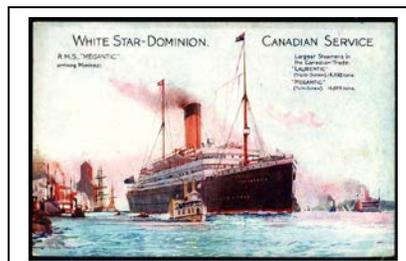
****At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist.***

Having, by the month of July and with the arrival of 'F' Company (see above), the personnel necessary to form a battalion – plus a reserve - the four senior companies of the Newfoundland Regiment, were to become its first such force. The 1st Battalion of the Newfoundland Regiment had thereupon been attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force and was preparing to be dispatched to *active service*.



(Preceding page: *Some of the personnel of 'A', 'B', 'C' and 'D' Companies of the 1st Battalion of the Newfoundland Regiment on parade at Aldershot in August of 1915, prior to leaving for active service in Gallipoli – from *The Fighting Newfoundlander* by Col. G.W.L. Nicholson, C.D.)*

On August 20, 1915, Private Green and the 1st Battalion of the Newfoundland Regiment embarked in the Royal Navy Harbour of Devonport on England's south coast, onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks.



There, a month later – having spent some two weeks billeted in British barracks in the vicinity of the Egyptian capital, Cairo - on September 20, the 1st Battalion set foot on the rock and sand at *Suvla Bay* on the *Gallipoli Peninsula*.



(Right above: *The image of Megantic, here in her peace-time colours of a 'White Star Line' vessel, is from the Old Ship Picture Galleries web-site.)*

(Right: *Kangaroo Beach, where the officers and men of the 1st Battalion, Newfoundland Regiment, landed on the night of September 19-20, 1915, is to be seen in the distance at the far end of Suvla Bay. The remains of a landing-craft are still clearly visible in the foreground on 'A' Beach. – photograph taken in 2011)*



(Right: *Newfoundland troops on board a troop-ship anchored at Mudros: either Megantic on August 29, Ausonia on September 18, or Prince Abbas on September 19 – Whichever the case, they were yet to land on Gallipoli. – from Provincial Archives)*



(Right: *A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla Bay, and where the Newfoundland Battalion served during the fall of 1915 – photograph from 2011)*

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Only some two weeks after having set foot on its shores, Private Green was evacuated sick from *Suvla Bay* on October 3 of 1915. He was thereupon placed on board His Majesty's Hospital Ship *Soudan* to be transported for extended medical treatment to the Egyptian port-city of Alexandria where he was to be admitted into the 15th General Hospital two days following, on October 4-5.



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(Preceding page: The photograph of HMHS Soudan leaving harbour at Valetta Harbour, Malta, is by courtesy of the 'Roll of Honour: Lest We Forget' web-site.)

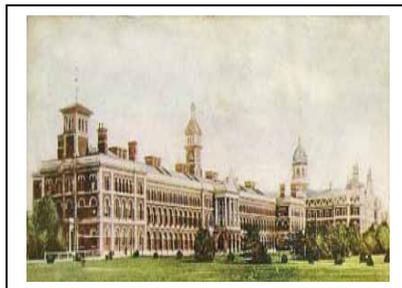
His complaint had at first simply been diagnosed as a PUO (*Pyrexia – fever - of Unknown Origin*) and accompanying debility; within days of his arrival in Egypt this condition had been re-diagnosed as being due to enteric fever, a long-term problem. It may have been for this reason that it was subsequently decided for Private Green to be invalided for further care, back to the United Kingdom.



He was taken onto HM Hospital Ship *Asturias* on October 29 for the voyage to England.

(Right above: The image of Asturias is from the Old Ship Picture Galleries web-site. Having been requisitioned at the outset of the Great War to serve as a hospital ship, she served in that capacity until March of 1917 when she was torpedoed. She was not sunk, but was however reduced to serving as an ammunition hulk for the remainder of the conflict.)

Private Green arrived in England towards the end of the first week of November, thereupon being admitted into the Royal Victorian Hospital in Netley on the south coast of England on the 8th of the month. He was there to be additionally diagnosed as suffering from dysentery and to receive treatment for the following two months.



(Right: The image of the Royal Victorian Hospital in Netley is from a vintage post-card.)

Private Green was discharged to *furlough* from Netley on January 11 of 1916. Due to the enteric fever that he had incurred, this furlough was to be a period of six weeks, to terminate therefore, on February 22. His address during that time is recorded as having been: *Drumournie, Dockford Drive, Inverness* – close to Fort George where he had served during the winter of 1914-1915.

While there appears to be no documentation pertaining to his whereabouts after those six weeks of furlough, it is perhaps reasonable to surmise that Private Green then reported to duty at the Regimental Depot at Ayr.



(Right: An aerial view of Ayr, likely from the period between the Wars: Newton-on Ayr, where were quartered the 'other ranks', is to the left of the River Ayr and the Royal Borough, where were housed the officers, is to the right. – by courtesy of the Carnegie Library at Ayr)

(Right: The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.



Following the summer of 1915, the once-Royal Borough of Ayr on Scotland's west coast was to begin to serve as the overseas base for the 2nd (Reserve) Battalion of the Newfoundland Regiment from where – as of November of 1915 and up until January of 1918 - re-enforcement drafts from home were to be despatched to bolster the 1st Battalion's numbers, at first to the Middle East and then later to the *Western Front*.

Just more than five weeks after his presumed arrival at Ayr, on March 30, 1916, as recorded in two separate documents, Private Green is cited as having been promoted to both the rank of lance corporal and that of corporal.

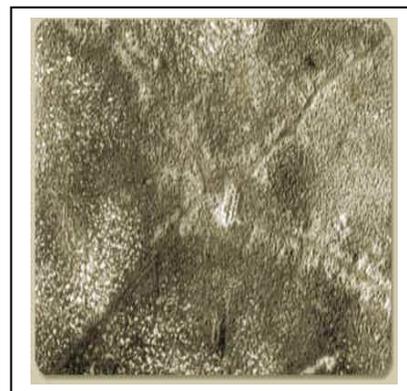
Some eighteen weeks subsequent again, Corporal Green was granted an Imperial Commission and the accompanying appointment to the rank of second lieutenant on August 8, 1916, a promotion which was to date retroactively to July 12 of that year. What his duties were to be following this appointment is not recorded, perhaps because he was to remain at Ayr until the spring of the next year, 1917.

And perhaps it was during this time that he made application to be seconded to the Royal Flying Corps. It is suggested on certain documentation that by the above-mentioned time, he had undertaken training with the 9th Reserve Squadron base in the vicinity of Norwich.

On or about March 12 of that 1917* he received the following missive from the Royal Flying Corps via the *Newfoundland Pay & Record Office* in London: 2/Lt J.H.S. Green – You are to report at Room 46, Mason's Yard, Duke Street, London SW, at 3.30 pm. on Tuesday next 20th. instant. Ready to *proceed overseas* on the next day.

**It is not clear as to where Second Lieutenant Green was stationed on this date.*

Having arrived on the Continent, Second Lieutenant Green was attached as Flying Officer to 'C' Flight, of Number 57 Squadron of the Royal Flying Corps*, already serving on the *Western Front*. The unit was soon to be re-equipped with the new *Airco DH. 4* aircraft and its role was to become that of long-range bomber-reconnaissance. After preliminary training on the new machine the Squadron was moved northwards into Belgium, to support the imminent British offensive of that summer and autumn.



Thus it was to fight in the *Third Battle of Ypres*, a campaign to become better known to history as *Passchendaele*.

(Right above: *The village of Passchendaele as seen from the air in late 1917, after the battle of that name – from Illustration*)

**The R.F.C., under the overall command of the Army, became an independent and autonomous unit, the Royal Air Force, on April 1, 1918. The squadrons and the personnel of the R.F.C. were automatically attached to the R.A.F. on that date.*



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(Preceding page: *Number 57 Squadron had recently been equipped with the new Aircro DH.4 light day-bomber. The aircraft was good enough to continue in service until 1932.*)

On July 7, three days after returning from furlough – and perhaps a tour with the 9th Reserve (Training) Squadron back at Norwich – there was an ‘...*accident while taking off: The propeller broke, the plane side-slipped and nose-dived from 200 feet. He and his observer were killed. Since he had already previously crossed the lines, he was reported as KIA.*’ – Regimental records.

The son of Robert Josiah Green – of the vessel *SS Harmony**, possibly engineer - and later of 47 Hamilton Avenue in St. John’s - and of Susan Emma Green (née *East*, of King’s Lynn, England) of 135, LeMarchant Road in St. John's**, he was brother to Rose-Isadora (Mrs. Karl Trapnell, see below) and to Marie.

Second Lieutenant Green was reported as having been *killed in action* on July 7, 1917. He had been brought in dead, having died from extensive burns, to the 10th Stationary Hospital in St-Omer.



Stan Green had enlisted at twenty-four years of age: date of birth in St. John’s, Newfoundland, July 20, 1890 (from Wesleyan Parish Records).

**SS Harmony was a Moravian mission ship before and during the time of the Great War. It used to leave London, England, in the early summer to sail to St. John’s, and from there would service the coast of Labrador during the summer months. Its work finished for the year, it then returned back to England. In 1917, apparently, the War forced it to remain in North American waters which may be the reason that Robert Green at that time was living on land in St. John’s. In 1918 the ship visited the Labrador coast carrying more than the usual supplies – it also brought the Spanish ‘flu.*

***One – perhaps all - of his medals and also correspondence concerning his decease were sent to a Mrs. Carl (sic) Trapnell of 53, Power Street.*

(The above photograph of Private Green is from the Provincial Archives.)

Second Lieutenant John Henry Stanley Green was entitled to the 1914-1915 Star, as well as to the British War Medal (centre) and to the Victory Medal (Inter-Allied War Medal) (right).

