



Private Richard John Hardy (Regimental Number 760), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

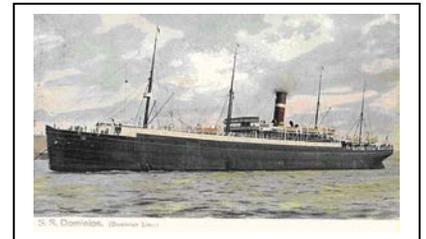


His occupation previous to military service recorded as being that of an engineer with the Reid Newfoundland Company, earning a mere seven cents (sic) per hour, Richard John Hardy presented himself for medical examination on December 4, 1914, at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland. It was a procedure which was to pronounce him as...*Fit for Foreign Service*. He was a recruit of the Second Draft.

Just twelve days after having proved medically fit, Richard John Hardy was to return to the *C.L.B. Armoury*, there to enlist – engaged at the private soldier's daily rate of a single dollar a day plus a ten-cent *Field Allowance*. It appears that he was also to attest on that same December 16.

Now for Private Hardy, Number 760, there was to be a seven-week waiting period. How he occupied himself during that period is not recorded among his papers; he may, of course, have temporarily returned to work but this is only speculation.

On the fourth day of February of 1915, the first reinforcements – this was 'C' Company - for the Newfoundland contingent – it was not yet at battalion strength - which by this time was serving in Scotland (see further below), were to embark via the sealing tender *Neptune* onto the *SS Dominion* – the vessel having anchored to the south of St. John's, off Bay Bulls, because of ice conditions.



The vessel was then to sail - and Private Hardy thus departed Newfoundland for *overseas service* - a day later again, on February 5, for trans-Atlantic passage to the United Kingdom.

(Right above: *The image of the steamer 'Dominion' - launched in 1894 as the 'Prussia' - is from the Old Ship Picture Galleries web-site. An older vessel, she was to be requisitioned during the latter part of the Great War as a store and supply ship. She survived the conflict to be scrapped in 1922.*)



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**There appears to be some confusion in some sources as to whether these troops were 'C' or 'D' Company. However, 'D' Company was to go overseas some time later on 'Stephano' to Halifax and then on 'Orduña' to Liverpool.*

(Right above: The photograph of personnel of 'C' Company on board the 'Neptune' on the way to the harbour at Bay Bulls is from the Provincial Archives.)

Having disembarked in the English west-coast port-city of Liverpool, the Newfoundlanders entrained for Edinburgh, the first Newfoundland Regiment contingent having by this time been posted to the historic Castle in Scotland's capital city. There they were to provide the garrison, thus being the first unit from overseas ever to do so.



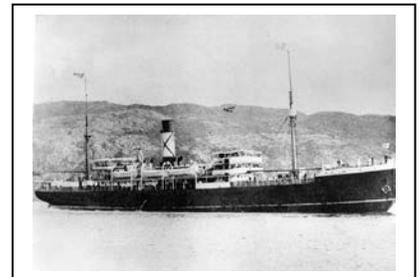
Private Hardy and the other new-comers reported to duty at Edinburgh Castle on February 16.

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

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Five to six months before that time, in the late summer and early autumn of 1914 there had been a period of training of some five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's for the newly-formed Newfoundland Regiment's first recruits - to become 'A' and 'B' Companies - during which time the authorities had also been preparing for the Regiment's transfer overseas.

This first Newfoundland contingent was to embark on October 3, in some cases only days after enlistment and/ or attestation. To become known to history as the *First Five Hundred* and also as the *Blue Puttees*, on that day they had boarded the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.



The ship would sail for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the 1st Canadian Division overseas, off the south coast of the Island.

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

(Right adjacent: 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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In the United Kingdom this first Newfoundland contingent was to train in three venues during the late autumn of 1914 and then the winter of 1914-1915: firstly in southern England on the Salisbury Plain; then in Scotland at *Fort George* – on the Moray Firth close to Inverness; and lastly at Edinburgh Castle – where, as recorded beforehand, it was to provide the first garrison from outside the British Isles – and where ‘C’ Company and Private Hardy, as also cited beforehand, would arrive from Newfoundland on February 16 of 1915.

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Some three months later, on May 11, and three weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit was ordered moved to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.

It was to be at *Stobs Camp* that the Newfoundland contingent received the re-enforcements from home – ‘F’ Company which arrived on July 10, 1915 - that would bring its numbers up to that of British Army establishment battalion strength*. The now-formed 1st Battalion of the Newfoundland Regiment was thus rendered eligible to be sent on ‘active service’.

(Right: *The Newfoundland Regiment marches past on the training ground at Stobs Camp and is presented with its Colours on June 10, 1915. – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



**This was approximately fifteen hundred, sufficient to furnish two re-enforcement companies and a headquarters staff.*

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. This force, now the 1st Battalion of the Newfoundland Regiment, was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.

Meanwhile the two junior Companies, ‘E’ – last arrived at Edinburgh - and the aforementioned ‘F’, were ordered transferred to Scotland’s west coast, to Ayr, there 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 – the photograph is from Bain News Services via the Wikipedia web-site.*)



It was during this period at Aldershot, on August 15, that Private Hardy was prevailed upon to re-enlist, on this occasion for the *duration of the war**.

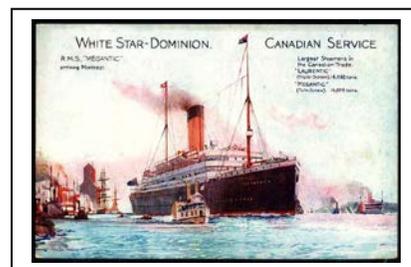
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***At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and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



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

On August 20, 1915, Private Hardy and the Newfoundland unit embarked in the Royal Navy Harbour of Devonport 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 landed 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 adjacent: 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)



When the Newfoundlanders landed from their transport ship at *Suvla Bay* on that September night of 1915 they were to disembark into a campaign that was already on the threshold of collapse.

Not only in the area where the Newfoundland Battalion was to serve but, even ever since the very first days of the operation in April of 1915, the entire *Gallipoli Campaign*, including the operation at *Suvla Bay*, had proved to be little more than a debacle:

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(Right below: A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where the 1st Battalion of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011)



Flies, dust, disease, the frost-bite and the floods – and of course the casualties inflicted by an enemy who was to fight a great deal better than the British High Command* had ever anticipated – were eventually to overwhelm the British-led forces and those of the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.



(Right above: A desolate-looking No-Man's-Land at Suvla Bay as seen from the Newfoundland positions – from Provincial Archives)

(Right: An un-identified Newfoundland soldier in the trenches at Suvla Bay – from Provincial Archives)



**Many of the commanders chosen were second-rate, had been brought out of retirement, and had little idea of how to fight – let alone of how to win. One of the generals at Suvla, apparently, had handed in his resignation during the Campaign and had just gone home.*

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Just three weeks after having set foot on the sand and stone – mostly the latter – of Kangaroo Beach, on Monday October 11 of 1915, while serving in positions at *Suvla Bay* with his 'C' Company, Private Hardy was wounded, suffering gun-shot injuries – likely inflicted by artillery fire - to the head.

He was evacuated from the forward area and admitted into the 26th Casualty Clearing Station established to the rear, where he was considered to be...*seriously wounded...then...dangerously wounded...before* being transferred – possibly being ferried at first to the Greek island of Lemnos - onto His Majesty's Hospital Ship *Neuralia*.

(Right above: The image of 'Neuralia' in her war-time hospital-ship garb, is from the Old Ship Picture Galleries web-site. Built for the British India Steam Navigation Company, she was launched and fitted out in 1912. In June of 1915 the ship was requisitioned for use as a hospital ship, a role she play even after the conclusion of the conflict. During the Second World War 'Neuralia' was employed as a troop-ship until the very last days of the war when she hit a mine on May 1 while approaching the Italian port of Taranto. Hours later the vessel sank.)



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The son of James Hardy, former tallyman and weighmaster at *A. Goodridge and Sons, General Importers & Exporters*, and of Elizabeth Hardy (née *Bartlett*)* of 49, Brazil Square, St. John's, he appears to have been the couple's only child.

**The couple was married on December 31, 1889.*

Private Hardy was reported as having *died of wounds* on October 14 of 1915, on board *HMHS Neuralia*. Private Hardy was *buried at sea* on the same day.

Richard John Hardy had enlisted at the *declared* age of twenty years: date of birth in St. John's, Newfoundland: i) September 28, 1894 (from original Newfoundland Birth Register) and ii) October 28, 1894 (from copy of Newfoundland Vital Statistics).

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

A former member of the *Church Lads Brigade*, he was the first of that organization to die during the Great War.

(Right above: Turkish artillery pieces still stand guard at Suvla Bay. - photograph from 2011)

(Right: A family memorial to the memory of Richard John Hardy stands in the Old Anglican Cemetery on Forest Road in St. John's. – photograph from 2015)

Private Richard John Hardy 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).

