

Private Harvey Hare (Regimental Number 988) is buried in Ayr Cemetery, Ayrshire, Scotland – Grave reference: G.2.4.

His occupation previous to military service recorded as that of a *telegraph operator* earning a monthly twenty dollars, Harvey Hare presented himself for medical examination in the south-coast community of Burgeo on January 19 of 1915. It was a procedure which was to pronounce him as being...*Fit for Foreign Service*.

Having then travelled, likely by train from Port aux Basques, to St. John's, capital city of the Dominion of Newfoundland, there, a week later at the *Church Lads Brigade Armoury* on Harvey Road on January 26, Harvey Hare enlisted – engaged at the private soldier's daily rate of a single dollar plus a ten-cent per diem *Field Allowance*.

However, whereas attestation for others had come about on the day of enlistment, he was now to await a further two weeks less a day, until February 8, before *that* final formality would come to pass.

For Private Hare, Number 988, there was now to be yet another, and final, waiting period, this of six weeks less two days before being summoned to...overseas service. How he occupied himself during that time is not recorded among his papers; he may, of course, have temporarily returned to work, but this is only speculation*.



**A number of recruits in his situation from various remote parts of the Dominion, boarded in St. John's – paid out of the Public Purse – during this period, but there appear to be no papers among Private Hare's file to suggest that such was so in his case.*



(Right above: The image of the Bowring Brothers' vessel 'Stephano', sister-ship of 'Florizel', as she passes through 'the Narrows' of St. John's Harbour is from the Provincial Archives.)

Unlike the two previous contingents to have departed Newfoundland (see below) for...overseas service, Private Hare's 'D' Company was not to sail directly to the United Kingdom. On March 20, it embarked onto the Bowring-Brothers' vessel *Stephano* for the short voyage to Halifax, capital city of the Canadian province of Nova Scotia, where it was thereupon to board a second vessel, the newly-launched *Orduña* for the trans-Atlantic crossing*.

(Right above: The image of Orduña is from the Old Ship Picture Galleries web-site. The vessel was not to be requisitioned during the Great War but would be used by the Cunard Company to operate on its commercial service between Liverpool and New York.)

Having then sailed from Nova Scotia on March 22 for Liverpool, Private Hare and his draft landed there eight days later, on the 30th. Once disembarked in Liverpool, the two-hundred fifty men and officers of 'D' Company were thereupon transported on the same date by train directly to Edinburgh, the Scottish capital, to join the Newfoundland Regiment's 'A', 'B' and 'C' Companies.



These units were by this time stationed at the historic Castle, 'A' and 'B' having recently been posted from Fort George and 'C' having arrived directly from home (see further below). After 'D' Company's arrival at the end of that month of March, the Newfoundlanders were now to remain at Edinburgh for the following six weeks.

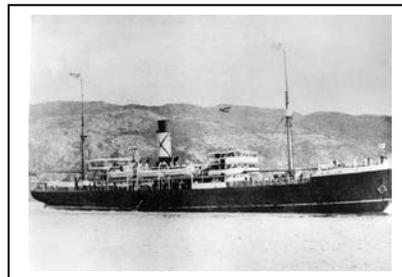
(Right above: From its vantage point on Castle Hill, the venerable fortress overlooks the city of Edinburgh where in 1915 the Newfoundlanders were to provide the first garrison to be drawn from outside the British Isles. – photograph from 2011)

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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 – these 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 a recruit's 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 had sailed 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: *Fort George, constructed in the latter half of the eighteenth century, still serves the British Army to this day. – photograph from 2011*)



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.

Only days after 'A' and 'B' Companies had taken up their posting there, on February 16 'C' Company – the first re-enforcements for the original contingent* - would arrive directly from Newfoundland.

**This contingent, while a part of the Newfoundland Regiment, was not yet a battalion and would not be so for a further five months – as will be seen below.*

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As seen in a previous paragraph, for the month of April and the first days of May of 1915, 'A', 'B', 'C' and 'D' Companies, now united, were to furnish the garrison – the first troops from outside the British Isles to do so - of the guardian of Scotland's capital city. Then, during the first week of May, 'E' Company was to report there...*to duty*...from home. Four days later again, on May 11, the Newfoundland contingent was ordered elsewhere.

On that day, three weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit was dispatched 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 would eventually receive 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 available 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.

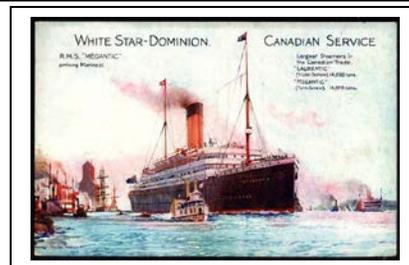
(Right above: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India – the photograph is from Bain News Services via the Wikipedia web-site.*)

It was while the Newfoundland Battalion was in training during those weeks at Aldershot, on August 15 that Private Hare would be prevailed upon to enlist for the duration of the conflict.

**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.)*



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

On August 20, 1915, Private Hare and his 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 was to land at *Suvla Bay* on the *Gallipoli Peninsula*.



(Right above: *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 above: *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 1st Battalion of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011*)

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*, was proving to be little more than a debacle:

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: *No-Man's-Land at Suvla Bay as seen from the Newfoundland positions – from Provincial Archives*)

(Right below: *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.*



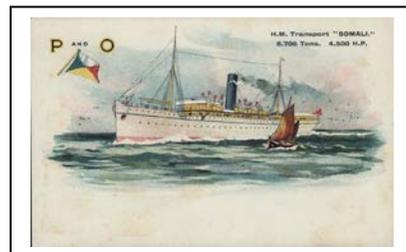
November 26 of 1915 would see perhaps the nadir of the Newfoundland Battalion's fortunes at Gallipoli; there was to be a freak rain-, snow- and ice-storm strike the *Suvla Bay* area and the subsequent floods had wreaked havoc amongst the forces of both sides. For several days, survival rather than the enemy was to be the priority.

There were to be many casualties on both sides, some of them, surprised by the sudden inundation of their positions, fatalities who had drowned in their trenches – although no Newfoundlanders were to be among that number. Numerous, however, were those afflicted by trench-foot and by frost-bite.

Private Hare was among that number.

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On December 13, Private Hare was admitted into either the 54th or the 26th Casualty Clearing Station at *Suvla Bay* – both are recorded - suffering from the aforementioned frost-bite. On the 14th, the next day, he was evacuated from the *Gallipoli Peninsula* on board His Majesty's Hospital Ship *Somali* for further treatment and transferred to St. David's Hospital on the British-held Mediterranean island of Malta.



There he arrived on December 17.

(Right above: *Somali* was a passenger-cargo vessel launched in 1901 for the *Peninsula & Oriental Steam Navigation Company* (better known as the *P&O Company*), She was requisitioned in February of 1915 to serve as a hospital ship before becoming a troop transport in the following year. She survived the *Great War* only to be scrapped in 1923. – image from the *Old Ship Picture Galleries* web-site)

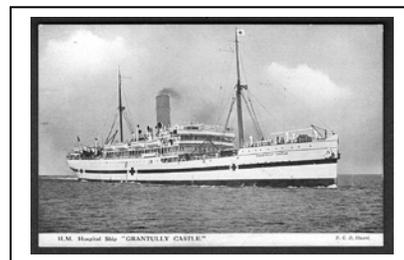
On January 25 of the New Year, 1916, Private Hare was embarked onto either HMHS *Grantully Castle* or HMHS *Formosa* – once again, both are recorded - whereupon he began the return passage to the United Kingdom.

(Right: *one of the several disused British medical facilities on the island of Malta, abandoned at or about the time of independence in 1964 – photograph from 2011*)



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(Right: *The image of HMHS 'Grantully Castle' clad in her war-time hospital garb is from the Old Ship Picture Galleries web-site. Having been built in 1910, she was requisitioned in 1914 to serve as a troop-transport and then in May of 1915 was converted – taking on five-hundred fifty-two beds - for use as a hospital ship. She survived the conflict, was returned to her owners in 1919, and went on to serve for a further twenty years. 'Grantully Castle' was broken up in 1939.)*

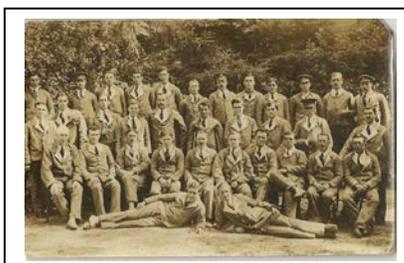


Upon his arrival in England, Private Hare was transported to and admitted into the 3rd London General Hospital in the Borough of Wandsworth. He was admitted there on February 9, by that time having been further diagnosed as having contracted a case of paratyphoid.

(Right: *The main building of what was to 3rd London General Hospital during the Great War had originally been opened, on July 1st of 1859, as a home for the orphaned daughters of British soldiers, sailors and marines. – photograph from 2010)*



(Right below: *A party of Newfoundland patients, dressed in hospital uniform but otherwise unfortunately unidentified, is seen here convalescing in the grounds of the 3rd London General Hospital, Wandsworth – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)*



After a two-week period of convalescence commencing on March 1 at the *Addington Park Convalescent Home*, Croydon, just to the south of London, Private Hare was granted the customary six-week furlough allowed those military personnel released from hospital having been treated for enteric – March 14 to April 24 - before then reporting *to duty* at the Regimental Depot where he began his posting as a soldier of 'H' Company as of April 26.



Where this period of leave had been spent has not been documented although he had given his forwarding address as 58, Victoria Street in London, the site of the Newfoundland Regiment *Pay & Record Office*.

(Right above: *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)*

At the end of this 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*.

(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.*



There appears to be no record as to the date on which he was admitted to *Carrick House Hospital* but the *diagnosis* is cited: *diphtheria*.

The son of William Alfred Hare, fisherman(?) – to whom he allotted a sixty-cent daily allowance from his pay and also to whom he willed his all - and of Susan (*Susannah*) Hare (née *Dominey*)* - of Burgeo - his own address recorded as Burgeo as well, he was also brother to Kenneth-Waverly, Wilson, Ethel-Fenwich, Florence, Ellen and to Blanche.



**The couple had married on December 16, 1891.*

Private Hare was reported as having *died of sickness* in hospital at Ayr on May 26, 1916, at twenty-five minutes past mid-night.

Harvey Hare had enlisted at a *declared* nineteen years of age.

(Right above: *Carrick House, today a hotel and restaurant, on Carrick Road, Ayr – photograph from 2013*)

Private Harvey Hare 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).

