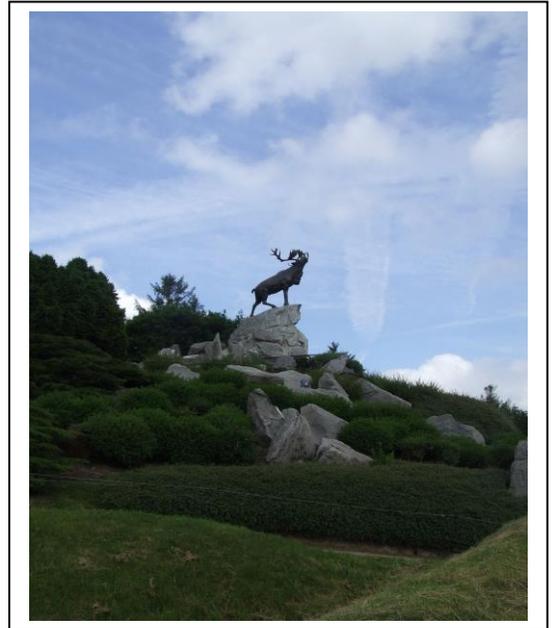




Private John William Hart (Regimental Number 3550), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

His occupation prior to military service that of a *fisherman*, John William Hart was a volunteer of the Thirteenth Recruitment Draft. He presented himself for medical examination on March 19 of 1917 at the *Church Lads Brigade Armoury** 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*.



**The building was to serve as the Regimental Headquarters in Newfoundland for the duration of the conflict.*

It was to be on the day of that medical assessment, March 19, and at the same venue, that John William Hart would enlist. He was thus engaged...*for the duration of the war**...at the daily private soldier's rate of a single dollar to which was to be appended a ten-cent per diem Field Allowance.

**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. Later recruits – as of or about May of 1916 - signed on for the 'Duration' at the time of their original enlistment.*

Only a few further hours were now to follow before there then came to pass, while still at the *CLB Armoury* on Harvey Road, the final formality of his enlistment: attestation. On the same nineteenth day of that month of March he pledged his allegiance to the reigning monarch, George V, whereupon, at that moment, John William Hart became...*a soldier of the King*.

Private Hart, Number 3550, was not then scheduled to sail to the United Kingdom until a span of three weeks less two days had then elapsed. How he was to spend this interval after his attestation appears not to have been documented. It may possibly have been that he was to return to spend time at the family residence in the community of Island Harbour, District of Fogo, although this of course is only speculation and perhaps he would have

chosen – or *been* chosen - to remain in barracks, although there was apparently little in the way of military training undertaken, and to be billeted in the city*.

**A number of the recruits, those whose home was not in St. John's or close to the capital city, or those who had no friends or family to offer them board and lodging, were to be quartered in the curling rink in the area of Fort William in St. John's, a building which was at the time to serve as barracks.*

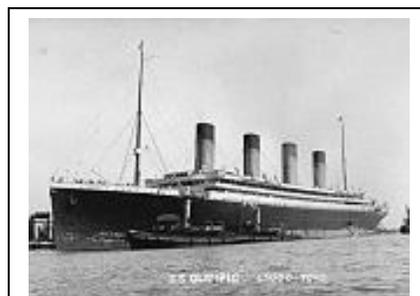
On April 7 of 1917, he and a small draft boarded a train in St. John's for the cross-island journey to Port aux Basques. From there a ferry and another train transported Private Hart and his fellow travellers to Halifax. Apparently it had been hoped that the fifty personnel of this detachment – with Private Hart as one of that number - would be joining the *Windsor Draft* (see further below) on April 16 or 17 or 18 when it was to board one of the three transports awaiting in Halifax Harbour to depart in convoy for the United Kingdom.

This plan, however, was not to be for whatever the reason, and it would not be until the final days of the month of April that this small contingent finally sailed from Halifax. They may, in fact, have taken passage on His Majesty's Transport *Olympic* which sailed - but because of her speed, not in convoy - at that time from Halifax with a multitude of Canadian troops* on board to the United Kingdom.

Having avoided sickness up until that point during that winter's measles and mumps epidemic – it had been rife in Newfoundland as well - on April 14 that Private Hart had been admitted at first into the Military Hospital and subsequently thence to the Station (*Garrison*) Hospital (both in Halifax?) where he remained from the 25th until the 27th for the final two days of treatment for a case of influenza.

He was discharged in time to take ship with his comrades-in-arms with whom he had travelled to Halifax some three weeks previously.

(Right: The image of 'Olympic' – also known as 'The Old Lady' – was one of the largest vessels afloat at the time and capable of transporting some six-thousand passengers. Sister-ship to 'Britannic', sunk by a mine in the eastern Mediterranean in November of 1916, and also to the ill-starred 'Titanic', the vessel was to survive the conflict, having served as a troop-transport during and afterwards, and then continued her commercial work for a further ten years. – from the Old Ship Picture Galleries web-site)



**This Newfoundland contingent – if in fact on board - had taken passage with eight under-strength Canadian Infantry battalions, an infantry and an artillery draft, a company of cyclists of the 4th Canadian Division and a draft of the 1st Canadian Pioneer Battalion.*

Olympic docked in the English port-city of Liverpool on May 7 before most of the troops disembarked on the morrow. While the Canadians were dispatched to camps in southern England, Private Hart's draft entrained for the west coast of Scotland.

* * * * *

**In the meantime, a draft of approximately three hundred twenty...all ranks...had departed St. John's on January 31 of 1917 for overseas service on the Bowring Brothers' vessel Florizel. The vessel had been on its commercial schedule and bound for Halifax from where the detachment had been ordered to take ship to the United Kingdom on board Saxonia.*

However, preparations for this crossing had gone awry and thus, immediately upon arrival in Nova Scotia, the contingent was forwarded to accommodation – apparently cramped - in the town of Windsor where the Newfoundlanders were soon to be catching measles, influenza and then the mumps, two of them to become fatalities during what was by then an epidemic. The detachment was ordered to remain in Windsor and to be quarantined - a confinement which was to last more than two months - a number of the contingent hospitalized with measles or mumps during this period.

It was not until after a lapse of some two-and-a-half months following its arrival in Nova Scotia that transport could be arranged for a trans-Atlantic crossing to the United Kingdom for this so-called 'Windsor' – minus those twenty-five or so personnel still unable to travel and who were to remain in Nova Scotia.

On April 16 and 18, the personnel of the Windsor Draft embarked onto the three ships which were to carry the Newfoundlanders from Halifax to the further side of the Atlantic (see further above). The vessels were also transporting a myriad of Canadian soldiery to the English west-coast port of Liverpool, where all the vessels docked on April 29, just over a week before Private Hart (perhaps) on 'Olympic' was to enter port.

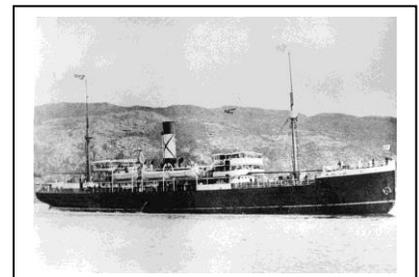
Having arrived in England, while their Canadian comrades-in-arms departed for Canadian establishments in southern England, the Newfoundland contingent entrained for the west coast of Scotland and to the town of Ayr where the Regimental Depot had by this time been established for close on two years.

* * * * *

Some two years and nine months prior to that month of May of 1917 when Private Hart was to find himself in Scotland, in the late summer and early autumn of 1914 the newly-formed Newfoundland Regiment's first recruits had undergone a period of training of five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's and elsewhere in the city, and were formed into 'A' and 'B' Companies.

During that same period the various authorities had also been preparing for the Regiment's transfer overseas.

(Right: *The image of 'Florizel' at anchor in the harbour at St. John's in October of 1914 is by courtesy of Admiralty House Museum.*)



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. Once having disembarked 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 it was to provide the first garrison from outside the British Isles.

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



Only days after ‘A’ and ‘B’ Companies had taken up their posting there, on February 16 of 1915, ‘C’ Company – the first re-enforcements for the original contingent - would arrive directly – through Liverpool of course - from Newfoundland. On the final day of the month of March it had been the turn of ‘D’ Company to arrive – they via Halifax as well as Liverpool – to report...*to duty...*at Edinburgh, and then ‘E’ Company five weeks less a day later again, on May 4*.



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

(Right: *The venerable bastion of Edinburgh Castle dominates the Scottish capital from its hill in the centre of the city. – photograph from 2011*)

Seven days after the arrival of ‘E’ Company in the Scottish capital, on May 11 the entire Newfoundland contingent had been ordered elsewhere. On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit had been dispatched to *Stobs Camp*, under canvas and south-eastwards of Edinburgh, close to the town of Hawick.

(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 of Mrs. Lillian Tibbo*)



Two months less a day later, on July 10, ‘F’ Company would march into *Stobs Camp*.

This had been an important moment: the Company’s arrival was to bring the Newfoundland Regiment’s numbers up to some fifteen hundred, establishment strength* of a battalion which could be posted on...*active service*.



***A number sufficient for four 'fighting' companies, two re-enforcement companies and a headquarters staff.**

(Preceding page: *The men of the Regiment await their new Lee-Enfield rifles.* – from Nicholson's *Fighting Newfoundlander*, original photograph from the *Provincial Archives*)

From *Stobs Camp*, some three weeks after the arrival of 'F' Company, in early August 'A', 'B', 'C' and 'D', the four senior Companies, having now become the 1st Battalion of the Newfoundland Regiment, had been transferred to *Aldershot Camp* in southern England. There they were to undergo final preparations – and a royal inspection – before the Battalion's departure to the Middle East and to the fighting on the *Gallipoli Peninsula*.

The later arrivals to the United Kingdom, 'E' and 'F' Companies, were to be posted to the new Regimental Depot and were eventually to form the nucleus of the first re-enforcement sent to join the 1st Battalion of the Newfoundland Regiment.

(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.)



(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)



Ayr was a small town on the west coast of Scotland whose history precedes the year 1205 when it was established as a Royal Burgh (Borough) by the crown of Scotland, an appointment which emphasized the importance of the town as a harbour, market and, later, administrative centre.

By the time of the Great War centuries later it was expanding and the River Ayr which had once marked the northern boundary of the place was now flowing through its centre; a new town to the north (Newton-on-Ayr), its population fast-increasing, perhaps encouraged by the coming of the railway, was soon to be housing the majority of the personnel of the Newfoundland Regimental Depot.



(Right above: *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.

That November 15 of 1915 was to see not only the departure of the 1st Re-enforcement Draft from Ayr to the Middle East and to the fighting of the *Gallipoli Campaign* but also, only five days prior, the arrival from Newfoundland of 'G' Company which would be

obliged to take up quarters at *Gailes Camp*, some sixteen kilometres up the coast from Ayr itself – but just over sixty if one went by road.

A further seven weeks plus a day were now to pass before the first one-hundred personnel of 'H' Company, having sailed in mid-December as recorded in an earlier paragraph, were to present themselves at the Regimental Depot on January 4, some of them to be affected, even fatally, by an ongoing measles epidemic of the time.

After that there was then to be an interlude of three months plus several days before the second detachment of 'H' Company reported on April 9, 1916, to the Regimental Depot.

Note: Until as late as the spring of 1916 it had been the intention to form a 2nd Battalion of the Newfoundland Regiment to fight on the Continent. In fact it would seem that the last-mentioned contingent of one-hundred sixty-three recruits was to form the nucleus of that unit, while the personnel already at the Depot by this time would form a reserve battalion to serve as a re-enforcement pool for both the fighting units.

It could not have been long before a change of plan came about as very soon men of that designated contingent (the second half of 'H' Company) were being sent to strengthen the 1st Newfoundland Battalion already on the Continent – maybe Beaumont-Hamel had something to do with it.

A further draft from Newfoundland arrived at Ayr towards mid-summer, this comprising a two-company detachment and some naval reservists, sailors who, having disembarked from *Sicilian* in Devonport, were to remain there in England.

Some weeks later again *Sicilian* would sail from Newfoundland once more to arrive in England in the first week in September, 1916, with two-hundred forty-two recruits on board. By the 5th day of the month the new-comers, formerly 'C' Company of the 3rd Battalion stationed back in St. John's, had reported to the Regimental Depot.

There was now to be a particularly protracted interval before any large numbers re-enforcements were to arrive from Newfoundland – a problem which was later to affect the capabilities of the parent 1st Battalion fighting on the Continent.

The main cause of the difficulty, as seen further above, would be those troops which had been dispatched from St. John's and had reached Halifax on board *Florizel* at the end of January, 1917, only to be then held there for some three months before they were to arrive in Scotland where the regulation fourteen weeks of training then awaited them – although in the case of most of this draft, this period was to be much shorter as will be seen.

A week after the arrival of the *Windsor Draft* in Scotland, and as also seen above, Private Hart and his detachment had done likewise, travelling north after their trans-Atlantic crossing on board *Olympic*. But by this time the number of potential recruits to be found in Newfoundland was by now diminishing.

* * * * *

There was to be only a single exception to the above sequence of departures of re-enforcement contingents from Newfoundland and their arrival at the Regimental Depot in

Scotland and that was the dispatch of the Eleventh Recruitment Draft. As seen above, because of the quarantine in Windsor, Nova Scotia, imposed upon those who had sailed from home on January 31 of 1917, the subsequent contingent, the above-mentioned Eleventh Draft which had left Newfoundland's shores in mid-March had thus leap-frogged the Windsor Draft to dock in Liverpool and report to Ayr three weeks and two days ahead of it.

By this time the 1st Battalion of the Newfoundland Regiment serving on the Continent, particularly after the fighting of April 14 at Monchy-le-Preux (see further below) was becoming critically short of personnel and the 2nd (Reserve) Battalion at Ayr was hard-pressed to find replacements for these losses.

* * * * *

The Regimental Depot had been established during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland, and was to eventually serve as the base for the 2nd (Reserve) Battalion. It was from there – as of November of 1915 and up until January of 1918 – that the new-comers arriving from home were, as seen further above, despatched in drafts, at first to *Gallipoli* and later to the *Western Front*, to bolster the four fighting companies of the 1st Battalion.



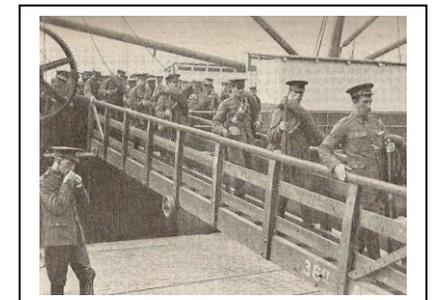
(Right above: *Wellington Square* seen here almost a century after it hosted the officers of the Newfoundland Regiment – photograph from 2012)

(Right: *The new race-course at Newton-upon-Ayr* - opened in 1907 – where the other ranks of the Regiment were sometimes billeted and where they were to replace some of the turf with a vegetable garden; part of the present grandstand is original – photograph from 2012)



At the outset there had been problems at Ayr to be able to accommodate the number of new arrivals – plus men from other British regiments which were still being billeted in the area...and a measles epidemic which was to claim the life of several Regiment personnel – but by the spring of 1916, things had been satisfactorily settled: the officers were in Wellington Square in the town-centre of Ayr itself, and the *other ranks* had been billeted at Newton Park School* and otherwise in the grandstand or a tented camp at the newly-built racecourse in the suburb of Newton-upon-Ayr – on the far side of the river.

On June 11, the 25th Re-enforcement Draft from Ayr – Private Hart among its ranks - passed through the English south-coast port of Southampton on its way to the Continent. The detachment disembarked in Rouen on the following day, the 12th, and made its way to the large British Expeditionary Force Base Depot there for a few days of final training and organizing* before proceeding on its way to a rendezvous with the parent 1st Battalion.



(Preceding page: *British troops disembark at an earlier time of the Great War at Rouen en route to the Western Front. – from Illustration*)

**Apparently, the standard length of time for this final training at the outset of the war had been ten days – although this was to become more and more flexible as the War progressed - in areas near Rouen, Étapes, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.*

The records show that it was on July 2 – the *Regimental War Diary* says, in fact, on the day before - that Private Hart's contingent of two-hundred fifty *other ranks* reported to duty at Caribou Camp, behind the lines near Woesten in Belgium. For the next few days – and nights – 1st Battalion supplied working parties for road-mending and for the construction of infantry tracks. For that purpose, several of the Newfoundlanders were attached temporarily until July 20 to the 173rd Company of the Royal Engineers.

* * * * *

By the time of that July of 1917, the first contingent of the Newfoundland Regiment had already been serving overseas for some two years and nine months. The 2nd (Reserve) Battalion of the Newfoundland Regiment had been formed – in the spring of 1916 - and multiple drafts had been dispatched from Ayr to supplement the strength of the 1st Battalion of the Newfoundland Regiment (see immediately below).



(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.)*

As for John William Hart, by that July 2, 1917, he had been a soldier of the Newfoundland Regiment for one-hundred five days.

The four senior companies, 'A', 'B', 'C' and 'D', had become in the summer of 1915 the 1st Battalion of the Newfoundland Regiment and had thereupon been attached to the 88th Infantry Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force. The force had soon been dispatched from *Camp Aldershot* to...*active service*.



On August 20 of 1915, the Newfoundland Battalion had 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.

(continued)

(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.*)



(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*)

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: *'Kangaroo Beach', where the officers and men of the 1st Battalion of the 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 below: *A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where the 1st Battalion was to serve during the fall of 1915 – photograph from 2011*)

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



Not only in the area where the Newfoundland Battalion would now 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 been 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 their allies, the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.

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.



(continued)

(Preceding page: *This is Anzac Bay in the fore-ground with the Salt Lake in the centre further away. The bottom of Suvla Bay is just to be seen on the left and adjacent to the Salt Lake, and further away again. The hills in the distance and the ones from which this photograph was taken were held by the Turks and formed a horse-shoe around the plain surrounding the Salt Lake - which was where the British and Newfoundlanders were stationed. – photograph from 2011*)

November 26 would see what perhaps was to be 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, had been those afflicted by trench-foot and by frost-bite.

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



By this time the situation there had daily been becoming more and more untenable, thus on the night of December 19-20, the British had abandoned the entire area of *Suvla Bay* – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard.

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



Some of the Battalion personnel had thereupon been evacuated to the nearby island of *Imbros*, some to *Lemnos*, further away, but in neither case was the respite to be of a long duration; the 1st Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.

(Right: *Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture. – photograph from 2011*)



The British, Indian and *Anzac* forces – the Australian and New Zealand Army Corps was also to serve at *Gallipoli* – had by now simply been marking time until a complete withdrawal of the *Peninsula* could be undertaken.

This final operation would take place on the night of January 8-9, the Newfoundland Battalion to furnish part of the British rear-guard on this second occasion also.

(continued)

(Right: 'W' Beach at Cape Helles under shell-fire only days before the final British evacuation – from Illustration)



***Lieutenant Owen Steele of St. John's, Newfoundland, is cited as having been the last soldier of the Mediterranean Expeditionary Force to step into the final small boat to sail from the Gallipoli Peninsula.**

(Right: 'W' Beach almost a century after its abandonment by British forces in that January of 1916 and by the Newfoundlanders who were to be the last soldiers off the beach: Vestiges of the wharves in the black-and-white picture are still to be seen. – photograph from 2011)



Immediately after the British evacuation of the Gallipoli Peninsula, the Newfoundland unit had been ordered to the Egyptian port-city of Alexandria and beyond.

On January 14, the Australian Expeditionary Force Transport *Nestor* had arrived there with the 1st Battalion on board. The vessel was to sail just after mid-day on the 16th, on its way southwards down the Suez Canal to Port Suez where she had docked early on the morrow and where the Newfoundlanders had landed and marched to their encampment.

There they were to await further orders since, at the time, the subsequent destination of the British 29th Division had yet to be decided*.

(Right: The image of the Blue Funnel Line vessel *Nestor* is from the Shipspotting.com web-site. The vessel was launched and fitted in 1912-1913 and was to serve much of her commercial life until 1950 plying the routes between Britain and Australia. During the Great War she served mainly in the transport of Australian troops and was requisitioned again in 1940 for government service in the Second World War. In 1950 she was broken up.)



(Right: The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1st Battalion of the Newfoundland Regiment were among the last to leave on two occasions, at both Suvla Bay and Cape Helles. – photograph taken from the battleship *Cornwallis* and published in *Illustration*)



***Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was already becoming a theatre of war.**

After a two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and other ranks of the 1st Battalion were to board His Majesty's Transport *Alaunia*

at Port Tewfiq, on March 14 to begin the voyage back up through the *Suez Canal* en route to France.

(Right: *Port Tewfiq at the south end of the Suez Canal just prior to the Great War – from a vintage post-card*)



The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseille, on March 22.

Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

(Right: *British troops march through the port area of the French city of Marseille. – from a vintage post-card*)

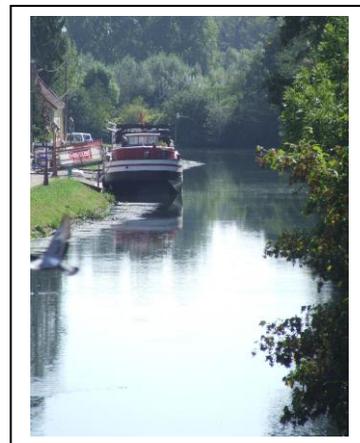


It had been a cold, miserable journey, the blankets provided for the troops having inexcusably travelled unused in a separate wagon.

Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

It is doubtful if many of those tired soldiers were to pay much attention to the slow-moving stream flowing under the bridge which they had then traversed on their way from the station.

(Right: *A languid River Somme as seen from the bridge at Pont-Rémy – photograph from 2010*)



But some three months later *the Somme* was to have become a part of their history.

On April 13, the entire 1st Battalion had subsequently marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy - where it would be billeted, would receive re-enforcements from Scotland via Rouen and, in two days' time, would be introduced into the communication trenches of the *Western Front*.

(Right: *A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?)*)



Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British

unit* before the entire Newfoundland unit had then been ordered to move further up for the first time into forward positions on April 22.

**It should be said that the Newfoundland Battalion and two-hundred men of the Bermuda Rifles who were serving at the time in the 2nd Lincolnshire Regiment Battalion, were then the only units at the Somme from outside the British Isles - true also on the day of the attack on July 1.*

(Right: *Beaumont-Hamel: Looking from the British lines down the hill to Y Ravine Cemetery which today stands atop part of the German front-line defences, the Danger Tree to the right in the photograph – photograph from 2009*)



Having then been withdrawn at the end of that April to the areas of Mailly-Maillet and Louvencourt where they would be based for the next two months, the Newfoundlanders had soon been preparing for the upcoming British campaign of that summer, to be fought on the ground named for the languid, meandering river, the *Somme*, that flowed – and still does so today – through the region.

(Right above: *Hawthorn Ridge Cemetery Number 2 in the Newfoundland Memorial Park – photograph from 2009(?)*)



If there is one name and date in Newfoundland history which is etched in the collective once-national memory, it is that of Beaumont-Hamel on July 1 of 1916; and if any numbers are remembered, they are those of the eight-hundred who went *over the top* in the third wave of the attack on that morning, and of the sixty-eight unwounded present at muster some twenty-four hours later*.



**Perhaps ironically, the majority of the Battalion's casualties was to be incurred during the advance from the third line of British trenches to the first line from where the attack proper was to be made, and while struggling through British wire laid to protect the British positions from any German attack.*

(Right above: *A grim, grainy image purporting to be Newfoundland dead awaiting burial after Beaumont-Hamel – from...?*)

There are other numbers of course: the fifty-seven thousand British casualties incurred in four hours on that same morning of which nineteen-thousand were recorded as having been...*killed in action...or...died of wounds.*

It was to be the greatest disaster ever in the annals of the British Army...and, perhaps just as depressing, the carnage of the...*First Battle of the Somme...*was to continue for four and a half months.

(continued)

(Right: *Beaumont-Hamel is a commune, not a village.* – photographs from 2010 & 2015)

In fact, Beaumont-Hamel was a commune – it still exists today – at the time comprising two communities: Beaumont, a village on the German side of the lines, and Hamel which was behind those of the British. No-Man's-Land, on which the Newfoundland Memorial Park lies partially today, was on land that separated Beaumont from Hamel.



After the events of the morning of July 1, 1916, such had then been the dire condition of the attacking British forces that it had been feared that any German counter-assault might well annihilate the shattered survivors of the British Expeditionary Force on *the Somme*.

The few remnants of the Newfoundland Battalion – and of the other depleted British units – had thus remained in the trenches perhaps fearing the worst, and at night searching for the wounded and burying the dead. It was to be July 6 before the Newfoundlanders were to be relieved from the forward area and to be ordered withdrawn to Englebelmer.



There were then a further two days before the unit had marched further again to the rear area and to billets in the village of Mailly-Maillet.

(Right above: *The re-constructed village of Mailly-Maillet – the French Monument aux Morts in the foreground - is twinned with the community of Torbay, St. John's East.* – photograph from 2009)

There at Mailly-Maillet on July 11, a draft of one-hundred twenty-seven re-enforcements – a second source cites one-hundred thirty – had reported...*to duty*. They had been the first to arrive following the events at Beaumont-Hamel but even with this additional man-power, the Regimental War Diary records that on the 14th of July, 1916, the 1st Battalion was still to number only... *11 officers and 260 rifles...*after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.

Of course, the 1st Battalion of the Newfoundland Regiment had not been the only unit in the British Army to have incurred horrific losses on July 1, 1916, even though it had indeed been one of the most devastated. But even with its depleted numbers, the Battalion was needed and, after that first re-enforcement, it had almost immediately again been ordered to man the trenches of the front line: as of that July 14, undermanned as seen above, the Newfoundlanders began another tour in the trenches where...*we were shelled heavily by enemy's 5.9 howitzers and a good deal of damage was done to the trenches* (excerpt from the 1st Battalion War Diary).

A second re-enforcement draft from Rouen had then arrived days later, on July 21, while the Newfoundland Battalion was at Acheux and then, only three days afterwards – at the very time day that the Prime Minister of Newfoundland had visited the unit – a third draft of sixty other ranks had arrived in Beauval and reported...*to duty*.

(Right above: *The entrance to ‘A’ Company’s quarters – obviously renovated since that time – sunk in the ramparts of the city of Ypres, when the Newfoundland Battalion was posted there in 1916 – photograph from 2010*)

On July 27-28 of 1916, the Newfoundland Battalion - still under establishment battalion strength at only five-hundred fifty-four strong – maybe even fewer - even after still further re-enforcement – would move north and enter the *Kingdom of Belgium* for the first time.

(Right above: *The same re-constructed ramparts as shown above, viewed from just outside the city walls and the far side of the moat which still partially surrounds the place – image from 2010*)

The unit had been ordered to the *Ypres Salient*, one of the most dangerous pieces of real estate on the entire *Western Front*, there to continue to re-enforce and to re-organize after the ordeal of Beaumont-Hamel.

(Right: *Canadian trenches in Sanctuary Wood, not far removed from the Newfoundland Battalion’s positions during August and September of 1916 – photograph from 2010*)

The Salient – close to the front lines for almost the entire fifty-two month conflict - was to be relatively quiet during the time of the Newfoundlanders’ posting there; yet they nonetheless would incur casualties, a number – fifteen? - of them fatal.

And it was to be there in *the Salient* in the sector of a place called *Railway Wood*, that the Newfoundland Battalion would soon be serving after its transfer from France.

(Right above: *Railway Wood, the Newfoundland positions at the time, almost a century later – a monument to the twelve Royal Engineers buried alive there may just be perceived on the periphery of the trees – photograph from 2014*)

(Right: *The already-battered city of Ypres seen here towards the end of the year 1915 – and some eight months before the Newfoundlanders were to be posted there for the first time – from a vintage post-card*)



On October 8, 1916, after having served in Belgium for some ten weeks, the Newfoundland Battalion had been ordered to return southwards.

The unit was thereupon to be transported by train back into France, back into the area of the...*First Battle of – the Somme.*

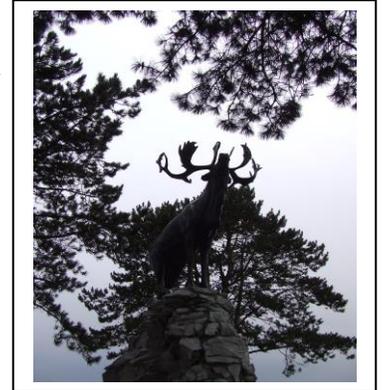
Just four days after unit's return to France from Belgium, on October 12 of 1916, the 1st Battalion of the Newfoundland Regiment had again been ordered to take to the offensive; it was at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.



(Right above: *This is the ground over which the 1st Battalion advanced and then mostly conceded at Gueudecourt on October 12. Some few managed to reach the area where today stand the copse of trees and the Gueudecourt Caribou, on the far right horizon. – photograph from 2007*)

The encounter was to prove to be another ill-conceived and costly affair – two hundred thirty-nine casualties all told - for little gain.

(Right: *The Caribou at Gueudecourt stands at the furthest point of the Newfoundland Battalion's advance of October 12, 1916. – photograph from 2012*)



The Newfoundland Battalion was not then to be directly involved in any further concerted infantry action in the immediate area of Gueudecourt although, on October 18, it had furnished two-hundred fifty men to act as stretcher-bearers in an attack undertaken by troops of two British regiments, the Hampshires and the Worcestershires, of the 88th Infantry Brigade of which, of course, the Newfoundland unit was a battalion.

(Right: *Stretcher-bearers not only shared the dangers of the battle-field with their arms-bearing comrades, but they often spent a longer period of time exposed to those same perils. This photograph was likely taken during First Somme. – from Illustration*)



On October 30, the Newfoundland unit had eventually retired to rear positions from the Gueudecourt area. It had been serving continuously in front-line and support positions for three weeks less a day.

The Newfoundlanders were now to spend two weeks retired to the area of Ville-sous-Corbie, re-enforcing and reorganizing. It was not to be until November 15 that the Battalion had started to wend its way back to the front lines.



(continued)

Back at *the Front* the Newfoundland unit had continued its watch in and out of the trenches of *the Somme* – not without casualties, almost all likely due to enemy artillery – during the late fall and early winter. It was to be a period interrupted only by another several weeks spent in *Corps Reserve* during the Christmas season, encamped well behind the lines and in close proximity to the city of Amiens.

(Preceding page: *A typical British Army Camp during rather inclement winter conditions somewhere on the Continent* – from a vintage post-card)

The parent unit had therefore begun to retire in anticipation thereof once again from *the Front* on December 8, although a goodly number of its personnel, two-hundred-sixty *other ranks* - more than fifty per cent of its strength at the time - was to be seconded on December 11 for several days' work at Carnoy and at Fricourt.

The afore-mentioned Christmas festivities – apparently a turkey dinner washed down with...*real English ale*...- having been completed, it was not to be until a further sixteen days had passed that on January 11 the Newfoundland Battalion would be ordered out of *Corps Reserve* and from its lodgings at *Camps en Amienois* to make its way on foot to the town of Airaines.

From the railway station there it had then entrained for the small town of Corbie where it thereupon took over billets which it already occupied for a short period only two months before. Days later again the unit had continued its progress, once again on foot, back up to the forward area and to...*active service*.

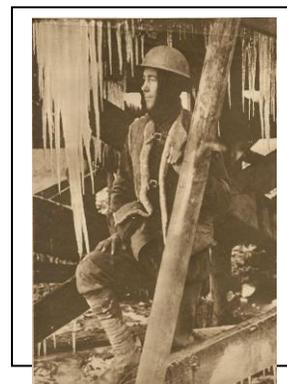
That recent six-week Christmas respite spent far to the rear by now a thing of the past, the Newfoundlanders were to *officially* return to...*active service*...on January 23, although they apparently had already returned to the trenches by that date and had incurred their first casualties – and fatalities – of 1917.

And it had been by then the beginning of the winter period. As had been and was to be the case of all the winter periods of the *Great War* – that of 1916-1917 would be a time of relative calm, although cold and uncomfortable – there was to be a shortage of fuel and many other things - for most of the combatants of both sides.

It would also be a time of sickness, and the medical facilities were to be kept busy, particularly, so it seems - from at least Canadian medical documentation - with thousands of cases of dental work.

This period had also provided the opportunity to undergo training and familiarization with the new practices and the recent weaponry of war; in the case of the Newfoundland Battalion these exercises had been at least partially undertaken from February 4 to 18 in the vicinity of the communities of Carnoy and Coisy.

(Right: *A soldier of the Lancashire Fusiliers, his unit to be relieved by the Newfoundlanders on March 1, enjoys his cigarette in the cold of the trenches at Sailly-Saillisel during the winter of 1916-1917. – from Illustration*)



On February 18 the 1st Battalion would begin a five-day trek back from there to the forward area where it was to go back into the firing-line on February 23 to relieve a unit of the 1st Lancashire Fusiliers. It had been at a place called Saily-Saillisel and the reception offered by the Germans would be both lively – and deadly: after only two days the Battalion had incurred four dead, nine wounded and three gassed without there having been any infantry action. The Newfoundlanders were withdrawn on February 25...to return three days later.



The Battalion had by then been carrying with it orders for a...*bombing raid*...on the enemy positions at Saily-Saillisel...to be carried out on March 1.

(Right above: *The fighting during the period of the Battalion's posting to Saily-Saillisel took place on the far side of the village which was no more than a heap of rubble at the time.* - photograph from 2009(?))

The aforesaid planned raid of the German positions at Saily-Saillisel was to go ahead a little later than scheduled as it appears that the enemy had also made plans. The reciprocal and apparently ferocious infantry action(s) had thus continued for the better part of two days, March 2 and 3.

In fact, that sharp engagement at Saily-Saillisel was to be the sole infantry activity *directly* involving the Newfoundland unit during the entire period from Gueudecourt in mid-October, 1916, until Monchy-le-Preux in mid-April of 1917. The action would also serve to bring this episode in the Newfoundlanders' War – in the area of *the Somme* - to a close.

After the confrontation at Saily-Saillisel, the Newfoundland Battalion had been ordered retired to the rear by train, to an encampment at Meaulté. There, and later at *Camps-en-Amienois* – even further behind the lines and where the unit had spent the preceding Christmas period – the 1st Battalion would spend almost the entire remainder of the month.



(Right above: *The Prime Minister of Newfoundland visiting the 1st Battalion of the Newfoundland Regiment, encamped at Meaulté – from The War Illustrated*)

After Saily-Saillisel the month of March would be a quiet time for the Newfoundlanders; having departed from the trenches, they were now to spend their time near those communities of Meaulté and Camps-en-Amienois re-enforcing, re-organizing, and in training for upcoming events.



They had even had the pleasure of a visit from the Regimental Band come from Ayr, and also one from the Prime Minister of Newfoundland, Sir Edward Morris, the latter on March 17, St. Patrick's Day.

(continued)

(Preceding page: *The remnants of the Grande Place in Arras at the time of the Great War, in early 1916 – from Illustration*)

On March 29, the Newfoundlanders had commenced making their way – on foot – from Camps-en-Amienois to the north-east, towards the venerable medieval city of Arras and eventually beyond, the march to finish amid the rubble of the village of Monchy-le-Preux.

(Right: *The Canadian National Memorial which has stood atop Vimy Ridge since its inauguration in 1936 – photograph from 2010*)



On April 9 the British Army had launched an offensive in the area to the north of *the Somme* battlefields; this was to be the so-called *Battle of Arras*, intended to support a major French effort elsewhere. In terms of the daily count of casualties – just over four thousand - this attack was to be the most expensive operation of the *Great War* for the British, its only positive episode to be the Canadian assault of *Vimy Ridge* on the opening day of the battle, Easter Monday, 1917.

And while the British campaign would prove an overall disappointment, the French *Bataille du Chemin des Dames* was to be yet a further disaster.

The 1st Battalion was to play its part during the *Battle of Arras*, a role that would begin at the place called Monchy-le-Preux on April 14 and which would finish ten days later, on April 23, perhaps a kilometre distant, at *Les Fosses Farm*. After *Beaumont-Hamel*, the ineptly-planned action at Monchy-le-Preux had proved to be the most costly day of the Newfoundlanders' war: four-hundred eighty-seven casualties all told on April 14 alone*.

(Right: *The village of Monchy-le-Preux as seen in 1917, from the western, British, side of the community: The Newfoundlanders advanced, out of the ruins of the place, to the east, away from the camera. – photograph from 2013*)



After the debacle of April 14 the remnants of the Newfoundland Battalion had remained in the area of Monchy-le-Preux for but a few days. Its casualty count had been high enough to warrant that it and the Essex Regiment, which had also incurred heavy losses, be amalgamated into a composite battalion until such time as incoming re-enforcements would allow the two units' strengths to once more resemble those of bona fide battalions.

(Right: *The Caribou at Monchy-le-Preux stands atop the vestiges of a German strongpoint in the centre of the re-constructed community. – photograph from 2009(?)*)



(continued)

When the thirty-nine *other ranks* of a re-enforcement contingent from Rouen had reported to the 1st Battalion on April 18, they were to be just in time to march the dozen kilometres or so from Arras up to the line to take over trenches from the Dublin Fusiliers.

There had been by that time only two-hundred twenty *other ranks* in number plus twelve officers serving with some two-hundred personnel of the Essex Regiment in the aforementioned composite force. Those of the 1st Newfoundland Battalion would spend the 19th salvaging equipment and burying the dead.

They had then remained *in situ* until the 23rd.



(Right above: *Windmill Cemetery stands about mid-way between Monchy-le-Preux – about three hundred metres behind the photographer – and Les Fosses Farm – three hundred metres to the right along the main road to Arras.– photograph from 2007*)

The final action in which the Newfoundland Battalion was to be involved during the five-week long *Battle of Arras* would be the engagement of April 23 at *Les Fosses Farm*. This had in fact been an element of a larger offensive undertaken at the time by units of the British 5th, 3rd and 1st Armies.

It apparently had not been a particularly successful venture, at least not in the sector of the 1st Battalion, several of the adjacent units reporting having been driven back by German counter-attacks, actions accompanied by heavy losses.

And the Newfoundlanders had also sustained further casualties: ten...*killed in action*, three ...*missing in action*, and forty-eight...*wounded*.

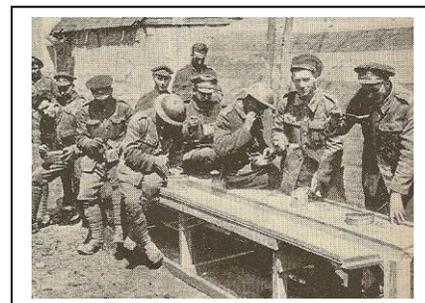
Late on that evening of April 23, the 1st Battalion had been ordered to retire the dozen or so kilometres to the relative calm of Arras.

(Right: *The City Hall of Arras and its clock-tower in 1919 after some four years of bombardment by German artillery – from a vintage post-card*)



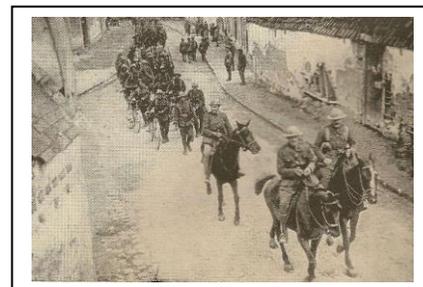
(Right below: *Newfoundland troops just after the time of Monchy-le-Preux – from The War Illustrated*)

The *Battle of Arras* had by that time been proceeding to its costly and inconclusive close in mid-month – May 15 - but the Newfoundland unit was not to be further involved in any coordinated offensive action – it had been too exhausted; this now would be a period when the 1st Battalion was to be posted in a nondescript fashion on the *Arras Front*, in and out of the quieter trenches.



On May 7 it had been on the move once again and marching to different billets in Berneville where it was to be the subject of a war journalist and photographer.

(Right: *Newfoundland troops on the march in the community of Berneville – as cited immediately above - in early May, perhaps the 7th, of 1917 – from The War Illustrated*)



At the outset of June, the 1st Battalion had retired from the line to Bonneville, there to spend its time again re-enforcing, re-organizing and in training for the upcoming British offensive of the summer – and as it transpired, the autumn as well.

The Newfoundlanders had then soon once again been moving north into Belgium – at the end of June - and once again into the vicinity of Ypres and...*the Salient*, their first days to be spent at *Caribou Camp*, where – as seen in an earlier paragraph – they were to be joined almost immediately by Private Hart and his re-enforcement draft on July 2.

For the next few days – and nights – the Newfoundland Battalion supplied working parties for road-mending and for the fabrication of infantry tracks.

* * * * *

The Newfoundlanders, having moved across the Franco-Belgian frontier at the end of June and once again into the vicinity of Ypres and...*the Salient*, were to spend only their first few days, enough time to receive re-enforcements, at *Caribou Camp*.

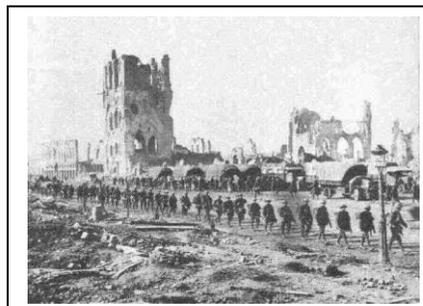


The unit's next posting, on July 5, was to be to the banks of the *Yser Canal* just to the north of the city.

The Newfoundland Battalion remained in the area for a week before it was withdrawn to prepare for the upcoming summer offensive to commence on July 31.

(Right above: *The Yser Canal to the north of the city of Ypres (today Ieper): In July of 1917 the Newfoundlanders were stationed in the vicinity of this spot, 'A', 'C' and 'D' Companies to serve in the front lines and also in the immediate reserve on the east bank of the waterway (to the right in the photograph), with 'B' Company and HQ remaining on the western side. – photograph from 2013*)

The low-lying area of Belgian *Flanders*, in which the Newfoundland Battalion was stationed in that July of 1917 - the only part of that country unoccupied by German forces - had been selected by the High Command to be the theatre of the British summer offensive of 1917.



Officially designated as the *Third Battle of Ypres*, the campaign was to come to be better known to history simply as *Passchendaele*, having adopted that name from a small village on a not-very high ridge to the north-east that later was to be cited as having been – *ostensibly* - one of the British Army's principal objectives.

(Preceding page: *Troops arriving from the railway station in single file, march past the vestiges of the historic Cloth Hall and through the rubble of the medieval city centre of Ypres on their way to the front in the late summer or early autumn of 1917. – from Illustration*)

The 1st Battalion of the Newfoundland Regiment was to remain in Belgium until October 17, a small cog in the machinery of the British Army. This had been or was also to be the case with the Australians, the New Zealanders and the Canadians, all of whose troops had floundered or would soon flounder their way across the sodden and shell-torn countryside of Belgian Flanders.



(Right above: *An unidentified – perhaps unidentifiable – Passchendaele field in the fall of 1917 – from Illustration*)

Notably the Newfoundland Battalion at *Passchendaele* was to fight in two major engagements: at the *Steenbeek* on August 16; and at the *Broembeek* (see both immediately below) on October 9.



At the former it had incurred nine *killed in action*, ninety-three *wounded*, and one *missing in action*; at the *Broembeek* the cost would be higher: forty-eight *killed or died of wounds*, one-hundred thirty-two *wounded* and fifteen *missing in action*.

(Right above: *The village of Passchendaele as seen from the air in 1916, after two years of war – from Illustration*)

A week and a day following the mid-August engagement at the *Steenbeek* when and where he had been wounded, there were then to be four weeks of relative calm for the Newfoundland Battalion. These had begun on August 24 with a four-day withdrawal from the fighting and the forward area to *Penton Camp* situated to the north-west of the Belgian town of Poperinghe.



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

(Right: *This is the area of the Steenbeek – the stream runs close to the trees - and also close to where 1st Battalion fought the engagement of August 16, 1917. It is some eight kilometres distant from a village called Passchendaele. – photograph from 2010*)



The afore-mentioned reprieve had continued while the British forces were to re-enforce and re-organize after a month of fighting that had not been proceeding as well as the British High Command had optimistically anticipated.

The Newfoundland unit was to go back to war during the last days of what had been a fine month of September. The weather of that month had been in contrast to what had gone before – but, as the fighting at *Passchendaele* had started once more...so also had the rains.

Once back in their trenches in late September and early October the personnel of the Newfoundland unit had prepared for their next concerted attack on German positions. It would come some two weeks later, on October 9, and it would come about at the *Broembeek*,

(Right: *This innocuous, placid stream, the Broembeek, was in 1917 a torrent which flooded the surrounding terrain, transforming it into a quagmire.* – photograph from 2009)



The son of Henry Hart, fisherman, and of Margaret Anne Hart (née *Ford**) – to whom he had allotted a daily sixty cents from his pay - of Island Harbour in the District of Fogo, he was also brother to Arthur, Ambrose, Kate, Henry-Jacob, Sarah-Jane and to Louisa.

**The couple was married in Fogo on November 22 of 1876.*

Private Hart was reported as having been...*killed in action*...on October 9, 1917, while serving with 'B' Company in the fighting at the *Broembeek*.

At home, it was the Reverend J. O. Britnell of Fogo who was requested to bear the news to his family.

John William Hart had enlisted at the *declared* age of twenty-five years and six months: date of birth at Island Harbour, Fogo, Newfoundland, according to Church of England Parish Records, March 24, 1890.

(Right above: *The War Memorial in the town of Fogo honours the sacrifice of Private Hart.* – photograph from 2013)

Private John William Hart was entitled to the British War Medal (on left) and also to the Victory Medal (Inter-Allied War Medal).



The above dossier has been researched, compiled and produced by Alistair Rice. Please email any suggested amendments or content revisions if desired to criceadam@yahoo.ca. Last updated – February 1, 2023.