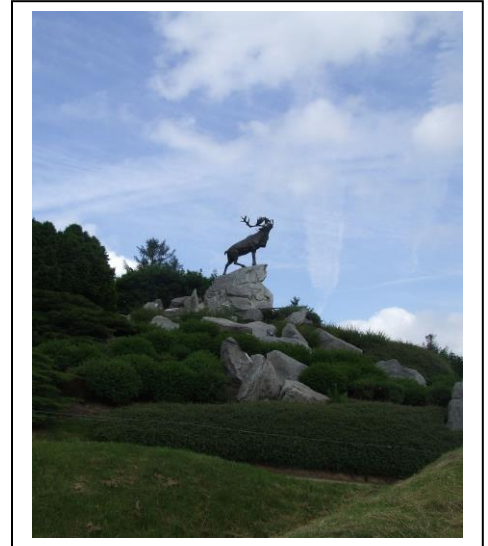




Private Henry Harvey (Regimental Number 2336), having no known last resting-place, is commemorated beneath the Caribou in Beaumont-Hamel Memorial Park.

His occupation prior to military service recorded as that of a carman\*, Henry Harvey had also served for a twelve-month period with the Newfoundland Royal Naval Reserve (Number 1430x – unless there was a second *Henry Harvey*).



A recruit of the Tenth Draft, he presented himself for medical examination at the Church Lads Brigade Armoury in St. John's on March 27, 1916, before enlisting *for the duration of the war* on March 28 – engaged at the daily private soldier's rate of \$1.10 – and also before attesting on the same day.

*\*possibly the driver or ticket-taker of a tram or street-car such as used to exist in St. John's*

However, it was to be the 28<sup>th</sup> of August, more than five months after his attestation, before Private Harvey embarked for passage to the United Kingdom.

It was on His Majesty's Transport *Sicilian*\* (right) that Private Harvey was to make the trans-Atlantic crossing to the United Kingdom, the third such voyage that the ship was to make in 1916, the Newfoundlanders likely sharing the vessel with Canadian personnel\*\*. Private Harvey was a soldier of Section 1, Platoon 9, 'C' (Reserve) Company of 3<sup>rd</sup> Battalion (see \*\*\* below), it being a draft of two-hundred forty-two personnel in all that was leaving for overseas service.



*\*Some sixteen years previously - as of 1899 when she was launched – the vessel had served as a troop-ship and transport carrying men, animals and equipment to South Africa for use during the Second Boer War.*

*\*\*Sicilian had been re-fitted in 1906 to carry just under twelve-hundred passengers, thus her journey to St. John's in March of 1916 was likely followed by the short passage to Halifax to embark Canadian military personnel. Likewise, in July, she had sailed from Montreal on July 16 with Canadians to embark the Newfoundlanders awaiting passage overseas.*

*\*\*\*3<sup>rd</sup> Battalion was based in St. John's, whereas 2<sup>nd</sup> (Reserve) Battalion – 'E', 'F', 'G' and 'H' Companies - was stationed in the United Kingdom. 1<sup>st</sup> Battalion was the edge of the sword – 'A', 'B', 'C' and 'D' Companies – and was posted to the front.*

Upon arrival in the United Kingdom, the ship docked in the south-coast naval port of Devonport from where the Newfoundlanders entrained for the journey north to Scotland and to the Regimental Depot where each newcomer was delegated to one of the four resident companies - and the where the somewhat confusing title of 'C' Company was abandoned.

The Regimental Depot had been established during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland, there to serve as a base for the 2<sup>nd</sup> (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 despatched in drafts, at first to Gallipoli and later to the Western Front, to bolster the four fighting companies of 1<sup>st</sup> Battalion.



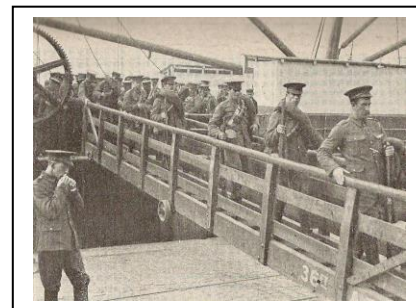
(Right above: *an aerial view of Ayr - probably from the period between the Wars: Newton-upon-Ayr is to the left of the River Ayr and the Royal Borough is to the right. - courtesy of the Carnegie Library at Ayr*)

During the winter of 1915-1916 the men of the 2<sup>nd</sup> (Reserve) Battalion had been lodged in several venues, at a nearby military camp at Gailles, but also as far afield as Paisley Barracks, some sixty-five kilometres distant. However, by the spring of 1916 the difficulty had been overcome by housing the men in a requisitioned school, in a tented community and in the Ayr Racecourse Grandstand, all in the district of Newton-upon-Ayr.



(Right above: *the new race-course at Ayr - opened in 1907 - where the men of the Regiment were sometimes billeted and where they replaced some of the turf with a vegetable garden; part of the present grandstand is original - photo from 2012*)

The 14<sup>th</sup> Re-enforcement Draft - Private Harvey among its ranks - passed through the English south-coast port of Southampton on November 30 of 1916 on its way to the Continent and to the Western Front.



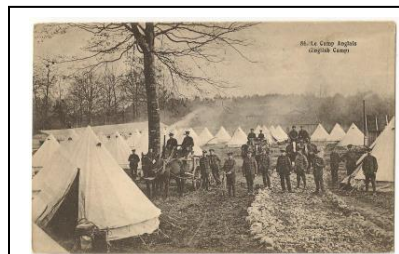
It disembarked in the Norman capital of Rouen on the next day, December 1, and spent time at the large British Expeditionary Force Base Depot located there, in final training and organization\*, before making its way to a rendezvous with 1<sup>st</sup> Battalion.

(Right above: *British troops disembark at Rouen on their way to the Western Front. - from Illustration*)

(continued)

***\*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.***

**When that rendezvous was effected it was late in the day of December 11 – which is why it is recorded elsewhere as happening on the 12<sup>th</sup>. The parent unit had retired from the front on December 8, but many of the men had been seconded for work at Carnoy and Fricourt. Those spared had marched on to Méricourt l'Abbé which is where the one-hundred seventy-three *other ranks* from Base Depot – Private Harvey among that number - reported *to duty*.**



**After the episode of October 12 at Gueudecourt, 1<sup>st</sup> Battalion had remained in the same area of *the Somme* and had been regularly into and out of the trenches. There had been no infantry engagements, but the incessant artillery action had ensured a steady stream of casualties during that autumn of 1916.**

**The Newfoundlanders were withdrawn from *active service* on or about December 12 – the time of Private Harvey's arrival - and were to spend the following six weeks or so encamped well behind the lines and close to the city of Amiens.**

**(Right above: a *British encampment somewhere on the Continent, apparently during the winter season* – from a vintage post-card)**

**After that welcome six-week Christmas-time respite away from the front lines, the Newfoundlanders of 1<sup>st</sup> Battalion *officially* returned to *active service* on January 23, although they had been back in the trenches already by that date and had incurred their first casualties – and fatality – of 1917.**

**The only infantry activity involving 1<sup>st</sup> Battalion during that entire period – from the action in mid-October of 1916 at Gueudecourt, until Monchy-le-Preux in April of 1917 – was to be the sharp engagement at Sailly-Saillisel at the end of February and the beginning of March, an action which brought this episode in the Newfoundlanders' War – in the area of *the Somme* - to a close.**



**(Right above: *The fighting during the time of the Battalion's posting to Sailly-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(?))**

**(continued)**

After Sailly-Saillisel the month of March was a quiet time for the Newfoundlanders; having departed from the trenches, they now spent their time near the communities of Meaulté and Camps-en-Amienois re-enforcing, re-organizing, and training for upcoming events. They even had the pleasure of a visit from the Regimental Band, and also one from the Prime Minister of Newfoundland, Sir Edward Morris (right), the latter on March 17, St. Patrick's Day.



On March 29 that 1<sup>st</sup> Battalion began to make its way – on foot – from Camps-en-Amienois to the north-east, towards the venerable medieval city of Arras and eventually beyond, its march to finish amid the rubble of a village called Monchy-le-Preux.



(Right adjacent: *the remnants of the Grande Place in the city of Arras in early 1916 – from Illustration*)

On April 9 the British Army launched an offensive in the area to the north of the Somme battlefields; this was the so-called *Battle of Arras* intended to support a French effort elsewhere. In terms of the daily count of casualties it was the most expensive operation of the War for the British, its only positive episode being the Canadian assault of Vimy Ridge on the opening day of the battle, Easter Monday. The French offensive was a disaster.



(Right above: *the Canadian National Memorial which stands on Vimy Ridge – photograph from 2010*)

1<sup>st</sup> Battalion was to play its part in the *Battle of Arras*, a role that would begin at a 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, Monchy-le-Preux was to prove to be the most costly day of the Newfoundlanders' war, four-hundred eighty-seven casualties on April 14 alone.



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

The son of William Harvey and Margaret Harvey - of 25, Carew Street in St. John's (later of 13, Knight's Street) he was reported as *missing in action* on April 14, 1917, while fighting at Monchy-le-Preux. Some thirty weeks later, on November 17, Private Harvey was officially *presumed dead*.



Henry Harvey had enlisted at the age of twenty-one years.

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

Private Henry Harvey was entitled to the British War Medal (on left) and also to the Victory Medal (Inter-Allied War Medal).

