

Photograph of grave not yet available

Private Edward (*Edwin* according to baptismal records) John Hoare (Regimental Number 453), is interred in the Cairo War Memorial (British) Cemetery – Grave reference F. 97.

His occupation prior to military service recorded as that of a *bank clerk* earning a monthly \$75.00, Edward John Hoare presented himself at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland, on September 7 of 1914 – four three weeks and six days after the *Declaration of War* – for a medical examination. It was an exercise which was to pronounce him as...*Fit for Foreign Service*.

A single day later, on September 8, Edward John Hoare returned to the *C.L.B. Armoury*, on this second occasion for enlistment, whereupon he was engaged at the private soldier's daily rate of a single dollar plus a ten-cent per diem *Field Allowance*. A recruit of the First Draft, he was likely now ordered to the tented area by that time established on the shores of *Quidi Vidi Lake* in the East End of St. John's where a four-five week course of training was already under way.

It was to be during this period, on September 29, that Private Hoare received promotion, to the rank of lance corporal.

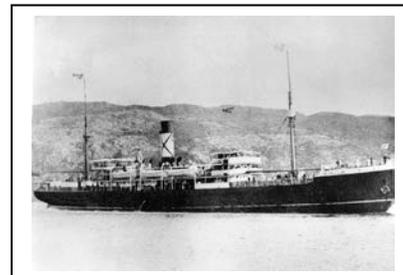
Not only the recruits, but the regimental authorities were *also* busy by now, preparing for the transport of this, the first body of volunteers, to *overseas* - and later to *active – service*.

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At the beginning of the month of October a large number of the new recruits underwent attestation; Lance Corporal Hoare was one of that number, taking his oath of allegiance on the first day of October.

Two days later, after the Newfoundland contingent – it was not as yet a battalion – of ‘A’ and ‘B’ Companies had paraded through the city, it embarked onto the Bowring Brothers’ vessel *Florizel* which was awaiting in St. John’s Harbour.

Lance Corporal Hoare and his comrades-in-arms of the *First Five Hundred* – also to be known to history as the *Blue Puttees* – were now to sit on board ship for the best part of a day as it was not to be until the morrow that *Florizel* would sail to the south coast of the Island and to its rendezvous with the convoy carrying the Canadian Division to the United Kingdom.



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

(Right below: *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 the unit was to provide the first garrison from outside the British Isles – where for an apparently undocumented reason he reverted in rank back to that of private soldier.



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

Some three months later, on May 11, and some seven weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit – by now ‘A’ and ‘B’ Companies re-enforced by ‘C’, ‘D’, and ‘E’ - was ordered moved from the Scottish capital 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 ready to be ordered on ‘active service’.

**The number was about fifteen hundred, sufficient to provide four ‘fighting’ companies, two re-enforcement companies and a headquarters staff.*

(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*)



At the beginning of that August of 1915, the four senior Companies, 'A', 'B', 'C' and 'D' – Private Hoare among their ranks - 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 designated as 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, the later-arrived 'E' and the aforementioned last-arrived '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 also during this period while at Aldershot that on August 14 Private Hoare was prevailed upon to re-enlist, on this occasion for the *duration of the war**.

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

(Right: *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.*)



While 'E' and 'F' Companies were beginning their posting to the Regimental Depot at Ayr, on August 20 of 1915 the 1st Battalion embarked in the Royal Navy Harbour of Plymouth-Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks.



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(Preceding page: *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.*)

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



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

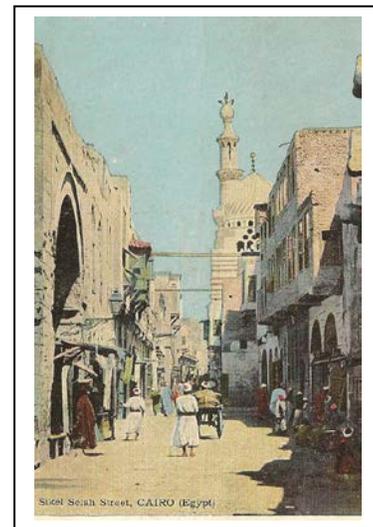


But whereas the majority of the Newfoundland Battalion had departed Egypt on September 13 for a week-long sea-voyage which ended at *Suvla Bay* and the *Gallipoli Peninsula*, a number of personnel – particularly those in the *Regimental Transport Section* – was to remain behind in Alexandria. Private Hoare had been among that number*.

**In fact, on some of his papers he was now being addressed as Dvr. (Driver) in lieu of the more commonplace Private.*

Those who remained had been selected to serve in the transport section of three composite battalions, these having been formed to combat an insurgency on the western frontier of Egypt, an uprising led by a religious leader, the *Senussi*. This Western Frontier Force was *in the field* from December of 1915 until February of the following year by which time the insurrection had been mainly suppressed.

Before the end of this period, however, Private Hoare had been admitted into the *Government Hospital*, Damanhour, on January 29, suffering from rheumatic pains in his back. Having then been fully diagnosed as with *rheumatic veins* and *paratyphoid*, he was transferred to the 27th General Hospital at the *Abbassia Barracks*, Cairo, for further treatment.



(Right above: *A well-known Cairo street seen here just prior to the time of the Great War – from a vintage post-card*)

On May 12, the medical staff considered him *seriously ill*: his condition had worsened by May 27 when Private Hoare was deemed to be *dangerously ill*.

The son of Edwin C. Hoare, former master cooper (deceased December 21, 1902?) and of Harriet (known as *Hettie*) Catherine Hoare (widow of *George Bursell*, née *Kelly* in North Sydney, Cape Breton, and deceased June 8, 1911)* of St. John's, he lived with a brother, Harry Leslie Hoare, at 47 Power Street – he later moved to Major's Path.

He was also step-brother to, Alice-Estrella Bursell, Sophia Louise Bursell and to George Hubert Moore Bursell - whom he recorded as *next-of-kin* - at the time of enlistment apparently living in Halifax, Nova Scotia, where he worked for *Job Brothers* – but by the time of death of 52, Prescott Street, St. John's.

**The couple married in Topsail on October 2, 1890.*

Private Hoare was reported as having *died of sickness* – of enteric fever - in hospital in Cairo on June 14, 1916.

Edward (*Edwin*) John Hoare had enlisted at twenty-four years of age – date of birth, July 13, 1891.



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

Private Edward John Hoare 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).

