

OUR SOLDIER BOYS in SOUTH AFRICA

12 March 1900 - Poverty Bay Herald

EAST COAST REPRESENTATIVES AT THE FRONT AND WITH DE- PARTING CONTINGENTS.

In a recent issue we stated that Gisborne had contributed handsomely to the needs of the Empire both with men and money, and mentioned that the aggregate amount subscribed was likely to exceed £2000, whilst forty-three men have been despatched to South Africa. The financial results of yesterday's assemblies were so satisfactory that we are confident the prediction as to the money will be realised, and as to the men, we find that there are even more than we mentioned at the front or on their way. Yesterday's quota from this district was at the last moment increased by three men, permission having been received from the Defence Department to despatch fifteen instead of twelve young men for the Fifth Contingent, thus

allowing three who had been most anxious to obtain places but had been shut out to proceed, namely, Anthony Webb (son of Canon Webb), H. Driscoll, and R. J. Stevens, the latter being from the Waimata. So that thirty men were despatched by the *Flora* last evening. Ten were sent with the Third Contingent from Christchurch, three went by the *Undaunted*, and in addition to the men sent directly from the district by the local Committee there have been several claiming this place as their birth-place who have joined the contingents elsewhere, and one or two who at their own expense have gone to South Africa from this district, in order to participate in the fighting. Mr Kirkman, for instance, threw up his mastership of the Native school at Waioamatani, and went to the Cape early in the war, and is now a member of Roberts's Light Horse, in which he has doubtless seen much fighting. Mr C. Nurse also left the coast and went to Canterbury at his own expense, taking his horse with him, and joined the Canterbury troop with the third contingent. Two young men named Hurrey, sons of a local settler, are believed to have gone to the front from Wanganui, though the name of only one appears in the list of the third contingent, and we are informed that another local resident named W. McKay left Wellington for the front with one of the contingents. The following is a list of 50 Poverty Bay representatives in the war :—

With First Contingent : W. Pitt (from Auckland).

Second Contingent : R. H. Trotter, and Oswald Allen.

Third Contingent : W. E. Langford, M. Pickett, J. A. B. Phelps, J. Poynter, G. C. Johnstone, R. Richardson, J. Gordon, A. Woods, Graham Johnstone, and A. W. Fowlds.

John Hurrey, from Wanganui ; and C. Nurse, from Tokomaru (joined at Christchurch).



GISBORNE'S 3RD ROUGH RIDERS

W E Langford; J Poynter; J A B Phelps; P Gordon; R Richardson; Gordon Johnstone; Graham Johnstone; A W Fowlds; M Pickett; A Woods.

On s.s. *Undaunted* with horses : H. H. Fairlie, E. A. Rees, and R. Johnstone.

Fourth Contingent : B. Arthur, F. Barton, G. Bougen, T. Burch, D. Bruce, F. Bruce, J. Davidson, R. Fraser, W. Gannon, J. Langham, T. Peakman, J. Rogers, J. Walker, J. J. Whitehead, and F. G. Sharp.



Gisborne's 4th Contingent



Gisborne's 4th NZ Contingent

Mr Rogers, Mr Barton, Mr Bruce, A Bruce, F Walker, Mr Arthur,
Mr Bougen, Mr Packman, Mr Sharp, Mr Langham, Mr
Whitehead, Mr Fraser, Mr Davidson, Mr Gannon, Mr Burch,
with Mr James Carroll

Fifth Contingent: P. Brady, H. Driscoll,
W. J. Brown, G. B. Carter, J. S. Ferris,
H. J. Ferris, J. D. Cameron, F. Parker,
M. Ryan, G. A. Simpson, W. Taylor, J.
P. Thompson, R. J. Stevens, H. Yardley,
A. J. Webb.

Left at own expense for South Africa to
join troops there : — Kirkman, Waioma-
tatini (joined Roberts' Light Horse). W.
McKay (reported to have left Wellington
for the front) ; G. Hurrey (also believed to
be on his way to South Africa).

Four other young men who had been
excluded from the local contingent left by
the Flora last evening, with the object of
endeavoring to get to South Africa by
hook or by crook.



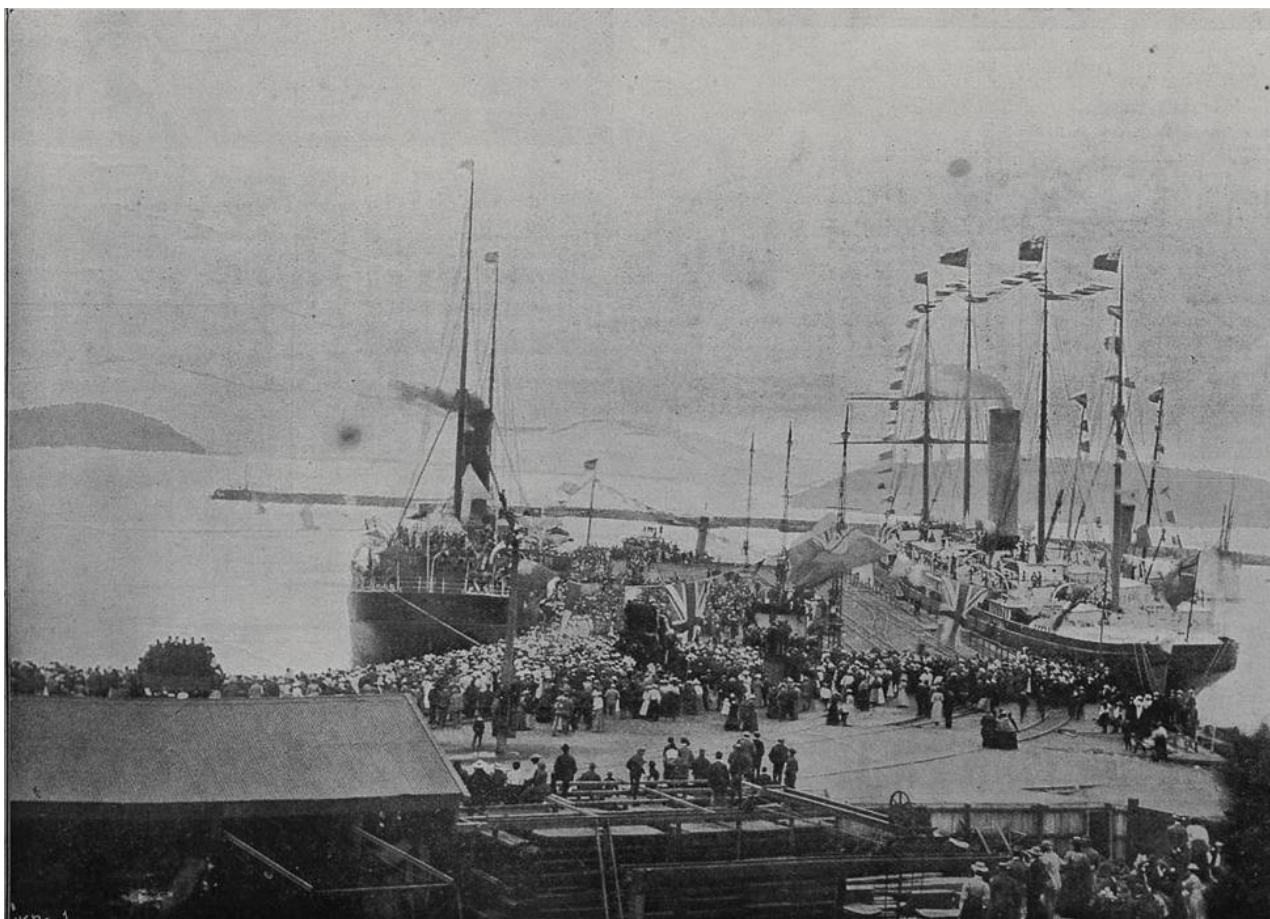
Gisborne's members of the 7th Contingent

J Hanlon, C J Denny , T F Carlyle, N Law,
P W Teesdale, W Parker, W L Cato, D Buckley,
E A Guilford, T R Porter



23 Mar 1900 - THE GISBORNE 4TH CONTINGENT:

A SEVERE RIDING TEST HAD TO BE PASSED BEFORE VOLUNTEERS WERE ACCEPTED FOR THE 2ND S.A. BOER WAR



27 Feb 1900 - Scene at the departure of the 'Knight Templar' from Lyttleton with 3rd NZ Contingent

COOK MEMORIAL.

Poverty Bay Herald, Volume XXXII, Issue 10467,
20 September 1905, Page 3

The following list of volunteers from Gisborne who served in the South African war from 1899 to 1902 has been prepared at the request of the Mayor by Major McCredie, and it is proposed that the names shall be engraved on a tablet to be attached to the Cook memorial:—

Non-Commissioned Officers:—Sergeant. Majors G. C. Johnstone, T. R. Porter; Sergeants G. B. Bougen, A. T. W. Gannon, A. E. Haydon, J. Langham, D.S.M., J. N. Leslie, M. Pickett, J. Walker, C. G. Challis, T. Tasker; Farrier-Sergeant J. W. Parker; Saddle-Sergeant W. Taylor; Corporals J. D. Cameron, W. Cooper, W. Maxwell, R. G. Porter, R. H. Simeon; Lance-Corporals W. L. Oates, C. B. de Lautour, C. J. Denny, E. C. Hurrey, J. Hackett.

Troopers O. Allen, A. Aislable, A. Ashdown, S. J. Ashdown, F. O. Bruce, D. S. Bruce, F. C. Bureli, H. D. Beatson, H. J. Brown, P. Brady, S. G. Breingan, R. S. Breingan, H. Bushnell, D. Buckley, A. Black, W. Brown, F. C. Baker, W. Bougen, B. S. Bennett, A. Boyd, R.

Barwick, O. Blowes, T. F. Carlyle, T. Cunningham, K. Campbell, R. E. Cook, A. J. Cooper, A. Campbell, J. Cunningham, F. W. Clark, F. J. Cairns, J. Davidson, H. J. Driscoll, T. M. Daulton, A. Davitt, J. Dunn, M. Dwyer, A. W. Foulds, R. H. Fraser, T. Fraser, J. S. Ferris, J. H. Ferris, E. File, H. H. Fairlie, J. Gordon, J. M. Grayson, E. A. Guilford, W. Graham, C. W. Giles, C. Glass, A. Green, E. Gregg, Irvine S. Hurrey (killed in action), J. A. Hurrey, G. Humphrey, H. F. Humphrey, J. Hamilton, F. Higgs, H. J. Harris, T. S. Hamilton, M. W. Harvey, T. Howell, G. Johnstone, R. W. Johnstone, J. H. Johnstone, R. Johnstone, E. J. Jones, A. A. Jones, R. H. Jones, E. Kenny, A. Kirk, Kirkman (died of enteric fever), A. Law, N. Law, W. J. Little, G. A. Larsen, F. H. Lawrence, J. A. Moore, W. Morris, H. Martin, J. McKinley, F. McCabe, W. McBurney, R. H. McGough, M. M. McGovern, R. McIvor, A. Nelson, R. Nicol, C. F. Nurse, L. O'Neil, J. Poynter, J. A. B. Phillip, F. C. Peakman, F. Parker, J. R. Parker, E. G. W. Parker, C. Parker, W. J. Parker, E. Partridge, R. O. Pascoe, R. Richardson, J. A. Rogers, M. Ryan, J. Ryan.

C. Robson, B. Reed, R. Russell, F. C. Sharp, R. J. Stevens, E. L. Stephens, E. A. Skeet, J. W. Somervell, J. G. Swarbrick, J. Swarbrick, J. P.

Thompson, P. W. Teesdale, J. R. Taylor, P. Taylor, E. A. Tardieu, W. Third, R. Thom, A. A. Wood, T. M. Wood, C. Williamson, J. J. Whitehead, A. J. Webb, H. Yardley.



As it was in 1906
Captain Cook Memorial at Kaiti Beach with silver plaque of SA Boer War Soldiers



As it is today
The Cook Memorial at its site on route to Kaiti Beach. The war veterans' plaque was removed

In **September 1905** the list of volunteers from Gisborne who served in the S A Boer War from 1899 to 1902 was prepared at the request of the Mayor by Major McCredie and it was proposed that the names be engraved on a silver tablet to be attached to the Cook Memorial which was then sited at the Kaiti Beach frontage. There was national outcry of the "*Memorial Folly*" having the War Veterans' names on the Captain Cook Memorial. All forgetting that money raised for the monument also was given by those who supported the Plaque to Honour the S A Boer War Soldiers & Volunteers

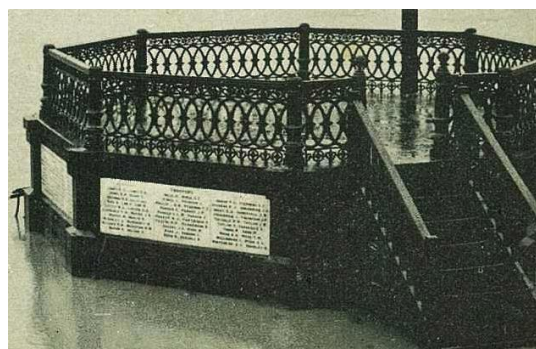
Their names were then engraved on Marble Plaques that was affixed to the Gisborne Band Rotunda down by the banks of the Turanganui River opposite the War Memorial

May 1912

TROOPERS' MEMORIAL. RECORD OF SOUTH AFRICA

The work of removing the troopers' names from the Cook memorial, and the recording of the same on the Trafalgar rotunda, entrusted by the Borough Council to Messrs Frank Harris and Co., monumental masons, has just been commenced. The firm have prepared three large marble slabs, 7ft in length, and on these the names are about to be engraved. The slabs will be placed on three sides of the rotunda, provision having been made for the same in the brickwork.

As complaints have been made to the municipal authorities that some of the names are inaccurately recorded, the complete list is published below. As it is desired to obtain a complete and correct record, any necessary alterations should at once be notified to the Borough authorities.



However, these marble plaques were again removed and shifted to their present site that now sits on **the exterior wall of the RSA building** in Childers Road, Gisborne





T. Adams, Gisborne.

Unveiling of the Captain Cook Monument, Poverty Bay.

I have been told by “history experts” of today that this memorial has not been shifted, something that I find hard to believe as the beach is in easy reach of this memorial back in 1906. It was sited here so that it was always in site of the white cliffs of ‘Young-Nick’s Head’. Not so to-day. All you can see today when looking towards the sea is buildings and logs and there must have been an awful lot of land-fill done for those buildings to be on their present sites

A Story about my Great Grandfather HERBERT HENRY FAIRLIE

HERBERT HENRY FAIRLIE emigrated to NZ from Scotland in Oct 1886 arriving in Auckland on the "Helen Denny" from Glasgow. He then travelled on to Gisborne where his brothers, James and Edward had already settled. He takes up work shepherding for Mr A C Arthur, firstly on his block known as "Sandy Hills" in the Matawhero/Bushmere area and then he shepherded for him on his Tokomaru Bay property. Here he meets and married in 1889, Peti Pahewa, eldest daughter of the local Vicar, Rev. Matiaha Pahewa & his wife Hera Marokau.

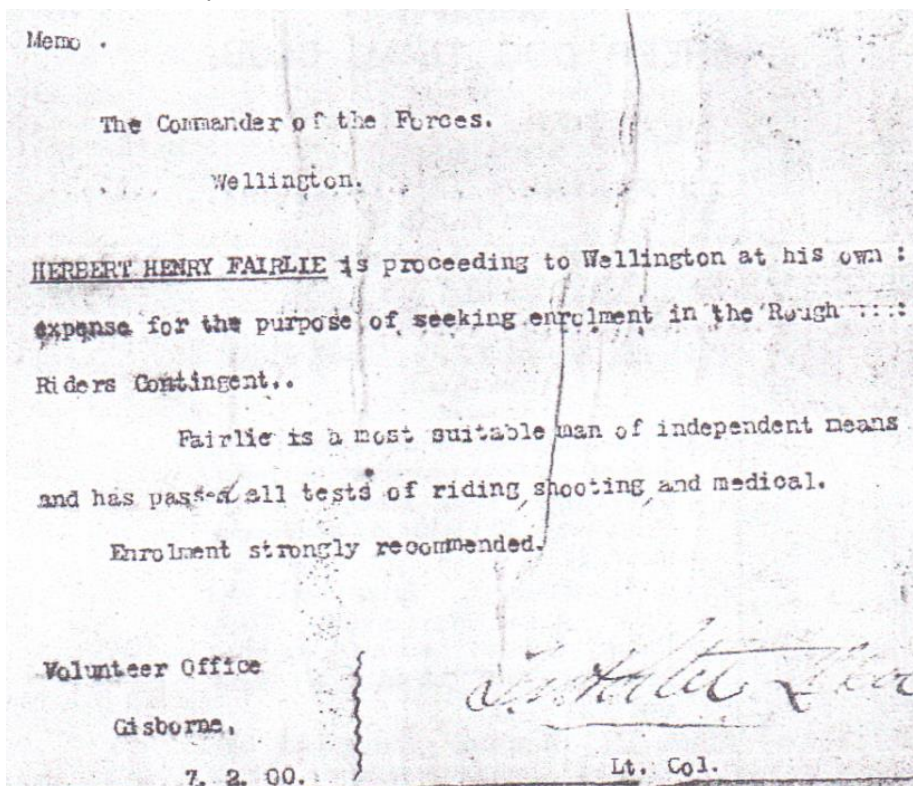
Herbert had had previous military experience when he with his brother Edward enlisted as volunteers in the **Monatoba 91st Infantry Regiment** and fought in the **Metris Rebellion** for which they received the **North West Canada Medal** in 1885.



Conductor H H FAIRLIE

S A Boer War Volunteer
Assistant to the Veterinarian and Charge of the
Horses (Remounts) for the NZ Mounted Rifles
"Rough Riders Contingent"

7 Feb 1900 – Herbert Henry Fairlie received his clearance from the Volunteer Office, Gisborne to enrol as a member of the Rough Riders Contingent of the NZ Mounted Rifles. He was bound for Capetown, South Africa on the ship "ss Undaunted".



The **Third** and **Fourth Contingents** were essentially paid for by private contributions. The Third aka the New Zealand Roughriders selected from 2,000 picked riders and shots. Together with the Fourth New Zealand Contingent, the Third were known as **the 'Rough Riders'** due to their numbers consisting of citizens who were naturally good marksmen and riders as opposed to trained Volunteers.

The total public subscription amount to \$50,000, each centre providing its quota of men. Canterbury 104, Westland 10, Westport 6, Wanganui 56, Hawke's Bay 47, Gisborne 10, and Hawera and Taranaki 18. The main body of the 3rd Contingent of the Rough Riders left Lyttleton on the 17th Feb 1900 on the ship s.s. "Knight Templar".

THE MAORILAND ROUGH RIDERS

The New Zealand Times, writing editorially on the subject, says: "The Maoriland Rough Riders, as this force of 250 men will be called, will consist of men from 20 to 40 years of age, who can ride and shoot, and who are otherwise fitted to do scouting and outpost work on the field of battle. Canterbury has given a magnificent lead in the formation of this force, and it seems probable that the entire company will be raised in the great agricultural and pastoral district of the colony. Possibly the North Island may supply no more than a half-company. In view of the prominent part taken by Canterbury it would be a graceful thing were a camp for the South Island to be formed at Christchurch, and the final send-off of the Rough Riders fixed to take place at Lyttelton. It is understood that the steamship Undaunted, of 4000 tons, which has been chartered by the Department of Commerce to convey produce to South Africa; will also carry the Maoriland Rough Riders and their horses. She has to call at Dunedin and the Bluff for cargo, so there is no reason why she should not also call at Wellington, take the North Islanders on board here, and then proceed to Lyttelton to ship the southern contingent."

20 Feb 1900 - The ship arrived at Lyttelton

It is expected that the s.s. Undaunted will complete her loading with produce tonight. The work of fitting her up to receive horses has been begun. The animals are to be lodged in stalls on the main deck.

22 Feb 1900

The loading of the Undaunted was all but completed yesterday, and she will be ready for sea as soon as the horses have been shipped. The number to be sent has now been increased to one hundred, and carpenters are hard at work putting up the necessary fittings. The work is being done for the Government under the management of Mr Daniels, who has retained most of the carpenters he engaged for fitting up the Knight Templar. It is understood that the steamer will probably not sail till Monday.

26 Feb 1900 - THE REMOUNTS

Yesterday the s.s. Takapuna brought twelve horses from Wellington, to be shipped to South Africa by the s.s. Undaunted as re-mounts for the New Zealand Contingent. These make a total of 85 horses sent to Lyttelton with that object, but, as one has been invalided by a kick from another, there were 84 in the lines on the reclaimed land yesterday. Fifty-two of these were received from the North Island during the last three days, sixteen being brought from Wellington in the s.s. Zealandia on Friday, fourteen from Wellington in the s.s. Rotomahana, and six from Napier and four from Wellington in the s.s. Westralia on Saturday, and twelve from Wellington in the s.s. Takapuna yesterday. The remainder were sent from Christchurch. The majority are animals of a very good sort, but some are light, and look hardly fitted for the work they will be called upon to do. The horses are under the charge of a non-commissioned officer and eight men of the Permanent Artillery, for whom a couple of bell tents have been pitched at the lines. Two men are constantly on guard over the lines. A small temporary tank has been constructed and connected with the Lyttelton water supply, for providing water for the horses. The lines have been prepared and other arrangements made, under the direction of Sergeant-Major Webb, who is in command of the detachment of Permanent Artillery stationed at Lyttelton. Yesterday afternoon the little camp was visited by a considerable number of people. Mr Daniels, repairs superintendent of the Union Steamship Company, arrived from Wellington by the s.s. Takapuna yesterday on business in connection with the fitting up of the s.s. Undaunted to receive the remounts. The steamer has been prepared for the reception of 96 horses in padded stalls on the main deck, similar to those on the Waiwera and Knight Templar. The stalls are roofed with planking covered with tarpaulins. There are, in addition, four loose-boxes for sick horses, and a house has been constructed on deck for the accommodation of nine grooms.

27 Feb 1900 - the SS Undaunted departed from Lyttelton Port, Christchurch for Durban, South Africa.

THE REMOUNTS.

The s.s. *Undaunted*, with remounts for the British forces in South Africa, left Lyttelton for Durban last evening. The horses, ninety-six in number, form the majority of those collected in Canterbury during the last few weeks from various parts of the colony. Forty of them came from Otago, and were consigned to Major Robin, for the use of the First Contingent. The remainder, from Napier and Wellington, are being sent to Lord Roberts, to be used as he may deem necessary. They were put on board during the morning by members of the Permanent Artillery, under the direction of Sergeant-Major Webb. The embarkation was effected without the least hitch. The horses were taken to the wharf in detachments from the picketing lines on the reclaimed land, and were led up the gangway and into the stalls on the steamer's main deck without any difficulty whatever. Noon was the hour appointed for the steamer to leave the wharf, and long before that time every horse was in his stall, and was enjoying a feed of fresh clover hay. The accommodation for the animals was admirable, and substantial as the stalls were when erected, they had been strengthened, by the direction of Mr Daniels, by means of additional braces. During the morning, by the way, a cable message was received from the owners of the steamer, giving instructions that the stalls are not to be dismantled after their present occupants have vacated them; and it is understood that the *Undaunted* will probably return to this colony to convey a second draft of remounts to South Africa. The horses are in the care of fifteen men, under Mr H. D. McGregor, of Wellington, who have been sworn-in for the duty of looking after them, and are expected to be attached to one of the New Zealand Contingents on their arrival in South Africa. Meanwhile they have been entered on the steamer's articles as deck hands. The party, for whose accommodation a small house has been built aft, consists of Messrs D. H. McGregor (Wellington), J. E. Hall, H. E. Oppenheim, A. C. Wilson and H. E. Childe (Christchurch), T. E. Moorhouse (Akaroa), H. H. Fairlie, E. A. Rees and R. W. Johnstone (Gisborne), A. B. Donald, J. Feeney (Wellington), A. G. Reynolds, H. J. Gray and H. Munroe. Most of these have been members of the New Zealand volunteer force. Hall, Oppenheim, and Wilson belong to the E Battery. Fairlie has seen active service, having, as a member of the 91st Regiment of Canadian Militia, taken part in the suppression of Louis Riel's rebellion in the North-west province of Canada in 1865, and

he holds a medal for that campaign. Rees was at one time a member of the Christchurch Boys' High School Cadets, and afterwards served with the East Coast Hus-sars when Te Kooti, a few years ago, attempted to revisit the scene of his atrocities at Poverty Bay. Feeney is a corporal in the D Battery, Wellington. Donald has had a good deal of experience in the management of horses at sea, having been engaged in the trade between Queensland and India.

The men are divided into three sections, which are, respectively, under the charge of Hall, Fairlie and Rees. Every provision possible under the circumstances, seems to have been made for both man and horse; and immediately before the steamer left the wharf, a dozen live sheep, ordered only an hour previously, were put on board in order to ensure a supply of fresh meat. Colonel Pole Penton, commandant of the New Zealand forces, went down to the steamer to personally attend to the final details of embarkation.

The steamer cast off from the wharf at a quarter-past twelve. A small crowd was gathered on the wharf to see her off, and, as she left her moorings, heartily cheered the men on board. The latter responded; and someone called for a cheer for Colonel Pole Penton, which was given with great vigour. One of the horses in the forward part of the vessel, alarmed by these demonstrations, broke loose, and there was immediately a great scampering and scrambling of the grooms, who were clustered aft, in order to secure him. This was soon done, and the *Undaunted*, escorted by the tug, passed out of the moles to the stream, there to anchor and wait for the necessary formalities in connection with her departure to be completed.

The provision made for the food of the horses on the voyage consists of fifteen tons of hay, twenty-five tons of chaff, one ton of straw, one hundred sacks of oats, fifty sacks of bran, and one ton of treacle.

The *Undaunted* took a large cargo of oats and other produce and general merchandise shipped at the Bluff, Port Chalmers and Lyttelton for Durban and Capetown.

It is understood that several of the head stalls supplied for the horses proved defective, and that some even broke before the steamer left the stream.

The steamer was kept waiting for some telegraphic messages from the Hon J. G. Ward, in reference to her charter, and it was not until half-past nine last night that she commenced her voyage. Just before she left, Mr F. H. Barns, of the firm of Kinsey, Barns and Co., the agents for the *Undaunted*, went out in a launch and completed the arrangements. When the steamer left everything was in good order, and the arrangements appeared to be satisfactory.

Saturday, 7 Apr 1900 - The "Undaunted" arrived at Durban SA, All was well.

30 May 1900 - Poverty Bay Herald

The veterinary surgeon in charge of the horses on the s.s. Undaunted writes that Mr H. H. Fairlie, of Gisborne, was his right hand man on the voyage. He says "I cannot speak too highly of the services that he rendered me." Some notes by Mr Fairlie on life on a transport will be published to-morrow.

31 May 1900 - Poverty Bay Herald

LIFE ON A TRANSPORT.

WE make the following extracts from a letter written by Mr Herbert Fairlie, who went to South Africa with other Gisborneites in the s.s. Undaunted in charge of horses. There were 96 horses on board, and those who had to take care of them were divided into three watches, Mr Fairlie being singled out because of his knowledge of and handiness with horses to exercise a general superintendence. The horses were fed and watered three times a day—6 a.m., noon, and 6 p.m., and they also received hay sweetened with molasses at 3 p.m. and 10 p.m. The steamer had a rough trip across Tasman Sea, and was delayed three days. The poor horses were very frightened at first by the heavy seas, but soon got used to it. Here are some incidents as Mr Fairlie relates them :—

On March 7th a horse fell down at 5 p.m., and just as we would get a horse out of the way alongside of him he kept kicking and trying to get up, and would fall under the next. The boat, of course, was tossing about, and the brute could not get up. He passed under five horses, and the last one gave him such a kicking on the neck and occasionally on the head that made him quiet until we could do something. We were working four hours before we got him up on his sling, and such a sight he was—legs all pulled up, eyes puffed up, and skin off everywhere. He was kept in a sling for a week until we got finer weather and chanced taking it off to air it, but he fell again, and I have never given him a chance to get down again. The swellings are all gone after a lot of dressing.

Dosing was a common thing from this out—three and four a day; also putting bandages on their legs, as some, in spite of cold water bathing, were getting very

large.

On the 10th we had a meeting re the tucker. It was gradually getting worse, and we were told before leaving that we would get the same sort of food as the captain—not ship's rations. We were not, and at last we could hold out no longer. Twelve sheep had come aboard for us, and we had as yet got only about half a one. Rees being a lawyer, said he would tackle the captain, if Hall and I would back him up. The captain was approached, and Rees at every point caught him, and told him it would be reported to the New Zealand Government when we arrived. We asked for ship's rations and our twelve sheep. He was quite willing, so we knew what to expect. . . . Sunday, the 11th, we got plum duff for dinner, the only pudding and the day we do get it. The food has been very good since, except on one occasion, when the Chinaman cook opened a fresh case of salt beef, which was bad.

On the 15th, at 3 a.m., I was roused out of bed—a horse down, of course. We got him up without much trouble, but at five I was called out again. One had fallen, and had knocked another down, and their feet were all locked together, one kicking at the other, and such a squealing. Here was a fix, and right in worst place in the ship, for right in front of the horses there was a hatchway, with piles of fodder on top—only room enough for a man to squeeze through to feed. The only way I could see was to lasso the legs and haul on their backs to turn them. After an attempt or two, I got the lassos over, and all hands hauled, sailors and all. We hauled the horse right over, and as soon as he found himself away from the other, and his legs free, he jumped up on his feet, but kept kicking at the other. After awhile he quietened, and as the other horse lay as if dead, I went inside the stall and hauled his legs into position, placing a rope under him to assist him up. The move was successful. Each time he moved we got him more into position until he was up, and a sling was under him.

As I mentioned before, several horses are dosed every day—some for fever with quinine, others for colic pains with oil and medicine prepared in New Zealand, others with aloe balls and nitre. On the 22nd our first horse died. It was very sudden. He had been ailing, and we reckoned getting better, but suddenly took bad one morning, would not eat, and by 3 o'clock he was dead. It was quite a job getting him overboard, as the windlass tackle could not be got at him, and we had to lift him over by degrees. On another day, whilst the ship was rolling heavily, one of the horses got a

large piece of skin knocked off about the boot, and when we slung her she kicked about terribly, hurting it more. I bathed it and bandaged it, but by next morning her leg was as big as my thigh from hoof to shoulder. I bathed her with hot water and put flannels round her leg all day. The swelling did not go down, but right across the knee it split open, letting a lot of matter out. Next day, by poulticing, I brought it to a head, when I lanced it, and the stuff came away in buckets. I kept at it for days, hard and hot work, till at last it started to go down. Everyone was reckoning she was a goner, but she is getting better. She always kept leaning her chin on the board to help take the weight off her leg. It broke out also, and is a nasty sore, but is healing also now. She eats well, but I bathe her three times a day, and put on clean cloths and carbolic oil. Another horse, suspected to be suffering from bots, was sinking rapidly, and was shot. Another, the favorite of the ship, a pretty jet black mare, died of mad staggers, after very much trouble. No sooner was she gone than another took ill in the same way. I stayed with her all night, giving her a couple of doses to keep down the fever, but nothing that we could do seemed to ease her, and she died after four days' suffering. In the meanwhile, another was taken bad, and died in three days. The smell of their breath was awful. None of our fellows cared about the job of attending to them.

The last three days (nearing Durban) we have been grooming every afternoon, and the horses look sleek and bright after it all. Poor brutes, they will enjoy a roll when on shore. It has been a long voyage of forty days. We will probably have four days at Durban discharging cargo before going to Capetown. We are lying in the roadstead, and there are eighteen transport vessels lying around us, one a hospital ship, another a prison. The war not over; the boys are all glad.

Written by H H Fairlie

April 1900

Later information has come to hand to the effect that the Undaunted left Durban on the 13th for Capetown, reaching the capital on the 17th, landed the horses by the 20th, and the writer was awaiting orders to proceed to Bloemfontein.



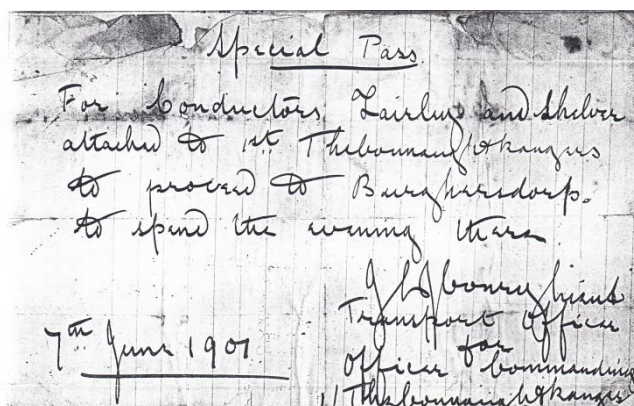
Unloading of horses at Port Elizabeth

The Horses were then required to travel from Cape-town to an encampment about 5 miles in from Bloemfontein which is a distance of 1,000 km.

Henry H FAIRLIE joined up with the 1ST BATTALION OF THE CONNAUGHT RANGERS

About the middle of April 1900 the Connaught Rangers' battalion, along with the **Border Regiment and 2nd Dublins**, came round to Cape Colony, **Major General Hart** remaining as brigadier, and the place of the Inniskillings being taken by the Somerset Light Infantry. The brigade having assisted to relieve Wepener, was railed to the Transvaal western border, and the greater part of it marched east with **Sir Archibald Hunter**, whose task it was to give the Mafeking relief column a clear start and thereafter occupy the towns in the Western Transvaal.

At the end of November 1900 Major General Macdonald was in command of a strong force in the Aliwal North district, which included this battalion and, temporarily, the 1st Suffolk. In this neighbourhood the battalion remained till about the close of the war. They were frequently engaged.



SPECIAL PASS for Fairley (Fairlie) & Shilver to proceed to Burghersdorp (near Aliwal North) for the evening, signed by Lieut. J L J (James Lionel Joyce) Conry of 1st The Connaught Rangers.

In the latter half of June the Connaught Rangers and Border Regiment were at Irene, east of the Pretoria-Johannesburg line, where they were placed under **Colonel Mahon**, just returned from his brilliant relief of Mafeking.

From Officer Commanding
 1st The Connaught Rangers
 To Embarking staff officer
 Lieut. Gordon
 Port Elizabeth.

Sir,
 I have the honour to request
 that you will be good enough to
 provide the bearer, Conductor
 H. H. Fairlie with a passage to
 E. New Zealand on discharge, at
 his own request, from service
 with H. M.'s Forces.
 He has been employed as a
 Conductor with my Battalion

A. Bell. Capt. for Major
 Commanding 1st The Connaught Rangers

Mr. Mayhew
 July 4th 1901.

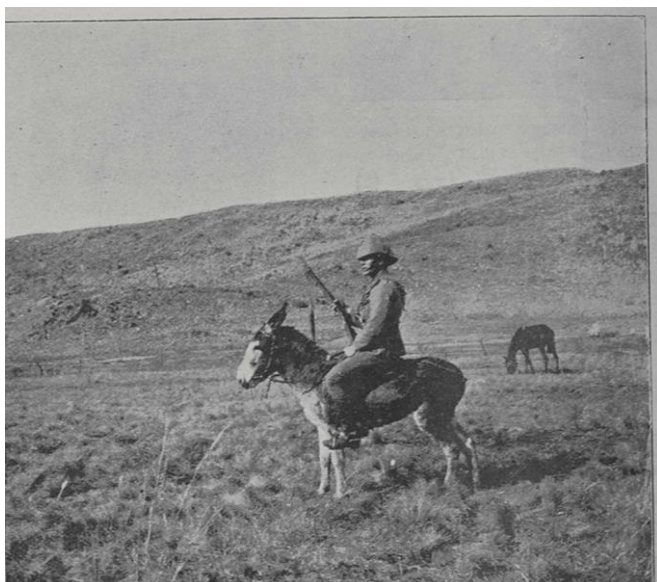
H H FAIRLIE received his discharge from the 1st
 Battalion of The Connaught Rangers dated 4th July
 1901 and his pass to travel to Port Elizabeth to return
 to New Zealand

Pass

Mr. H. H. Fairlie late Conductor to
 1st The Connaught Rangers to Port Elizabeth
 by rail, on discharge, en route
 for New Zealand

R. S. Horton. Capt. & Surg.
 1st The Connaught Rangers

23 Aug 1901 - Henry H Fairlie arrived at Wellington,
 NZ on the ship, "Whakatane".



New Zealander's protested against the Imperial Remounts
 provided in S.A.

14 Sept 1901 – Poverty Bay Herald

A most enjoyable social and dance was held at Tokomaru Bay last evening, in celebration of Mr H. Fairlie's return from South Africa. A great number were present, and dancing was kept up with spirit till morning. The social was held in Mr Martin's hall, and a good supper was provided in the hotel dining-room. Several songs were sung during the evening by Messrs. Warner, Armstrong, Fairlie, Oates, and several others. The hall had been most tastefully decorated with evergreens and arum lilies by Messrs. Martin, Bruce, and Wilson. Mrs Fairlie, Miss Mitchell, and Mr Skipworth provided excellent music for the dancers and the accompaniments to the songs.



Henry Herbert FAIRLIE

Was awarded the Queen's South African Boer War
 Medal – 1900-1901

On the outer edge of this medal is inscribed with
"CONDR: H H FAIRLIE. REMOUNT DEPT"



NZ HORSES sent for Lord Roberts, S A Boer War

