

Hore, Ross Earl, Trooper (C75120)



- Ross Earl Hore was born on 9 November 1921 in Dunsford (Pleasant Point), Ontario. He was 23 years old when he died of an accidental injury on 31 December 1944 in the Netherlands.
- On 30 September 1942, he enlisted at the Military District Number 3 Depot in Kingston, Ontario. After enlisting, he was sent Ottawa for Basic Training then to the Canadian Armoured Corps Reconnaissance Training Centre in Dundurn, Saskatchewan, where he qualified as a driver for wheeled and tracked vehicles. He was sent overseas in June 1943 and posted to the 7th Canadian Reconnaissance Regiment (17th Duke of York's Royal Canadian Hussars). On 11 July, he and his squadron were deployed to France. On 31 December 1944, he died in an accident.
- He had no military experience prior to enlisting.
- He left school at the age of thirteen having completed grade eight at a rural school.
- Prior to enlisting, he was employed by the National Steel Car Company, as a labourer. Prior to that he was employed for several months at Irwin Auto Parts in Oshawa, Ontario, and seven years as a farm worker on his family's farm.
- According to his medical examination, he was 5 foot 5 inches tall and weighed 130 pounds. He had blond hair and blue eyes. He was found fit for category A-1.
- Ross was the son of Gilbert and Isabella Hore, who operated a family farm on Rural Route 2 in Dunsford, Ontario. Ross had four brothers; James Charles (20), Samuel Bruce (19), William Leslie (16), and Robert Stanley (14). Ross also had two older sisters; Ruth Williams (31) and Ruby Margarite (25). In 1918, before Ross was born, one of his brothers, John Gilbert, died when he was not yet 1 year old.
- Ross was a bachelor and had no children.
- The sole beneficiary of Ross' will, was his mother.
- His body is buried in the Groesbeek Canadian War Cemetery, Groesbeek, Netherlands (Ref II. B. 8.) (plot, row, grave)

Context

- After D-Day, the 7th Canadian Reconnaissance Regiment was deployed to France by squadron. Trooper Hore arrived in France with his squadron on 15 July 1944. In France, the Regiment took

part in the battles of Caen, Falaise, and the River Laison. It then pursued the retreating German Forces through France, eventually helping to encircle and obtain the surrender of the large fortified German garrisons along the English channel. It then moved into Belgium and the Netherlands, where it participated in the battle of the Scheldt, and helped clear the enemy from the Breskens Pocket, the low-lying land south of the Scheldt Estuary. This operation was necessary to shorten the overextended supply lines from Normandy, and it gave the Allied Forces unrestricted access to the Port of Antwerp.

- After the Battle of the Scheldt, the advance of the Allied Forces stalled for the winter of 1944-45 notably while they redirected their supply lines through the Port of Antwerp and built up their supplies of ammunition, fuel, and other essential elements, in anticipation of a thrust into northern Germany. While this was going on, the River Waal, in Central Netherlands, became the frontline. Starting in October 1944, different British, Canadian, Belgian, and Dutch regiments rotated through a line of fortified outposts along the Allied side of the river. From 17 December 1944 to 3 February 1945, the 7th Canadian Reconnaissance Regiment occupied a line of fortified outposts along the Allied side of the river west of Nijmegen. On 30 December 1944, according to the war diary, the Regiment received information about what was happening across the river from each of its three squadrons. "A" Squadron, where Hore was stationed that day, reported hearing machine-gun fire and passing motor freight. "B" Squadron reported seeing an adversary opening fire on an aircraft and "C" Squadron reported that all they could hear Rail trains and cars.
- However, on the morning of the next day, 31 December 1944, Trooper Hore was travelling in a large truck with other soldiers to be witnesses at a military court martial in Nijmegen. Near Leeuwen, in the Netherlands, the truck driver swerved on icy roads to avoid striking two small children. The vehicle went out of control and overturned in a water-filled ditch. Only one soldier survived the accident; the others likely asphyxiated or drowned. A military board of inquiry ruled they were accidental deaths.
- The following statement was made by Lieutenant E.W. Smith, who was the sole survivor of the accident: "I was thrown into the back of the truck and found myself under water. I managed to get my head above the water and called to the other four. They all answered me. There was just room between the surface of the water and the floor of the truck to allow our heads above water. I was conscious and talking to all the others for some time. We tried to get out of the vehicle, but the doors were all jammed, and the armoured sides were resting on the bottom. The petrol was running out of the inverted tanks and falling on the water around us. The fumes were very strong. I then lost consciousness and regained in a house after being rescued. The others must have been overcome and slipped under water. My head was in one of the foot wells at the side of the vehicle and evidently I did not slip under."

Pleasant Point Soldier Pays the Supreme Sacrifice

Word was received some time ago of the death of Trooper Ross



Earl Hore, a son of Mr. and Mrs. Gilbert Hore, of Pleasant Point, in Fenelon Township.

The young soldier was born in 1921 and attended Public School at Pleasant Point. He enlisted in Ottawa in 1942 and trained in Dundurn, Sask

Tpr. Earl R. Hore before going overseas in June '43. He took part in the invasion of France and saw service in Italy, where he was killed in action.

Another brother, Pte. Samuel Hore is at present stationed at Camp Borden.

TROOPER HORE, OF DUNSFORD, KILLED WHEN TRUCK DRIVER TRIED TO AVOID CHILDREN

Below will be found a letter, received by Mrs. Hore of Dunsford, which is self-explanatory:

Dear Mrs. Hore:-

"It is my sad duty to inform you of the death of your son, Trooper R E Hore who was killed in an accident on Dec. 31, 1944.

"He was with three other men in a truck, which swerved to avoid hitting two small children. The truck skidded and turned over,

crashing in the ditch, killing all four men. It was a tragedy but I am sure the men thought of the children and not of themselves.

Your son was a member of C Squadron and I can assure you that he will be greatly missed by his comrades as he was always cheerful and a real soldier. He did all his work willingly and well I hope this letter will comfort you in some small way. I would like to extend my deepest sympathy in your great loss.