



Lieutenant William Edward Barnes (Regimental Number 857*) lies in Étaples Military Cemetery – Grave reference XXVIII. H. 4.

****Officers who were eventually promoted from the ranks may be identified from their Regimental Number. Other officers who were not from the ranks received the King's Commission, or in the case of those in the Newfoundland Regiment, an Imperial Commission, and were not considered as enlisted. These officers thus had no Regimental Number allotted to them.***

And since officers did not enlist, they were not then required to re-enlist 'for the duration', even though, at the beginning, as a private, they may have volunteered their services for only a limited time – twelve months. In fact an officer could resign his Commission at any time.

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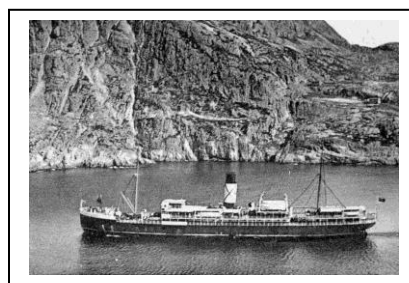
His occupation previous to enlistment recorded as that of a *draper** working at *Bowring Brothers* of Water Street in St. John's, capital city of the Dominion of Newfoundland, for a yearly salary of seven hundred dollars - and also a former student of *Bishop Feild College* - William Edward (he called himself *Ned*) Barnes presented himself for medical examination at the *Church Lads Brigade Armoury* in the city on December 2 of 1914. He was to be a recruit of the Second Draft.

**And later, on his daughter's birth certificate, as that of a building contractor.*

It would appear that it was not until a month later, on either the second or fourth day of January, 1915 – the records are contradictory – that Ned Barnes enlisted – engaged at the daily rate of \$1.10, this including a ten-cent per diem field allowance – and was perhaps attested on the same day. But for the next eleven weeks his movements are not recorded except for the entry among his papers which document a promotion directly from the rank of private soldier to that of corporal on February 24.

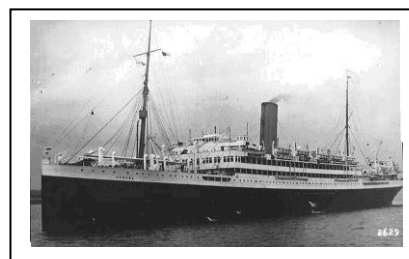
It was to be on March 20, 1915, that Corporal Barnes sailed for overseas service, having embarked with 'D' Company onto the *Bowring Brothers'* vessel *Stephano* for the overnight voyage from St. John's to Halifax.

(Right: *The image of Stephano sailing through the Narrows of St. John's Harbour is by courtesy of the Provincial Archives.*)



It was then apparently to be only two days later that the Newfoundland Contingent was to board the *Orduña* for passage to the United Kingdom. While some sources record that the vessel was not to be requisitioned during the *Great War* but would be used by the *Cunard Company* to operate on its commercial service between Liverpool and New York, others document her as having been used as an armed merchant cruiser and also a troop transport.

(Right above: *The image of Orduña is from the Old Ship Picture Galleries web-site.*)



Having arrived in Liverpool on March 30, the two-hundred fifty men and officers of 'D' Company were thereupon transported on that same date by train directly to Edinburgh, the Scottish capital, to join the first three companies of the Regiment stationed at the Castle to where the Newfoundland force had recently been posted from Fort George (see further below).

(Right above: *From its vantage point on Castle Hill, the venerable fortress overlooks the city of Edinburgh where in 1915 the Newfoundlanders were to provide the first garrison to be drawn from outside the British Isles. – photograph from 2011*)



Some six weeks later, on May 11 and with the coming of more clement weather conditions, the contingent was transferred to the tented *Stobs Camp* near the Scottish town of Hawick

- to the south-east of Edinburgh - where it was not only to train but to await the arrival of yet further re-enforcements from home.

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The original contingent, comprising 'A' and 'B' Companies, and known collectively to posterity as *The First Five Hundred*, after a short period of training in the vicinity of Quidi Vidi Lake in St. John's, had embarked on October 3, 1914, onto the SS *Florizel*, sister-ship of *Stephano*, in the harbour at St. John's. From there the vessel had sailed on the morrow to its rendezvous off the south coast of the Island with the convoy transporting the 1st Canadian Division and other Canadian units to the United Kingdom.

The convoy had docked in the harbour and Royal Navy facility of Plymouth-Devonport on the south coast of England some ten days after having sailed. There several more days were to be necessary before all the force could eventually be landed, thence to be taken by train to camps on the Salisbury Plain.

Having then spent a month in filthy weather in training, 'A' and 'B' Companies of the Newfoundland Regiment had been transferred north, to Scotland, and near to the city of Inverness – likely best-known for its nearby loch and its legendary inhabitant – to Fort George where it was now to spend most of the impending winter. At least, so some of the Newfoundland soldiers were reported to have said, even if they were still cold, they were now indoors – on the Salisbury Plain they had survived in tents.



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

Then, as reported above, the Newfoundlanders, in the month of February, were ordered to be posted to Edinburgh Castle where it was that Corporal Barnes and his 'D' Company were to report *to duty* from home.

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(Right: *The Newfoundland Regiment – still awaiting the arrival of 'F' Company - on parade at Stobs Camp and about to be presented with its Colours on June 10, 1915 – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)

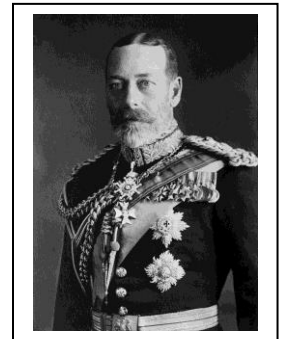


At *Stobs Camp*, on the date of the arrival from Newfoundland of the immediately-above-mentioned 'F' Company*, July 10, Corporal Barnes was appointed to the rank of sergeant and thus put up his third stripe.

**On July 10, 1915, 'F' Company arrived at Stobs Camp from Newfoundland, its personnel raising the numbers of the unit to battalion establishment strength, and thus permitting it to be ordered to active service.*

The 1st Battalion of the Newfoundland Regiment, comprising the four senior Companies, 'A', 'B', 'C' and 'D', was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.

At the beginning of that August of 1915, the four senior Companies, 'A', 'B', 'C' and 'D', were then sent south to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot; meanwhile the two junior Companies, the later-arrived 'E' and 'F', were sent to Scotland's west coast, to Ayr, where they were to furnish 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 – photograph from Bain News Services via Wikipedia)

It had then been during the period spent at Aldershot that Sergeant Barnes, still of 'D' Company – he was not alone in doing so - had been prevailed upon, he on or about August 13, to re-enlist 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 only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist.**



(Right above: Some of the men of 'A', 'B', 'C' and 'D' Companies of the 1st Battalion of the Newfoundland Regiment at Aldershot in August of 1915 – from *The Fighting Newfoundlander* by Col. G.W.L. Nicholson, C.D.)

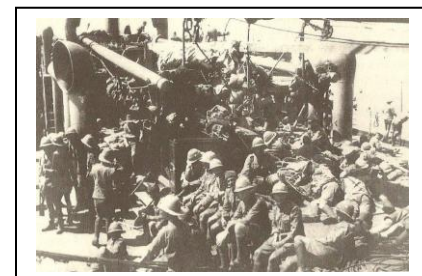
(Right: The image of Megantic, here clad in the peace-time colours of a 'White Star Line' vessel, is from the Old Ship Picture Galleries web-site.)



On August 20, 1915, Sergeant Barnes and his charges of 'D' Company 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 where, a month later – having spent two weeks billeted in British barracks in the Egyptian capital, Cairo - on September 20, he disembarked with the 1st Battalion at Suvla Bay.



(Right above: Kangaroo Beach, where the personnel of the 1st Battalion, Newfoundland Regiment, landed on the night of September 19-20, 1915, is seen in the distance at the far end of Suvla Bay. The remains of a landing-craft are still visible in the foreground on 'A' Beach. – photograph taken in 2011)



(Preceding page: 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)



(Right: 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)

Not only in the area where the Newfoundland Battalion was to serve but, even since the very first days of the operation in April of 1915, the entire *Gallipoli Campaign*, including the operation at *Suvla Bay*, would prove 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 the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.

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



***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.**

November 26 was to see 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, were those afflicted by trench-foot and by frost-bite.

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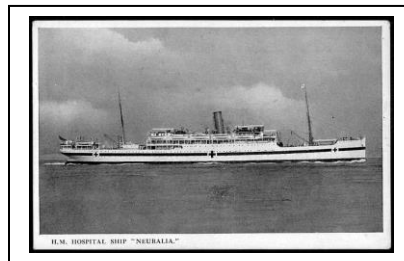
Sergeant Barnes was to be one those victims of Nature as by December 5, he was reportedly already suffering from frostbite. On that same date, however, he was now to incur gun-shot wounds, likely from enemy artillery fire, to the right shoulder and to the back. He was at first sent back to the 54th Casualty Clearing Station at *Suvla Bay* before then being evacuated from there by hospital ship to Egypt.



(Right: A Turkish artillery piece still standing guard in the hills surrounding Suvla Bay – photograph from 2011)

From that unidentified vessel, on December 10-11, he was landed and admitted into the 19th General Hospital established at the time in the Egyptian city of Alexandria.

Apparently having undergone two operations during the weeks that followed – although the exact dates appear not to have been recorded – plus a period of convalescence commencing on December 13, at the Number 6 Convalescent Home, Ranleh, also in Alexandria, it was not to be until February 6 of the New Year, 1916, that Sergeant Barnes was to be released from that convalescence to further care.



He was thus taken on board His Majesty's Hospital Ship *Neuralia* on February 6 for what was for him to be a return voyage to the United Kingdom. It was a journey that was apparently to take two weeks which suggests that *Neuralia* may have put into either Malta or Gibraltar – or both – on her way home.

(Right above: *The image of Neuralia in her war-time garb is from the Old Ship Photo Galleries web-site. Having survived the Great War she was to be requisitioned once more during the conflict of 1939-1945, to sink after having struck a mine in May of 1945.*)

Once having arrived back in England, Sergeant Barnes was hospitalized, a report dated February 22 documenting the following: that Sergeant Barnes...*previously reported transferred to #6 Convalescent Home, Ramleh, has been admitted – on February 18 – to 3rd London General Hospital, Wandsworth.*



(Right: *The main building of what was to become the 3rd London General Hospital during the Great War was opened, on July 1st, 1859, as a home for the orphaned daughters of British soldiers, sailors and marines. – photograph from 2010*)

(Right: *A party of Newfoundland patients, unfortunately unidentified, convalescing at the 3rd London General Hospital at Wandsworth – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



After having been discharged on April 10 to the ten-day furlough customarily allowed military personnel upon discharge from hospital - Sergeant Barnes was posted, on April 19, 1916, to duty – a posting that would last a year - at the Regimental Depot.

(Right: *An aerial view of Ayr – likely from the period between the Wars: Newton-on Ayr, where the 'other ranks' were to be quartered, is to the left of the River Ayr while the Royal Borough, where were housed the officers, is to the right. – by courtesy of the Carnegie Library at Ayr*)



The Depot had been established as a base for the 2nd (Reserve) Battalion of the Newfoundland Regiment in the summer of 1915 some eight months previously and it was from there that re-enforcements were – as of November, 1915 up until January of 1918 – to be despatched to bolster the fighting Companies of the 1st Battalion, at first to the Middle East, and then later to the *Western Front*.

It was to here that Sergeant Barnes had been posted – possibly to ‘E’ Company - and it was here that he apparently was to receive a further appointment as (*Acting*) Company Sergeant Major. This further elevation in rank, however, seems to be documented only on a single occasion among his papers: on the announcement of his Commission to the rank of Second Lieutenant. This Regimental Order, dated August 8, was to be retroactive to that July 12 of 1916.

After a course on Field Engineering at Irvine during that aforementioned July, and then a second in Edinburgh during the month of November, this on Anti-Gas Measures, Second Lieutenant Barnes was appointed as Regimental Gas Officer. It would also appear that at the end of that same month of November an additional duty was to be that of conducting officer responsible for a re-enforcement draft despatched from Ayr, through Southampton, and to the parent unit by then serving on the *Western Front*. He thus returned to Scotland after delivery of his charges.

Of a more personal nature, Second Lieutenant Barnes was married, on April 24, 1917, to Williamina (sic) Graham, the couple subsequently residing at 3, Hillfoot Road in Ayr itself. Their daughter was to be born some seventeen months later at nine minutes past four on the afternoon of September 14, 1918. Sadly, she would never know her father.



(Right above: *The High Street in Ayr, dominated by the imposing Wallace Tower, still standing in 2017, a century later, as shown on a postcard of the time – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo*)

When it was that Second Lieutenant Barnes travelled again to the Continent, on this occasion to re-join the 1st Battalion seems not to be recorded, but his posting to Ayr is documented as having concluded on April 5 of 1917. He presumably soon afterwards was in France, likely having spent a furlough in London while *en route*, perhaps one of the thirty-one officers who reported *to duty* during the period of May 7 to 14.

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By this time Second Lieutenant Barnes had been absent from the 1st Battalion of the Newfoundland Regiment for the best part of seventeen months. During that time the Newfoundland unit had been withdrawn from the Middle East to the fighting on the *Western Front* where it was thereupon to serve in both France and Belgium.

What now follows is a resume of that story:

The remaining officers and men of the Newfoundland Battalion, having recovered from the wrath of nature which had struck *Gallipoli* on November 26, nine days before Sergeant

Barnes' departure to hospital, were to remain stationed at *Suvla Bay* for only a further twenty-five days after that cataclysmic storm.

By that time they were to have served there for exactly three months to the day.

On the night of December 19-20, the British had abandoned the area of *Suvla Bay* – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard. Some of the Battalion personnel had 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 was to be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.



(Right above: *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 and the *Anzac* forces – the Australian and New Zealand Army Corps were also to serve at *Gallipoli* – were now only marking time until a complete withdrawal of the *Peninsula* was undertaken.



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

(Right above: *'W' Beach at Cape Helles as it was 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 above: *'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*)

When the British had evacuated the entire *Gallipoli Peninsula* in January of 1916, the Newfoundland Battalion was to be ordered to the Egyptian port-city *Alexandria*, having arrived there on the 15th of that month. The Newfoundlanders were then to be immediately transferred southward to *Suez*, a port at the southern end of the Canal which bears the same name, there to await further orders since, at the time, the subsequent destination of the British 29th Division had yet to be decided*.



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****Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was soon to become a theatre of war.***

(Preceding page: *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 from Illustration*)

After a two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and *other ranks* of the 1st Battalion had boarded His Majesty's Transport *Alaunia* at Port Tewfiq on March 14 to sail up through the *Suez Canal* en route to France. The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseilles on March 22.



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

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

Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train had found its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseilles. It had been a cold, miserable journey, the blankets provided for the troops having travelled unused in a separate wagon.

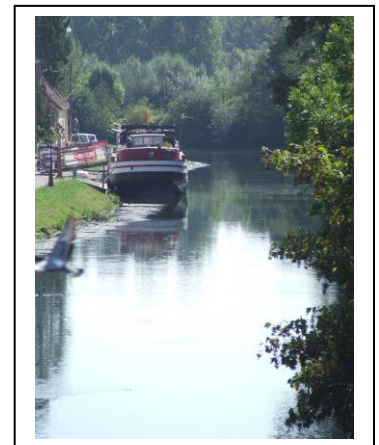


Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

It is doubtful if many of those tired soldiers were to pay much attention to the slow-moving stream flowing under the bridge over which they had then marched on their way from the station. But some three months later *the Somme* was to become a part of their history.

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

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



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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 was to then be 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 the only units at the Somme from outside the British Isles - true also on the day of the attack on July 1.*

The Newfoundlanders were also soon to be preparing for the 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.

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: *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 is to the right in the photograph. – photograph taken in 2009*)

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

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 largest disaster ever in the annals of the British Army...and, perhaps just as depressing, *the Somme* butchery was to continue for the next four and a half months.



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

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

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 a German counter-assault might well annihilate what had managed to survive 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.



It had then been 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 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 having arrived, the Regimental War Diary records that on the 14th of July, 1916, the 1st Battalion still numbered only... *11 officers and 260 rifles*...after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.

On July 27-28 of 1916, the 1st Battalion - still under battalion strength at only five-hundred fifty-four strong, even after further re-enforcement – had moved north and entered into the *Kingdom of Belgium* for the first time.

It 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.



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(Preceding page: *The entrance to 'A' Company's quarters – obviously renovated since that time - in the ramparts of the city of Ypres when it was posted there in 1916 – photograph from 2010*)

(Right: *An aerial view of Ypres, taken towards the end of 1916: it is described as the 'Ville morte'. – from Illustration*)

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 incurred casualties, a number – fifteen? - of them fatal.

Then on October 8, after having served in Belgium for some ten weeks, the 1st Battalion had been ordered to return south, back into France and back into the area of – and the battle of – *the Somme*.

Four days after its return to France, on October 12, 1916, the 1st Battalion of the Newfoundland Regiment had again been ordered 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.

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

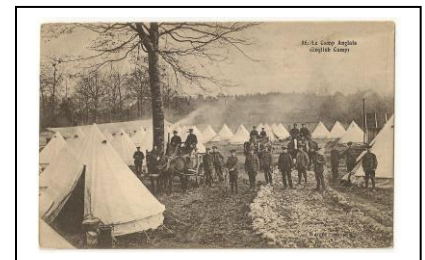
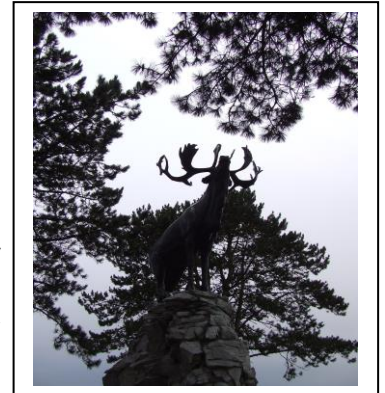
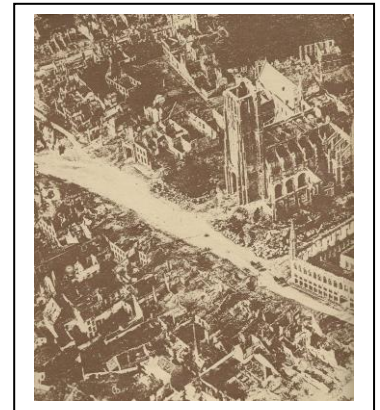
(Right above: *This is the ground over which the 1st Battalion advanced and then mostly conceded at Gueudecourt on October 12. Some few managed to reach the area where today stand the copse of trees and the Gueudecourt Caribou, on the far right horizon. – photograph from 2007*)

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

After Gueudecourt, the Newfoundland Battalion had continued its watch in and out of the trenches of *the Somme* – not without casualties – during the late fall and early winter, a period to be broken only by the several weeks spent in *Corps Reserve* during the Christmas period of that 1916. It was a time during which the Regimental personnel was to be encamped well behind the lines and in close proximity to the city of Amiens.

(Right: *A typical British Army Camp during a winter period somewhere on the Continent – from a vintage post-card*)

After that welcome six-week Christmas respite spent in *Corps Reserve* well to the rear, the Newfoundlanders were to *officially* return to *active service* on January 23, although they had apparently already returned to the trenches by that date and had incurred their first casualties – and fatality – of 1917.



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



(Right adjacent: *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(?)*)

After Sailly-Saillisel the month of March had been a quiet time for the Newfoundlanders; having departed from the trenches, they had 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 had the pleasure of a visit from the Regimental Band, and also one from the Prime Minister of Newfoundland, Sir Edward Morris, the latter on March 17, St. Patrick's Day.



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

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



(Right above: *The remnants of the Grande Place of the city of Arras in early 1916 after some eighteen months of bombardment – from Illustration*)

(Right below: *The Canadian National Memorial which has stood on Vimy Ridge since 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 this attack was to be the most expensive operation of the *Great War* for the British, its only positive episode having been the Canadian assault of *Vimy Ridge* on the opening day of the battle, Easter Monday, 1917.



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 would prove to be the most costly day of the Newfoundlanders' war, four-hundred eighty-seven casualties all told on April 14 alone*.



**It was also an action in which a DSO, an MC and eight MMs were won by a small group of nine personnel of the Battalion – the Distinguished Service Order (DSO) awarded to the unit's Commanding officer. An MM for the same action was also presented to a private from the Essex Regiment .*

(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 of the place, to the east, away from the camera. – photograph from 2013*)



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

The final action in which the Newfoundland Battalion was to be involved during the Battle of Arras would be the engagement of April 23 at *Les Fosses Farm*. This was in fact an element of a larger offensive undertaken at the time by units of the British 5th, 3rd and 1st Armies. It was apparently not to be a particularly successful venture, at least not in the area of the 1st Battalion, several of the adjacent units reporting having been driven back by German counter-attacks and accompanied by heavy losses.

Late on that same evening the Newfoundlanders had retired to the relative calm of Arras.

* * * * *

The month of May that had followed – during which Second Lieutenant Barnes had re-joined the Newfoundland Battalion was then to be a period when the Newfoundlanders would be moved hither and thither on the *Arras Front*, marching into and out of the trenches. While there was to be the ever-present artillery-fire, concerted infantry activity, particularly after May 15 – the end of the *Battle of Arras* - apart from the marching was limited.



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

(Right above: *Newfoundland troops on the march in the community of Berneville – not Bonneville - in early May, perhaps the 7th, of 1917 – from The War Illustrated*)

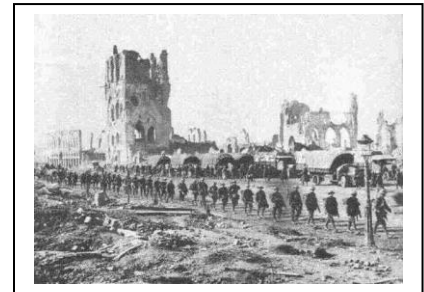
The Newfoundlanders had then soon once again been moving north into Belgium – at the end of June - and once again into the vicinity of Ypres and...*the Salient*, their first posting to the banks of the *Yser Canal* just north of the city.

(Right above: *The Yser Canal at a point in the northern outskirts of Ypres almost a century after the 1st Battalion, Newfoundland Regiment, manned its eastern bank: East is to the right* – photograph from 2014)



This low-lying area, Belgian *Flanders*, the only part of the country unoccupied by German forces, had been selected by the High Command to be the theatre of the British summer offensive of 1917.

(Right: *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*)



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 objectives.



(Right above: *An unidentified – perhaps unidentifiable – part of the Passchendaele battlefield in the autumn of 1917* – from *Illustration*)

(Right: *The village of Passchendaele as seen from the air in 1916, after two years of war* – 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 – as were to be by then the Australians, the New Zealanders and the Canadians – all of which had floundered their way across the sodden and shell-torn countryside of Flanders.



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 had been higher: forty-eight *killed or died of wounds*, one-hundred thirty-two *wounded* and fifteen *missing in action*.

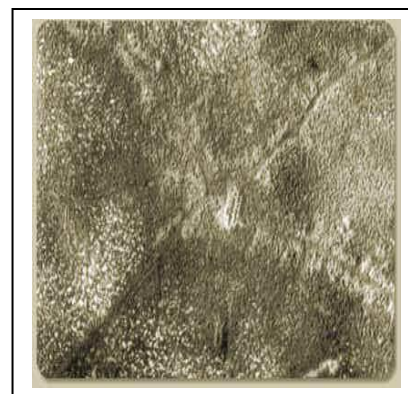
Second Lieutenant Barnes is recorded as being present at the former affair, surviving unscathed: there being no evidence to the contrary, it is possible that he was present and played his unsung role at the latter. We do not know.



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

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

After a respite during much of the month of September, during which the British – and thus the Newfoundlanders - re-enforced and re-organized, the *Battle of Passchendaele* recommenced. The 1st Battalion began to prepare for the offensive at the *Broembeek*, otherwise recorded as the *Battle of Poelkapelle*.

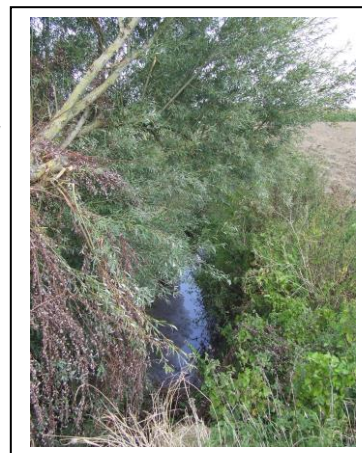


'The Batt'n formed up for attack astride the STRAVEN Railway and about 300 yds south of BROOMBEKE River. After attack line extended across the railway to Tranquil House...'* – from a written report in another soldier's file.

**In fact it was the Ypres-Staden (sic) railway line which today no longer exists.*

(Right: *An apparently innocuous stream, the nondescript Broembeek seen here overflowed its banks in the autumn of 1917, and transformed its surrounds into a quagmire. – photograph from 2010*)

It was to be only two days after this last-mentioned confrontation, on October 11, that the 1st Battalion had marched to the railway station at Elverdinghe from there to be transported to *Swindon Camp* in the area of Proven. Having remained *there* for five days to be both re-enforced and bombed, on the morning of October 17 the unit had once more boarded a train.



By ten-thirty that same evening, the Battalion had arrived just to the west of the city of Arras and would now march the final few kilometres to its billets in the community of Berles-au-Bois.

On November 17 the Battalion once again had travelled by train, on this occasion in a south-easterly direction to the town of Peronne. From there it was to begin to move further eastward on foot towards the theatre of the battle now imminent. On November 19, while on the move once more, it was issued as it went with... *war stores, rations and equipment.*

For much of that night it had marched to the assembly areas from where, at twenty minutes past six on that morning of November 20 – *Zero Hour* – the Newfoundland unit, not being in the first wave of the attack, had then moved up into its forming-up area. From those forward position, some hours later, at ten minutes past ten, with bugles blowing, the 1st Battalion would advance to the fray.

This new offensive – apparently initially conceived to be no more than a large-scale raid - the so-called *Battle of Cambrai*, was to officially last for just two weeks and a day, from November 20 until December 4, the Newfoundlanders to be directly involved at all times during that period.

The battle had begun well for the British who had used tanks on a large scale for the first time; but opportunities would be squandered, there were to be no troops available to exploit what was, admittedly, a hoped-for yet unexpected success, and by the close of the battle, the Germans had counter-attacked and the British had relinquished as much – more in places - territory as they had originally gained.



The 1st Battalion had again been dealt with severely, in the vicinity of Marcoing, Masnières - where a Caribou stands today - and the Canal St-Quentin which flows through both places: of the total of five-hundred fifty-three officers and men who had gone into battle, two-hundred forty-eight were to become casualties by the end of only the second day*.

**At five-hundred fifty-three all ranks – not counting the aforementioned ten per cent reserve - the 1st Battalion of the Newfoundland Regiment even at the outset of the operation was operating at just over fifty per cent of establishment strength: not that it would have been any consolation had it been known, but a goodly number of battalions in all the British and Dominion forces were encountering the same problem.*

(Right above: *The Canal St-Quentin at Masnières, the crossing of which and the establishment of a bridgehead being the first objectives for the Newfoundlanders on November 20, the first day of the Battle of Cambrai – photograph from 2009*)

(Right: *The Caribou at Masnières stands on the high ground to the north of the community. The seizure of this terrain was the final objective of the 1st Battalion on November 20; however, whether its capture was ever achieved is at best controversial. – photograph from 2012*)



At the termination of the final fighting retreat of the *Battle of Cambrai*, on December 4 the Newfoundlanders of the 1st Battalion had left behind them the chaos and the exertions of it all – it had been a difficult period. The unit was to be subsequently billeted in the vicinity of the community of Humbercourt, a number of kilometres just to the south-west of Arras and not far from Berles-au-Bois whence they had gone into battle less than three weeks before.



During this period, Second Lieutenant was to become First Lieutenant Barnes, on November 1.

(Preceding page: A number of graves of soldiers from the 1st Battalion of the Newfoundland Regiment in Marcoing Military Cemetery: Here again, as is almost always the case elsewhere, the Commonwealth War Graves Commission, has identified them as being Canadian. – photograph from 2010)

The Newfoundland Battalion had remained there at Humbercourt until December 18 when it had been ordered to Fressin, some fifty kilometres to the north-west. There the unit was to spend both Christmas and New Year. The weather had obliged and had even allowed the Newfoundlanders some snow - a bit too much at times apparently.

Although there seems to be no record of his having done so in the Regimental War Diary, it is obvious, given the later date of his daughter's birth, that Lieutenant Barnes was on leave back to the United Kingdom during the Christmas period of 1917; and his wife also mentions it in a subsequent letter. When he was eventually to re-join the Newfoundland unit seems not to be recorded but it was likely at some time in January.

At the beginning of January of 1918, after a snowy Christmas period spent to the south-west of Arras and withdrawn from the front, the Newfoundlanders of the 1st Battalion had returned to Belgium, to the *Ypres Salient*, for a third time. There, like the other British and Empire troops in the area, they were to spend much of their time building and strengthening defences.



(Right above: By 1918 Ypres was looking like this; some of these broken buildings had been a school which had served as a shelter for troops in the earlier days of the conflict. – from a vintage post-card)

In the meantime, the Germans had been preparing for a final effort to win the war: the Allies were exhausted and lacking man-power after their exertions of 1917 - the British had fought three campaigns in that year and some units of the French Army had mutinied - and the Germans now had available the extra divisions that their victory over the Russians in the East now allowed them.



It was expected that they would launch a spring offensive.

(Right above: Countryside in-between Zonnebeke and Passchendaele (today Passendale) in the vicinity of where the Newfoundlanders were stationed in March and early April of 1918 – photograph from 2011)

The Germans were then to do as had been expected. Ludendorff's armies had already launched a powerful thrust on March 21, striking at first in the area of *the Somme*, overrunning the battlefields of 1916 and beyond; for some two weeks that advance to the south seemed unstoppable before it was held and then brought to a halt.

Then a second offensive, *Georgette*, was launched in the northern sector of the front, in Flanders, where the Newfoundlanders were stationed: the date was April 9. Within two days the situation of the Allies was desperate*.

(Right: *British troops in the company of civilian refugees on the retreat in Flanders in April of 1918 – from Illustration*)

**The British were not the only recipients of the German attentions; the French were also heavily involved during this same period – and afterwards.*

On the day after the first heavy bombardments, April 10, as the Germans approached the towns of Armentières and Nieppe, troops were deployed to meet them. The Newfoundlanders, due to come out of the line and to move back to *the Somme*, boarded buses at three o'clock in the afternoon and were suddenly directed immediately southward, towards not-far distant Nieppe.

Three hours later, they were in action, attempting to stem this latest offensive.

(Right above: *the area of La Crêche - the buildings in the background - where the Newfoundlanders de-bussed on April 10 to meet the Germans in the area of Steenwerck and its railway station – photograph from 2010.*)

The British were pushed back to the frontier area of France and Belgium. On the 12th of April the 1st Battalion, fighting in companies rather than as a single entity, was making a series of stands.

On April 13, during the defensive stand near the De Seule crossroads on the Franco-Belgian border, one platoon of 'C' Company was obliterated while trying to check the German advance. The remainder of 'C' Company took up defensive positions along a light railway line and, with 'A' Company, stopped a later enemy attack. 'B' and 'D' Companies – in a failed counter-attack on that evening - were equally heavily involved.

(Right above: *Ground just to the east of Bailleul where the 1st Battalion fought during the period of April 12 to 21, here looking towards the German attack – photograph from 2013*)

What exact role Lieutenant Barnes played seems not to be known apart from the eye-witness account of later events to be found further below*, but the period from April 10 to 21 was to be a difficult eleven days for all of the 1st Battalion's personnel – the unit was even to be transferred temporarily to fight with another British division, so desperate was the situation.

Nevertheless, somehow, the German breakthrough was never to materialise and by the end of that month of April the front had finally been stabilised.

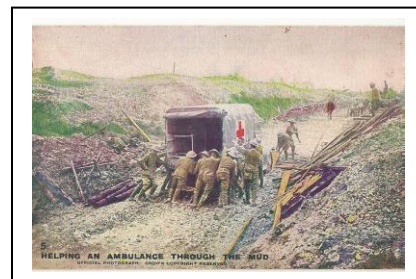


(Right: *These are the De Seule crossroads, lying astride the Franco-Belgian frontier, the scene of fierce fighting involving 1st Battalion on April 12, 13 and 14, 1918. Today it is the site of several houses and a convenience store. The Germans were advancing towards the camera from the facing direction and from the right.* – photograph from 2010)



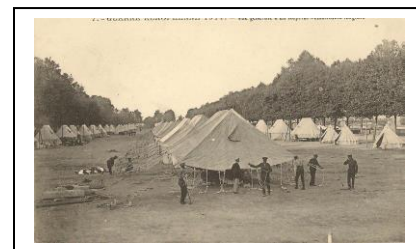
**Although starting his military career in 'D' Company in early 1915, there seems to be no reference as to which of the four Companies Lieutenant Barnes was attached as an officer.*

It was on April 13 that Lieutenant Barnes was wounded – he was one of a total of one-hundred ninety-five Newfoundland casualties on the day - suffering injuries to the chest. Evacuated from the field he was taken to the rear and to the 3rd Australian Casualty Clearing Station, still at the time established at the *Rémy Sidings* in the southern vicinity of the community of Poperinghe*.



**As the crisis continued the Station was to be moved on that same day, westward, back into France, and to the area of Esquelbecq.*

(Right above: *Transferring sick and wounded from a field ambulance to the rear through the mud by motorized ambulance and man-power* – from a vintage post-card)



(Right above: *A British casualty clearing station – the one pictured here under canvas for mobility if and whenever the necessity were to arise – being established somewhere in France during the early years of the War. Other such medical establishments were often of a much more permanent nature.* - from a vintage post-card)

The son of William Barnes, carpenter, and of Mary Grace Barnes (née *Snow*)* – to whom, until the time of his marriage, he had allotted a daily sixty cents from his pay - of 193, LeMarchant Road in St. John's, he was also brother to Ethel May and to Irene.

**The couple was married on July 20, 1887.*

Of course, as seen further above, he was husband of Williamina* Graham and father of Hope Nedena Ann Barnes**.

Lieutenant Barnes was reported as having died on April 13, 1918, in the 35th Ambulance Train***, of wounds suffered earlier on that same day, in the vicinity of the northern French town of Nieppe during *Georgette*, the German Spring Offensive.

William Edward Barnes had enlisted at the *declared* age of twenty-six years and seven months.



(continued)

(The photograph of Private Barnes seen on the preceding page is by courtesy of the Provincial Archives.)

**The name may have been anglicized from the Germanic 'Wilhelmina' as was the trend – even with the Royal Family - during the War.*

***She and her mother, by 1919 living at Streatham Common in the outskirts of London, were granted free passage to Newfoundland. Since all the later correspondence to Williamina - as well as her husband's medals - were forwarded from the United Kingdom to the Casualty Officer, Department of Militia, in St. John's, it suggests that maybe they did make the journey.*

****'Lieutenant Barnes was admitted to the train from a forward Casualty Clearance Station about 9 pm on 13/4/18 suffering from 'perforated chest'. Owing to the advance of the enemy, orders were given to evacuate the CCS in question. I received some very bad cases, Lieutenant Barnes among them. He was unconscious when admitted and never regained consciousness, but Died of Wounds the same evening in spite of all our efforts to keep him going.*



He was very badly wounded in the chest. I had the body identified by his friend Captain Tait of the same Regiment who was also a patient on board.' - J. A. Stephen (Capt.), RAMCT, Officer Commanding 35th Amb. Train

(Right above: A family memorial which stands in the General Protestant Cemetery in St. John's commemorates the sacrifice of Lieutenant Barnes. – photograph from 2015)

Lieutenant William Edward Barnes was entitled to the 1914-1915 Star, as well as to the British War Medal (centre) and the Victory Medal (Inter-Allied War Medal) (right).



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 11, 2023.