

Cadet* Walter Scammell (Regimental Number 2958) lies buried in Cambridge City Cemetery: Grave reference, C. 3631..

***Flying Officer Cadet**

His occupation prior to military service recorded as that of a *school-teacher* earning four-hundred fifty dollars per annum, Walter Scammell was a volunteer of the Tenth Recruitment Draft. He presented himself for medical examination at the *Church Lads Brigade Armoury in St. John's, capital city of the Dominion of Newfoundland, on July 3 of 1916. It was a procedure which was to pronounce him as...*Fit for Foreign Service.***

***The building was to serve as the Regimental Headquarters in Newfoundland for the duration of the conflict.**

(continued)

It was to be twelve days following that medical assessment, July 13, at the same venue, before Walter Scammell would enlist. He was thus engaged...*for the duration of the war**...at the daily private soldier's rate of a single dollar to which was to be appended a ten-cent per diem Field Allowance.

**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. Later recruits – as of or about May of 1916 - signed on for the 'Duration' at the time of their original enlistment.*

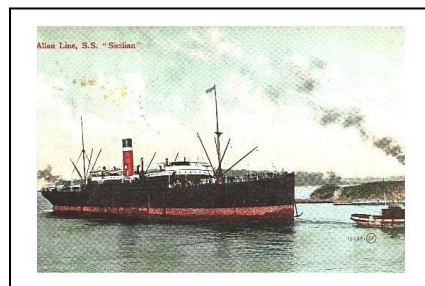
Only several hours were now to follow before there subsequently came to pass, on this further occasion still at the *CLB Armoury* on Harvey Road, the final formality of his enlistment: attestation. On the same fifteenth day of that month of July he pledged his allegiance to the reigning monarch, George V, whereupon, at that moment, Walter Scammell became...*a soldier of the King.*

Private Scammell, Number 2958, would not now sail to the United Kingdom until a lengthy interval of six weeks plus two days had then elapsed. How he was to spend this prolonged intermission following his attestation appears not to have been documented. It may be that he was to return to work and to spend time with family and friends at his home in the community of the Change Islands in the District of Fogo but, of course, there being no available record of such, this conclusion is a little bit speculative and he may well have chosen – or *been* chosen - to simply remain in barracks to be billeted and trained in the capital city*.

And it was also during while awaiting his departure for overseas service that Private Scammell received a first promotion. It came just prior to the sailing-date when he was appointed to the rank of lance corporal on either August 26 or 27 (both of those dates have been recorded).

**A number of the recruits, those whose home was not in St. John's or close to the capital city, or those who had no friends or family to offer them board and lodging, were to be quartered in the curling rink in the area of Fort William in St. John's, a building which was at the time to serve as barracks. There were also occasions when recruits from the city were to be lodged in those same barracks or even in local boarding houses while some rudimentary training was also undertaken.*

It was on board the SS *Sicilian* that Lance Corporal Scammell was to make the trans-Atlantic crossing to the United Kingdom, the third and final such voyage that the ship was to make in 1916. He was a non-commissioned officer of Section 15 of Platoon 12, 'C' (Reserve) Company of the 3rd Battalion (see * below), it being a draft of two-hundred forty-two personnel in all that was leaving for overseas service.



But he and his fellow recruits had been obliged to await the 28th day of August, forty-four days after their attestation, before their draft's embarkation on the vessel for passage to...overseas service...in the United Kingdom.

(Preceding page: *Some sixteen years previously - as of 1899 when 'Sicilian' was launched – the vessel had served as a troop-ship and transport carrying men, animals and equipment to South Africa for use during the Second Boer War. During the Great War she was apparently to be requisitioned as a troopship on only one occasion: in October of 1914 she had been a vessel of the armada was to transport the (1st) Canadian Division overseas to the United Kingdom. She otherwise continued to work commercially between Great Britain and Canada for her owners, the Allan Line and later Canadian Pacific, at times carrying soldiery if and when her schedule allowed.*)

**The 3rd Battalion was based in St. John's, whereas the 2nd (Reserve) Battalion – 'E', 'F', 'G' and 'H' (this designation later to change) Companies - was stationed in the United Kingdom. The 1st Battalion was the cutting edge of the sword – 'A', 'B', 'C' and 'D' Companies – and as of August of 1915, had been posted to the Front, at first in Gallipoli then on the European continent (see further below).*

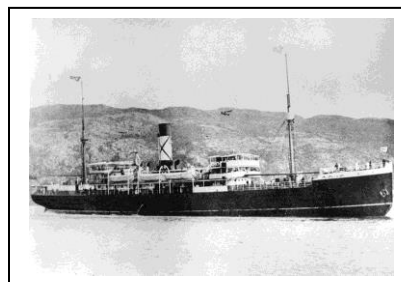
Upon the arrival of *Sicilian* in British waters, the ship proceeded to the south-coast Royal Naval port of Plymouth-Devonport where the first contingent of the Newfoundland Regiment had landed with the (1st) Canadian Division in October of 1914. Having arrived in port on or about September 9, from there Lance Corporal Scammell and his comrades-in-arms then boarded a train for the journey north to Scotland and to the Regimental Depot.



(Right above: *A no-longer bustling Devonport Harbour, today bereft of its former importance – photograph from 2012*)

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Some two years prior to that September 9 of 1916, in the late summer and early autumn of 1914, the newly-formed Newfoundland Regiment's first recruits had undergone a period of training of five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's and elsewhere in the city, and were formed into 'A' and 'B' Companies.



During that same period the various authorities on both sides of the ocean had also been preparing for the Regiment's transfer overseas.

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

This first Newfoundland contingent was to embark on October 3, in some cases only days after a recruit's enlistment and/ or attestation. To become known to history as the *First Five Hundred* and also as the *Blue Puttees*, on that day they had boarded the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.

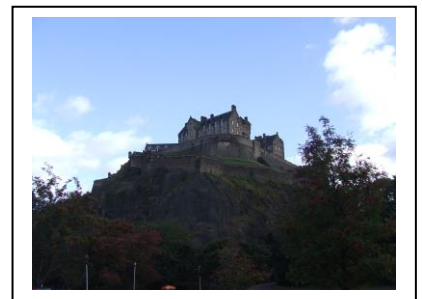
The ship had sailed for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the 1st Canadian Division overseas, off the south coast of the Island.

Once having disembarked 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 it was to provide the first garrison from outside the British Isles.



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

Only days after ‘A’ and ‘B’ Companies had taken up their posting there, on February 16 of 1915, ‘C’ Company – the first re-enforcements for the original contingent - would arrive directly – through Liverpool of course - from Newfoundland. On the final day of the month of March it had been the turn of ‘D’ Company to arrive – they via Halifax as well as Liverpool – to report...*to duty...*at Edinburgh, and then ‘E’ Company five weeks less a day later again, on May 4*.



**These five Companies, while a contingent of the Newfoundland Regiment, was not yet a battalion and would not be so for a further five months – as will be seen below.*

(Right above: *The venerable bastion of Edinburgh Castle dominates the Scottish capital from its hill in the centre of the city. – photograph from 2011*)

Seven days after the arrival of ‘E’ Company in the Scottish capital, on May 11 the entire Newfoundland contingent had been ordered elsewhere. On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit had been dispatched to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, close to the town of Hawick.



(Right above: *The 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 of Mrs. Lillian Tibbo*)

Two months less a day later, on July 10, ‘F’ Company would march into *Stobs Camp*.

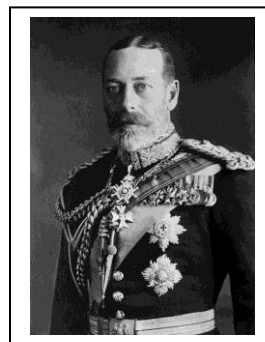


This had been an important moment: the Company’s arrival was to bring the Newfoundland Regiment’s numbers up to some fifteen hundred, establishment strength* of a battalion which could be posted on...*active service*.

***A number sufficient for four 'fighting' companies, two re-enforcement companies and a headquarters staff.**

(Preceding page: *The men of the Regiment await the distribution of their new Lee-Enfield rifles. – original photograph from the Provincial Archives*)

From *Stobs Camp*, some three weeks after the arrival of 'F' Company, in early August 'A', 'B', 'C' and 'D', the four senior Companies, having now become the 1st Battalion of the Newfoundland Regiment, had been transferred to *Aldershot Camp* in southern England. There they were to undergo final preparations – and a royal inspection – before the Battalion's departure to the Middle East and to the fighting on the *Gallipoli Peninsula*.



The later arrivals to the United Kingdom, 'E' and 'F' Companies, were to be posted to the new Regimental Depot and were eventually to form the nucleus of the soon to be formed 2nd (Reserve) Battalion of the Newfoundland Regiment.



(Right above: *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.*)

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

(Right: *The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.*



Ayr was a small town on the west coast of Scotland whose history precedes the year 1205 when it was established as a Royal Burgh (Borough) by the crown of Scotland, an appointment which emphasized the importance of the town as a harbour, market and, later, administrative centre.

By the time of the Great War centuries later it was expanding and the River Ayr which had once marked the northern boundary of the place was now flowing through its centre; a new town to the north (Newton-on-Ayr), its population fast-increasing, perhaps encouraged by the coming of the railway, was soon to be housing the majority of the personnel of the Newfoundland Regimental Depot.

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That November 15 of 1915 was to see not only the departure of the 1st Re-enforcement Draft from Ayr to the Middle East and to the fighting of the *Gallipoli Campaign* but also, only five days prior, the arrival from Newfoundland of 'G' Company which would be obliged to take up quarters at *Gailes Camp*, some sixteen kilometres up the coast from Ayr itself – but just over sixty if one went by road.

A further seven weeks plus a day were now to pass before the first one-hundred personnel of 'H' Company, having sailed in mid-December as recorded in an earlier paragraph, were to present themselves at the Regimental Depot on January 4, some of them to be affected, even fatally, by an ongoing measles epidemic of the time.

After that there was then to be an interlude of three months plus several days before the second detachment of 'H' Company reported on April 9, 1916, to the Regimental Depot.

Note: Until as late as the spring of 1916 it had been the intention to form a 2nd Battalion of the Newfoundland Regiment to fight on the Continent. In fact it would seem that the last-mentioned contingent of one-hundred sixty-three recruits was to form the nucleus of that unit, while the personnel already at the Depot by this time would form a reserve battalion to serve as a re-enforcement pool for both the fighting units.

It could not have been long before a change of plan came about as very soon men of that designated contingent (the second half of 'H' Company) were being sent to strengthen the 1st Newfoundland Battalion already on the Continent – maybe Beaumont-Hamel had something to do with it.

A further draft from Newfoundland arrived at Ayr towards mid-summer, this comprising a two-company detachment and some naval reservists, sailors who, having disembarked from *Sicilian* in Devonport, were to remain there in England.

Some weeks later again, as seen in an earlier paragraph, *Sicilian* would sail from Newfoundland once more to arrive in England in the first week in September, 1916, with two-hundred forty-two recruits on board. By the 5th day of the month the new-comers – Lance Corporal Scammell among their number - had reported to the Regimental Depot.

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The Regimental Depot had been established during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland, and was to eventually serve as the base for the 2nd (Reserve) Battalion. It was from there – as of November of 1915 and up until January of 1918 – that the new-comers arriving from home were despatched in drafts, at first to *Gallipoli* and later to the *Western Front*, to bolster the four fighting companies of the 1st Battalion.



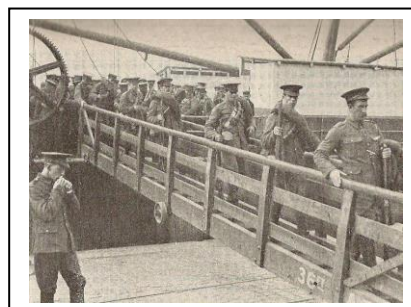
(Right above: *Wellington Square* seen here almost a century after it hosted the officers of the Newfoundland Regiment – photograph from 2012)

At the outset there had been problems at Ayr to be able to accommodate the number of new arrivals – plus men from other British regiments which were still being billeted in the area...and a measles epidemic which was to claim the life of several Regiment personnel – but by the spring of 1916, things had been satisfactorily settled: the officers were in Wellington Square in the town-centre of Ayr itself, and the *other ranks* had been billeted at Newton Park School and otherwise in the grandstand or a tented camp at the newly-built racecourse in the suburb of Newton-upon-Ayr – on the far side of the river.

(Right: *The ‘new’ race-course at Newton-upon-Ayr – it opened in 1907 – where the other ranks of the Newfoundland Regiment were sometimes billeted and where they replaced some of the turf with a vegetable garden; part of the present grandstand is original – photograph from 2012*)



On December 30, 1916, the 16th Re-enforcement Draft – Lance Corporal Scammell one the contingent - passed through the English south-coast port of Southampton on its way to France. On the following day, December 31, it disembarked in Rouen and proceeded to the nearby large British Expeditionary Force Base Depot for several days of final training and organization* before moving off to a rendezvous with the parent Newfoundland Battalion.



(Right: *British troops disembark at an earlier time of the Great War at Rouen en route to the Western Front. – from Illustration*)

**Apparently, the standard length of time for this final training at the outset of the war had been ten days – although this was to become more and more flexible as the War progressed - in areas near Rouen, Étapes, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.*

On February 5, Lance Corporal Scammell was one of a small draft of twelve *other ranks* from Rouen to report...to *duty*...with the 1st Battalion in the vicinity of the village of Carnoy, the Newfoundlanders having withdrawn from the trenches only three days prior. With the Regimental War Diary often noting simply...*nothing of military importance*..., priorities of the day for the Battalion personnel often included just staying dry and warm.



(Right above: *The minuscule village of Carnoy almost a century later – photograph from March of 2013*)

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By the time of the late winter of that 1916-1917, the first contingent of the Newfoundland Regiment, as seen above, had already been serving overseas for well over two years.

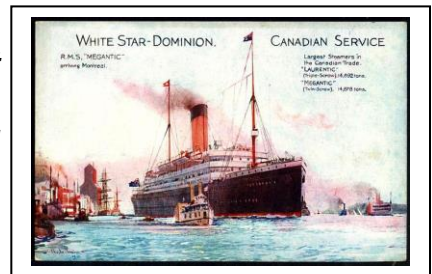
The 2nd (Reserve) Battalion had been formed – in the spring of 1916 - and multiple drafts had been dispatched from Ayr to supplement the strength of the 1st Battalion of the Newfoundland Regiment (see immediately below).



As for Walter Scammell, he had by February 5 been a soldier of the Newfoundland Regiment for two-hundred seven days.

The four senior companies, ‘A’, ‘B’, ‘C’ and ‘D’, had become in the summer of 1915 the 1st Battalion of the Newfoundland Regiment and had thereupon been attached to the 88th Infantry Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force. The force had soon been dispatched from *Camp Aldershot* to...*active service*.

(Right above: *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.)*



(Right: *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.)*

On August 20 of 1915, the Newfoundland Battalion had 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.



(Right: *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)*

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 of the 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)*

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(Right below: 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)

When the Newfoundlanders had landed from their transport ship at *Suvla Bay* they were to disembark into a campaign that was already on the threshold of collapse.

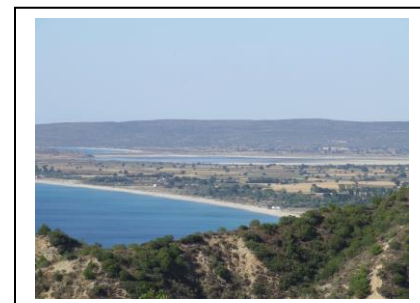
Not only in the area where the Newfoundland Battalion would now serve but, even ever since the very first days of the operation in April of 1915, the entire *Gallipoli Campaign*, including the operation at *Suvla Bay*, had been proving to be little more than a debacle:



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 their allies, the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.

**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.*

(Right: This is Anzac Bay in the fore-ground with the Salt Lake in the centre further away. The bottom of Suvla Bay is just to be seen on the left and adjacent to the Salt Lake, and further away again. The hills in the distance and the ones from which this photograph was taken were held by the Turks and formed a horse-shoe around the plain surrounding the Salt Lake - which was where the British and Newfoundlanders were stationed. – photograph from 2011)



(Right: No-Man's-Land at Suvla Bay as seen from the Newfoundland positions – from Provincial Archives)

November 26 would see what perhaps was to be the nadir of the Newfoundland Battalion's fortunes at *Gallipoli*; there was to be 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.

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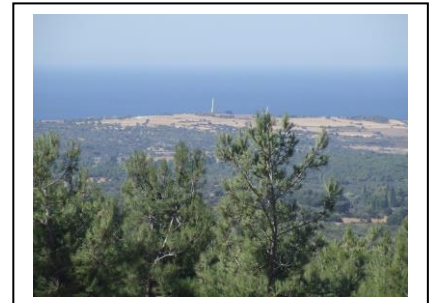
(Right: *An un-identified Newfoundland soldier in the trenches at Suvla Bay – from Provincial Archives*)



Numerous, however, had been those afflicted by trench-foot and by frost-bite.

By this time the situation there had daily been becoming more and more untenable, thus on the night of December 19-20, the British had abandoned the entire 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 thereupon 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 would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.



(Right: *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*)

(Right: *'W' Beach at Cape Helles under shell-fire as it was only days before the final British evacuation – from Illustration*)



The British, Indian and *Anzac* forces – the Australian and New Zealand Army Corps was also to serve at *Gallipoli* – had by now simply been marking time until a complete withdrawal of the *Peninsula* could be undertaken.

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

****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: *'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*)

Immediately after the British evacuation of the *Gallipoli Peninsula*, the Newfoundland unit had been ordered to the Egyptian port-city of Alexandria and beyond.

On January 14, the Australian Expeditionary Force Transport *Nestor* had arrived there with the 1st Battalion on board. The vessel was to sail just after mid-day on the 16th, on its way southwards down the Suez Canal to Port Suez where she had docked early on the morrow and where the Newfoundlanders had landed and marched to their encampment.

There they were to await further orders since, at the time, the subsequent destination of the British 29th Division had yet to be decided*.

(Right: *The image of the Blue Funnel Line vessel Nestor is from the Shipspotting.com web-site. The vessel was launched and fitted in 1912-1913 and was to serve much of her commercial life until 1950 plying the routes between Britain and Australia. During the Great War she served mainly in the transport of Australian troops and was requisitioned again in 1940 for government service in the Second World War. In 1950 she was broken up.*)



(Right: *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*)



**Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was already becoming a theatre of war.*

After a two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and other ranks of the 1st Battalion were to board His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage back up through the *Suez Canal* en route to France.



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

The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseille, on March 22.

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



Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

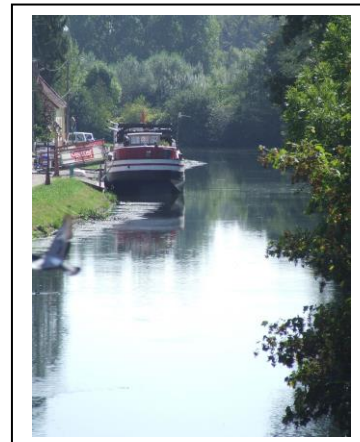
It had been a cold, miserable journey, the blankets provided for the troops having inexcusably travelled unused in a separate wagon.

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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.

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

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



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

(Right: *A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?)*)



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

(Right: *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*)



Having then been withdrawn at the end of that April to the areas of Mailly-Maillet and Louvencourt where they would be based for the next two months, the Newfoundlanders had soon been preparing for the upcoming 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.



(Preceding page: *A view of Hawthorn Ridge Cemetery Number 2 in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?)*)

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*.



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

**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, a commune, not village*.* – photographs from 2010 & 2015)

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 greatest disaster ever in the annals of the British Army...and, perhaps just as depressing, the carnage of the...*First Battle of the Somme...*was to continue for four and a half months.

**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 any German counter-assault might well annihilate the survivors 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.

There were then 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: *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 at Maily-Maillet 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, the Regimental War Diary records that on the 14th of July, 1916, the 1st Battalion was still to number only...*11 officers and 260 rifles...after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.*

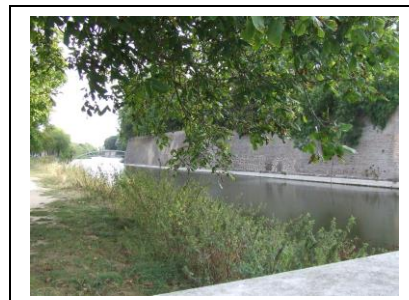
Of course, the 1st Battalion of the Newfoundland Regiment had not been the only unit in the British Army to have incurred horrific losses on July 1, 1916, even though it had indeed been one of the most devastated. But even with its depleted numbers, the Battalion was needed and, after that first re-enforcement, it had almost immediately again been ordered to man the trenches of the front line: as of that July 14, undermanned as seen above, the Newfoundlanders began another tour in the trenches where...*we were shelled heavily by enemy's 5.9 howitzers and a good deal of damage was done to the trenches* (excerpt from the 1st Battalion War Diary).

A second re-enforcement draft from Rouen had then arrived days later, on July 21, while the Newfoundland Battalion was at Acheux and then, only three days afterwards – at the very time that the Prime Minister of Newfoundland had visited the unit – a third draft of sixty other ranks had arrived in Beauval and reported...*to duty*.



On July 27-28 of 1916, the Newfoundland Battalion - still under establishment battalion strength at only five-hundred fifty-four strong – maybe even fewer - even after still further re-enforcement – would move northwards and enter into the *Kingdom of Belgium* for the first time.

(Right above: *The entrance to 'A' Company's quarters – obviously renovated since that time – sunk in the ramparts of the city of Ypres, when the Newfoundland Battalion was posted there in 1916 – photograph from 2010)*



(Right above: *The same re-constructed ramparts as shown above, here viewed from just outside the city and from the far side of the moat which still partially surrounds it – photograph from 2010)*



The unit 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.

(Preceding page: *Canadian trenches in Sanctuary Wood, not far removed from the Newfoundland Battalion's positions during August and September of 1916 – photograph from 2010*)

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

And it was to be there in *the Salient* in the sector of a place called *Railway Wood*, that the Newfoundland Battalion would soon be serving after its transfer completed from France.

(Right above: *Railway Wood, the Newfoundland positions at the time, almost a century later – a monument to the twelve Royal Engineers buried alive there may just be perceived on the periphery of the trees – photograph from 2014*)

(Right: *The already-battered city of Ypres seen here towards the end of the year 1915 – and some eight months before the Newfoundlanders were to be posted there for the first time – from a vintage post-card*)

On October 8, 1916, after having served in Belgium for some ten weeks, the Newfoundland Battalion had been ordered to return southwards. The unit was thereupon to be transported by train back into France, back into the area of the...*First Battle of – the Somme*.

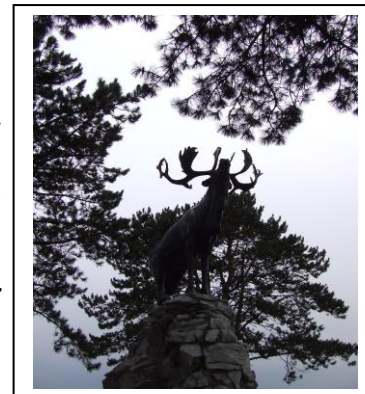
Just four days after unit's return to France from Belgium, on October 12 of 1916, the 1st Battalion of the Newfoundland Regiment had again been ordered to take to the offensive; it was at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres south-east of Beaumont-Hamel.

The encounter was to prove 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: *The Caribou at Gueudecourt stands at the furthest point of the Newfoundland Battalion's advance of October 12, 1916. – photograph from 2012*)

(continued)



The Newfoundland Battalion was not then to be directly involved in any further concerted infantry action in the immediate area of Gueudecourt although, on October 18, it had furnished two-hundred fifty men to act as stretcher-bearers in an attack undertaken by troops of two British regiments, the Hampshires and the Worcestershires, of the 88th Infantry Brigade of which, of course, the Newfoundland unit was a battalion.

(Right below: *Stretcher-bearers not only shared the dangers of the battle-field with their arms-bearing comrades, but they often spent a longer period of time exposed to those same perils. This photograph was likely taken during First Somme. – from Illustration*)

On October 30, the Newfoundland unit had eventually retired to rear positions from the Gueudecourt area. It had been serving continuously in front-line and support positions for three weeks less a day.



The Newfoundlanders were now to spend two weeks retired to the area of Ville-sous-Corbie, re-enforcing and reorganizing. It was not to be until November 15 that the Battalion had started to wend its way back to the front lines.

Back at *the Front* the Newfoundland unit had continued its watch in and out of the trenches of *the Somme* – not without casualties, almost all likely due to enemy artillery – during the late fall and early winter. It was to be a period interrupted only by another several weeks spent in *Corps Reserve* during the Christmas season, encamped well behind the lines and in close proximity to the city of Amiens.

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

As recorded further above, the withdrawal to what were to be the Newfoundland unit's quarters for the next month had begun during the second week of December. The unit had been joined by the draft from Rouen - of which Private Collins would have been a soldier had not that afore-mentioned absence on the day of departure from Ayr occurred - on December 12 at Méricourt l'Abbé.



The Battalion's retirement was to continue both on foot and by train until *Camps-en-Amienois* had been reached on the 15th day of the month.

The Christmas festivities having been completed – turkey dinner washed down with...*real ale*...apparently – it was not to be until a further sixteen days had passed, January 11, that the Newfoundland Battalion would be ordered out of *Corps Reserve* and from its lodgings at *Camps en Amienois* to make its way on foot to the town of Airaines.

From the railway station there it had then entrained for the small town of Corbie where it thereupon had taken over billets which it had already occupied for a short period only two months before. Days later again the unit had continued its progress back up to the forward area and to...*active service*.

That recent six-week Christmas respite spent far to the rear by now a thing of the past, the Newfoundlanders were to *officially* return to...*active service*...on January 23, although they apparently had already returned to the trenches by that date and had incurred their first casualties – and fatalities – of 1917.

And it had now been the beginning of the winter period. As had been and was to be the case of all the winter periods of the *Great War* – that of 1916-1917 would be a time of relative calm, although cold and uncomfortable – there was to be a shortage of fuel and many other things – for most of the combatants of both sides.

It was also to be a time of sickness, and the medical facilities were to be kept busy, particularly, so it seems – from at least Canadian medical documentation – with thousands of cases of dental work.

This period was also to provide the opportunity to undergo training and familiarization with the new practices and the recent weaponry of war; in the case of the Newfoundland Battalion these exercises were to be at least partially undertaken in the vicinity of the communities of Carnoy and Coisy.

And it was, as recorded in an earlier paragraph, at the first-mentioned of the above places, Carnoy, that Lance Corporal Scammell reported from Rouen to the Newfoundland Battalion on that February 5.

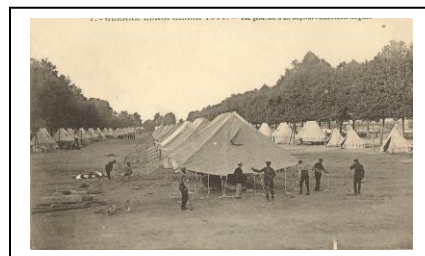
* * * * *

On February 23, after having spent three weeks out of the forward area and away from the trenches – much of this time, as recounted above, having been spent in training and familiarization with new equipment, particularly the recently-introduced Lewis Gun* - the Newfoundland Battalion returned to the trenches in the vicinity of the small village of Sailly-Saillisel for a short four-day tour.

**The Lewis Gun was a light machine-gun needing only a two-man crew to operate it, unlike the heavier Vickers gun which required a team of six to eight personnel.*

* * * * *

On February 25, the day after his unit's retirement from those trenches, Lance Corporal Scammell was sent to the 14th Corps Rest Station for treatment to a septic toe. Seemingly things were to worsen as he was next reported on March 15 as having been admitted into the 34th Casualty Clearing Station established at Grovetown with a severe PUO (*Pain of Unknown Origin*).



(Right above: *A British casualty clearing station – the one pictured here under canvas for mobility if and when the necessity arose – being established somewhere in France during the early years of the War – from a vintage post-card*)

(continued)

Two days later he was in the 6th General Hospital in Rouen where he would remain for a month before being subsequently placed on board His Majesty's Australian Hospital Ship *Warilda* on April 17 for the cross-Channel journey back to the United Kingdom.

(Right: The image of 'Warilda' clad in her war-time hospital-ship garb is from the Old Ship Picture Galleries web-site. Originally constructed for the Australian east-west coastal service, early in the Great War she was requisitioned for use as a troopship. In mid-1916 the vessel was then converted to serve as a hospital ship, at first in the Mediterranean before conveying wounded and sick from the Western Front for hospitalization in the United Kingdom. By August of 1918 she had transported some eighty-thousand patients.



On August 3 of 1918, while carrying eight-hundred one patients to England, the ship was torpedoed by U-49 and the ship began to sink. She did so just after four-o'clock on that morning and one-hundred twenty-three patients and crew members were to lose their life. Her wreck still lies at the bottom of the English Channel.



Once having arrived on that same day in England Lance Corporal Scammell was transported to and admitted – also on that April 17 - into the 3rd London General Hospital in the southern Borough of Wandsworth.

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

(Right: A group of Newfoundland patients dressed in their hospital uniform, but all unfortunately unidentified, is seen here convalescing in the grounds of the 3rd London General Hospital, Wandsworth – courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)



The diagnoses in the records of that time are really just symptoms: pyrexia – high fever – and diarrhoea. It would not be until April 26 when he was transferred to another hospital that a consensus as to his condition would be reached.

On that above-mentioned date, with enteritis now cited – and recorded - as the cause of his medical woes, he was transferred to the *Military Hospital*, Bermondsey, London, until May 18. From that date until June 6, Lance Corporal Scammell was to be posted to a Convalescent Depot at the coastal town of Eastbourne.

(continued)

He was thereupon released and granted the customary ten-day furlough accorded service personnel upon discharge from hospital in the United Kingdom. Thus he found himself spending from that June 6 until June 15 in the county of Somerset at the *Greyhounds Hotel* in the town of Midsomer Norton.

On that same June 15, his presumably all-too-short period of leave completed, Lance Corporal Scammell reported back to the Regimental Depot at Ayr where he was posted...to duty...with 'H' Company.

(Right: *The Newfoundland Plot in Ayr Cemetery wherein lie fourteen Newfoundlanders to whom the Commonwealth War Graves Commission refer as Canadians – here and elsewhere – photograph from 2014*)



Just over seven weeks later, on August 5, the 28th Re-enforcement Draft, from Barry*, embarked at either Folkestone or Southampton en route to Rouen. There the draft landed, and Lance Corporal Scammell made his way for a second time to the Infantry Base Depot for those inevitable days of final preparation.

**During the summer months of 1917, the 2nd (Reserve) Battalion had been transferred from Ayr to not-so-distant Barry. Initially intended to be a permanent move, the protest from several quarters was so great that the Newfoundlanders were back in Ayr by the third week of September.*

Lance Corporal Scammell was a non-commissioned officer of one of the two drafts totalling one-hundred sixty-six personnel which arrived at *Penton Camp*, on the outskirts of the Belgian town of Poperinghe on August 28. The Newfoundland Battalion had retired from the line only days prior, on the 24th day of that month and was not to return to *the Front* for an entire month.

This period, a planned – yet enforced by circumstances - lull in the fighting, was to allow the entire British Army time to reorganize and re-enforce in the midst of an offensive which was not proceeding as well as had optimistically been anticipated.

* * * * *

Just before Lance Corporal Scammell's departure for medical attention partially described further above, on February 18 the 1st Battalion had begun a five-day trek back from Coisy to the forward area where it was to go back into the firing-line on February 23, there to relieve a unit of the 1st Lancashire Fusiliers. It had been at that afore-mentioned place called Saily-Saillisel and the reception offered by the Germans would be both lively – and deadly: after only two days the Battalion had incurred four dead, nine wounded and three gassed without there having been any infantry action. The Newfoundlanders were to be withdrawn on February 25...to return just three days later – by this time without Lance Corporal Scammell.

They had been carrying with them orders for a...*bombing raid*...on the enemy positions at Saily-Saillisel...to be carried out on March 1.

(Right: A soldier of the Lancashire Fusiliers, his unit to be relieved by the Newfoundlanders on March 1, enjoys his cigarette in the cold of the trenches at Sully-Saillisel during the winter of 1916-1917. – from *Illustration*)



In fact, the sole infantry activity *directly* involving the Newfoundland unit during all of that entire period – from Gueudecourt in mid-October, 1916, until Monchy-le-Preux was to be reached (see below) in mid-April of 1917 – was to be that sharp engagement at Sully-Saillisel at the end of February and the beginning of March, an action which would bring this episode in the Newfoundlanders' War – in the area of *the Somme* – to a close.

(Right below: *The fighting during the period of the Battalion's posting to Sully-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 the confrontation at Sully-Saillisel, the Newfoundland Battalion was to be ordered retired to the rear area by train, to an encampment at Meaulté. There, and later at *Camps-en-Amienois* – even further behind the lines and where the unit had spent the preceding Christmas period – the Newfoundland unit would spend almost the entire remainder of that month.



The month of March would be a quiet time for the Newfoundlanders; having departed from the trenches, they were now to serve near those communities of Meaulté and Camps-en-Amienois and be re-enforced, re-organized, and in training for upcoming events.

They had even had the pleasure of a visit from the Regimental Band come from Ayr, and also one from the Prime Minister of Newfoundland, Sir Edward Morris, the latter on March 17, St. Patrick's Day.



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

On March 29, the Newfoundlanders had commenced making their way – on foot – from Camps-en-Amienois to the north-east, towards the venerable medieval city of Arras and eventually beyond, the march to finish amid the rubble of the village of Monchy-le-Preux.



(Right: *The remnants of the Grande Place in Arras at the time of the Great War, in early 1916* – from *Illustration*)

(continued)

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 – just over four thousand - this attack would be the most expensive operation of the *Great War* for the British, its only positive episode to be the Canadian assault of *Vimy Ridge* on the opening day of the battle, Easter Monday, 1917.

And while the British campaign would prove an overall disappointment, the French *Bataille du Chemin des Dames* was to be yet a further disaster.

(Right: *The Canadian National Memorial which has stood atop Vimy Ridge since 1936 – photograph from 2010*)



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



(Right: *The village of Monchy-le-Preux as seen in 1917, from the western, 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*)

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

After the debacle of April 14, the remnants of the Newfoundland Battalion had remained in the area of Monchy-le-Preux for but a few days. Its casualty count had been high enough to warrant that it and the Essex Regiment, which had also incurred heavy losses, be amalgamated into a composite battalion until such time as incoming re-enforcements would allow the two units' strengths to once more resemble those of bona fide battalions.



When the thirty-nine *other ranks* of a re-enforcement contingent come from Rouen had reported to the Newfoundland Battalion on April 18, this force had been just in time to march the dozen kilometres from Arras up to the front line to relieve the Dublin Fusiliers.

There had by that time been only two-hundred twenty *other ranks* from the Newfoundland unit plus twelve officers serving with some two-hundred personnel of the Essex Regiment in the aforementioned composite force. Those of the 1st Newfoundland Battalion would spend the 19th salvaging equipment and burying the dead. They had then remained *in situ* until the 23rd day of the month.



(Right above: *Windmill Cemetery stands about mid-way between Monchy-le-Preux – about three hundred metres behind the photographer – and Les Fosses Farm – three hundred metres to the right along the main road to Arras.– photograph from 2007*)

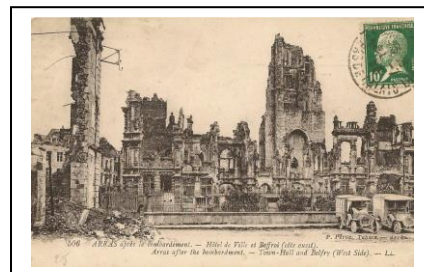
The final action in which the Newfoundland Battalion was to be involved during the five-week long *Battle of Arras* had been the engagement of April 23 at *Les Fosses Farm*. This had been in fact an element of a larger offensive undertaken at the time by units of the British 5th, 3rd and 1st Armies.

It was apparently not to be a particularly successful venture, at least not in the sector of the 1st Battalion, several of the adjacent units to report having been driven back by German counter-attacks, actions accompanied by heavy losses.

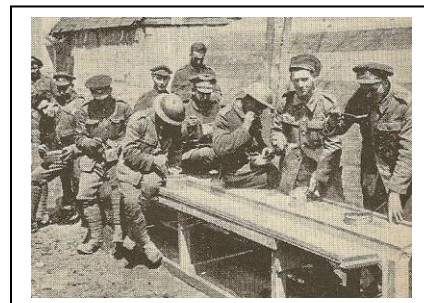
And the Newfoundlanders had also sustained further casualties: ten...*killed in action*, three ...*missing in action*, and forty-eight...*wounded*.

Late that evening of April 23, the Newfoundlanders had retired the dozen or so kilometres to the relative calm of Arras.

(Right: *The City Hall of Arras and its clock-tower in 1919 after some four years of bombardment by German artillery – from a vintage post-card*)

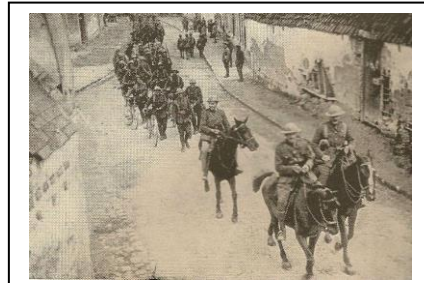


(Right: *Newfoundland troops just after the time of Monchy-le-Preux – from *The War Illustrated**)



The *Battle of Arras* was by then proceeding to its costly and inconclusive close in mid-month – May 15 - but the Newfoundland Battalion was not to be further involved in any co-ordinated offensive action – it had simply been too exhausted; this now would be a period when the 1st Battalion would move in a circular fashion on the *Arras Front*, in and out of some of the quieter trenches.

On May 7 the unit had been on the move once again and marching to different billets in Berneville where it was to be the subject of a war journalist and photographer.



(continued)

(Right below: Newfoundland troops photographed on the march in the community of Berneville – as cited immediately above - in early May, perhaps on the 7th, of 1917 – from *The War Illustrated*)

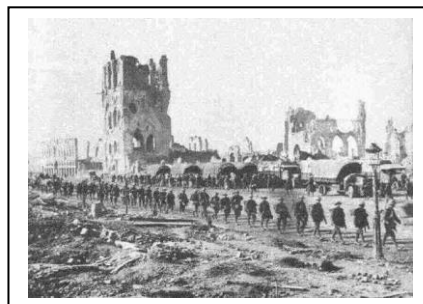
At the outset of June, the 1st Battalion had retired from the line to Bonneville, there to spend its time again re-enforcing, re-organizing and in training for the upcoming British offensive of the summer – and as it was to transpire, the autumn as well.

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 be to the banks of the *Yser Canal* just to the north of the city. There during the first weeks of July, the Battalion was to be engaged in and near the front line to the north of Ypres, strengthening trenches close to the *Yser Canal*.



(Right above: *The Yser Canal at a point in the northern outskirts of Ypres almost a century after the 1st Battalion of the Newfoundland Regiment, manned its eastern bank: East is to the right in the photograph which was where 'D' Company was stationed during this time. – photograph from 2014*)

(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)**



The historic city of Ypres is situated in the low-lying area of Belgian *Flanders* which was the only part of the Belgium to be unoccupied un-occupied by German forces during the Great War. This had been the region selected by the High Command to be the theatre of the British summer offensive of 1917.



(Right: *An unidentified – perhaps unidentifiable – part of the Passchendaele battlefield in the 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.

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. This had been or was also to be the case with the Australians, the New Zealanders and the Canadians, all of whose troops had floundered or would soon do so while fighting their way across the sodden and shell-torn countryside of Belgian Flanders.

(Right: *The village of Passchendaele as seen from the air in 1916, after two years of war – from Illustration*)

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



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

Following the action in mid-August at the *Steenbeek* there had then been four weeks of relative calm which was for the Newfoundland Battalion to begin on August 24 with a four-day withdrawal from the forward area to *Penton Camp* to the north-west of Poperinghe. This reprieve would continue while the British forces had re-enforced and re-organized after a month of fighting that had not gone as well as the British High Command had optimistically anticipated.



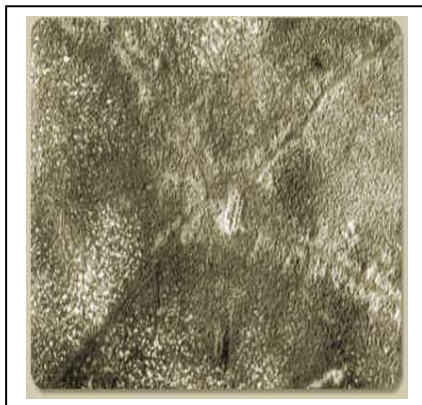
This had been, of course, as reported further above, the occasion for Lance Corporal Scammel to return to his unit following those six months of absence.

* * * * *

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

The Newfoundland unit would go back to war during the last days of what had been a fine month of September, in contrast to what had gone before – but, as the fighting at *Passchendaele* started once more...so did the rains.

The offensive was to re-commence for the 1st Battalion on September 25, although the unit had incurred four wounded two days prior to that date due to long-range artillery fire. Back in their forward trenches they prepared for their next concerted attack on German positions. It would come some two weeks later and it would come at the *Broembeek*.



(continued)

(Right: *An innocuous, placid stream shown here, in 1917 the Broembeek was a torrent which would flood the surrounding terrain, transforming it into a quagmire. – photograph from 2009*)



It was at the *Broembeek* that Lance Corporal Scammell was wounded, incurring wounds due to flying shrapnel to the right arm and to the chest. Where he was sent for immediate attention appears not to be recorded but, by the following day, October 10, he had been admitted into the 11th General Hospital at Dannes-Camiers. He would remain there for only two days before boarding a hospital ship, the name of which does not appear to be among his papers, on the 12th to cross the English Channel and return to England.

(Right below: *the railway station serving the nearby communities of Dannes and Camiers through which many thousands of sick and wounded must have passed their way to and from hospital – from a vintage post-card*)



Upon his arrival back in the United Kingdom, Lance Corporal Scammell was transported to and admitted into the 2nd London General Hospital in Chelsea. Having remained there for treatment until November 6, he was then forwarded to the Ashford VAD Auxiliary Hospital in the county of Kent for convalescence from where he is recorded as having been a patient until December 3.

He was subsequently released to the ten-day post-hospitalization furlough which had been granted from the 5th day of that month until the 17th. His record shows that Lance Corporal Scammell was to report...*to duty*...at Ayr, with 'H' Company, on December 20, after having spent his leave at Number 8, Newmarket Road, also in Ayr.

Early in the New Year of 1918 and less than a month after he had reported to Ayr, both the Regimental Depot and the 2nd (*Reserve*) Battalion of the Newfoundland Regiment moved their quarters from the Royal Borough of Ayr in Scotland to southern England, to Hazely Down Camp, in the southern English county of Hampshire, not far distant from the historic cathedral city of Winchester.



This transfer was finalized during the latter part of January, 1918, and Lance Corporal Scammell was surely a part of the operation.

(Right above: *Troops on the march through a bleak-looking Hazely Down Camp at some time during the winter of 1918 – from The War Illustrated*)

It was at some time during this period spent at *Hazely Down Camp* that Lance Corporal Scammell decided to discard the role of infantryman and to apply for training – and for an eventual commission* – in what would become, as of April 1, 1918, the Royal Air Force**. In

the meantime, however, he remained to serve with the 2nd (Reserve) Battalion of the (Royal^{***}) Newfoundland Regiment and was to receive a second promotion, to the rank of corporal, on April 27.

**The majority of the pilots in the Royal Flying Corps and later of those in the Royal Air Force were officers.*

***Until this time the Royal Flying Corps was administered by the Army: the Royal Air Force was to be an autonomous entity.*

****The Newfoundland Regiment became Royal on January 25, 1918.*

On June 7 of 1918, Corporal Scammell's application for pilot-training was accepted and acted upon. He became Cadet Scammell and on June 10 was posted to 'A' Company of the No. 2 Officer Cadet Battalion based in the university city of Cambridge – No. 2 being attached to *Pembroke College*. Whether he ever earned his wings appears not to be documented.

On November 1 of 1918, just as the Great War was drawing to its conclusion, Cadet Scammell was admitted into the 1st Eastern General Hospital in Cambridge. He was there diagnosed as suffering from influenza and pneumonia.

The son of Stewart Scammell, fisherman – to whom he had allocated a daily sixty cents from his pay - and of Sarah Selina Scammell (née *Torriville**) of the Change Islands – of Coderick's Cove to be precise – he was also elder brother to Clara, to Violet and to Charley. The preceding information a propos his siblings is from the 1911 Census; there appears to be no 1921 Census available of the Change Islands' population to identify any later children.

Cadet Scammell was reported as having...*died of sickness*...on November 11, 1918, the day on which the Armistice came into effect and the *Great War* concluded. He was buried on November 15 (following a post mortem).

Walter Scammell had enlisted at the *declared* age of twenty-one years and four months: birth date on the Change Islands, Newfoundland, February 16, 1895, according to the 1911 Census, but found as February 11 of the same year in the Newfoundland Vital Statistics.

(Right above and right: *The sacrifice of Cadet Scammell is honoured on a Memorial Scroll to be found in St. Margaret's Church, Change Islands – photograph from 2013*)

(continued)



Cadet Walter Scammell was entitled to the British War Medal (on left) and also to the Victory Medal (Inter-Allied War Medal).

Note: There seems to be no explanation as to why there is not a Commonwealth War Graves headstone placed on Cadet Scammell's grave in Cambridge or why he does not lie in the Military Plot in that cemetery, unless that was his family's wish.



Note: A propos the first page photographs: the cross was momentarily displaced to allow the picture of the inscription to be taken – all three images are of the same grave.

The Pay & Record Office
58, Victoria Street
London

57, McCall's Ave.,
Ayr
Scotland
28/2/17

Dear Sir,

I would be very much in debted to you by your letting me know the whereabouts of L/Corpl. Walter Scammell no. 2958, 1st Newfoundland Regt. who left for France eight weeks ago. Letters are away to him not less than nine times and I sent a telegram with a reply paid, away a fortnight ago. Kindly let me have some information about him if possible.

Yours Faithfully,
Mary Davidson

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 – January 31, 2023.