



Private William Snow (Regimental Number 750) lies interred in Bancourt British Cemetery – Grave reference XII. C. 7.

His occupation prior to military service recorded as being that of a *chauffeur* and earning six dollars a week, William Snow presented himself for medical examination on December 11 of 1914, at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland. It was a procedure which was to pronounce him as...*Fit for Foreign Service*. He was a recruit of the Second Draft.

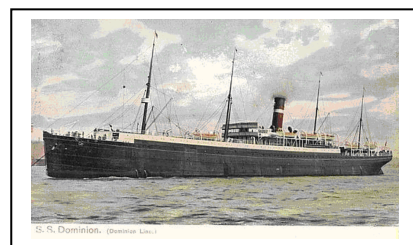
Just four days later, William Snow was to return to the *C.L.B. Armoury*, there to enlist – engaged at the private soldier's daily rate of a single dollar a day plus a ten-cent *Field Allowance*. It appears that he was also to attest on that same December 15.

Now for Private Snow, Number 750, there was to be a seven-week waiting period but where he was to spend at least the early days of that period is not recorded. His given address was Merrymeeting Road in the city but this may have been associated with his work. Hailing from Princeton, Bonavista Bay, it may well be that it was there that he was to spend a last Christmas and New Year – but nothing is recorded to confirm this.

What is recorded is that Private Snow was to spend a part of the month of January of the New Year, 1915, and also the first three days of that February, as a boarder back on Merrymeeting Road – maybe his former lodgings? - with a Mrs. Burrige to whom he paid fifty cents per diem*.

**In fact it was to be the public purse which paid the ten dollars owing, an amount which would have paid for twenty days. Private Snow would have taken up his temporary residence with Mrs. Burrige on January 15.*

On the fourth day of February of 1915, the first reinforcements – this was ‘C’ Company - for the Newfoundland contingent – it was not yet at battalion strength - which by this time was serving in Scotland (see further below), were to embark via the sealing tender *Neptune* onto the *SS Dominion* – the vessel having anchored to the south of St. John’s, off Bay Bulls, because of ice conditions.



The vessel was then to sail - and Private Snow thus departed Newfoundland for overseas service - a day later again, on February 5, for trans-Atlantic passage to the United Kingdom.

(Right above: The image of the steamer ‘Dominion’ - launched in 1894 as the ‘Prussia’ - is from the Old Ship Picture Galleries web-site. An older vessel, she was to be requisitioned during the latter part of the Great War as a store and supply ship. She survived the conflict to be scrapped in 1922.)



**There appears to be some confusion in some sources as to whether these troops were ‘C’ or ‘D’ Company. However, ‘D’ Company was to go overseas some time later on ‘Stephano’ to Halifax and then on ‘Orduña’ to Liverpool.*

(Right above: The photograph of personnel of ‘C’ Company on board the ‘Neptune’ on the way to the harbour at Bay Bulls is from the Provincial Archives.)

Having disembarked in the English west-coast port-city of Liverpool, the Newfoundlanders entrained for Edinburgh, the first Newfoundland Regiment contingent having by this time been posted to the historic Castle in Scotland’s capital city. There they were to provide the garrison, thus being the first unit from overseas ever to do so.



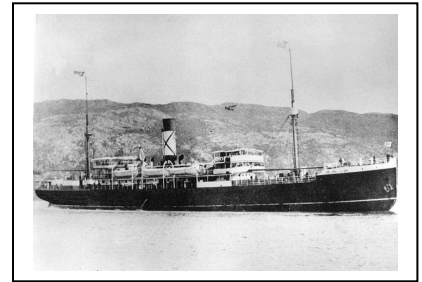
Private Snow and the other new-comers reported to duty at Edinburgh Castle on February 16.

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

* * * * *

Five to six months before that time, in the late summer and early autumn of 1914 there had been a period of training of some five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's for the newly-formed Newfoundland Regiment's first recruits - to become 'A' and 'B' Companies - during which time the authorities had also been preparing for the Regiment's transfer overseas.

This first Newfoundland contingent was to embark on October 3, in some cases only days after 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 would sail 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.

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



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

In the United Kingdom this first Newfoundland contingent was to train in three venues during the late autumn of 1914 and then the winter of 1914-1915: firstly in southern England on the Salisbury Plain; then in Scotland at *Fort George* – on the Moray Firth close to Inverness; and lastly at Edinburgh Castle – where, as recorded beforehand, it was to provide the first garrison from outside the British Isles – and where 'C' Company and Private Snow, as also cited beforehand, would arrive from Newfoundland on February 16 of 1915.

* * * * *

Some three months later, on May 11, and three weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit was ordered moved to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.

It was to be at *Stobs Camp* that the Newfoundland contingent received the reinforcements from home – 'F' Company which arrived on July 10, 1915 - that would bring its numbers up to that of British Army establishment battalion strength*. The now-formed 1st Battalion of the Newfoundland Regiment was thus rendered eligible to be sent on 'active service'.

(Right below: *The Newfoundland Regiment marches past on the training ground at Stobs Camp and is presented with its Colours on June 10, 1915. – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)

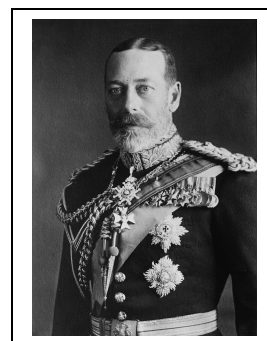
**This was approximately fifteen hundred, sufficient to furnish four ‘fighting’ companies, two re-enforcement companies and a headquarters staff.*

At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’, were then sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot. This force, now the 1st Battalion of the Newfoundland Regiment, was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.



Meanwhile the two junior Companies, ‘E’ – last arrived at Edinburgh - and the aforementioned ‘F’, were ordered transferred to Scotland’s west coast, to Ayr, there to provide the nucleus of the newly-forming 2nd (Reserve) Battalion.

(Right: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India – the photograph is from Bain News Services via the Wikipedia web-site.*)



It was during this period at Aldershot, on August 15, that Private Snow was prevailed upon to re-enlist, on this occasion for the *duration of the war**.

**At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for 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 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.)*

On August 20, 1915, Private Snow and the Newfoundland unit 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. 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 landed at *Suvla Bay* on the *Gallipoli Peninsula*.



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

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



(Right below: *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 below: *A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where the 1st Battalion of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011*)



When the Newfoundlanders landed from their transport ship at *Suvla Bay* on that September night of 1915 they were to disembark into a campaign that was already on the threshold of collapse.

Not only in the area where the Newfoundland Battalion was to 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 proved 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 above: *No-Man's-Land at Suvla Bay as seen from the Newfoundland positions – 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.*

* * * * *

(continued)

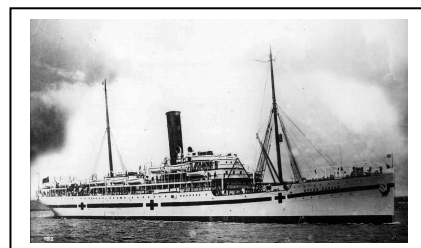
(Right: *An un-identified Newfoundland soldier in the trenches at Suvla Bay – from Provincial Archives*)



One month after having set foot on the sand and stone – mostly the latter – of Kangaroo Beach – on October 20 Private Snow was evacuated from Suvla – possibly by way of the Greek island of Mudros - on board His Majesty's Hospital Ship *Dover Castle*. He had been by then diagnosed as suffering from a severe case of dysentery.

Days later he had arrived at the 21st General Hospital in the Egyptian port-city of Alexandria where he was admitted on October 26.

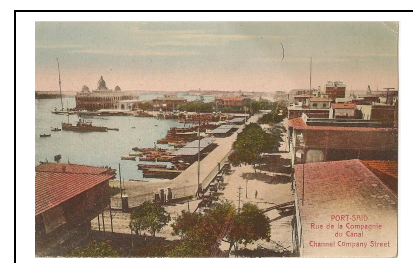
(Right: *The image of Dover Castle in her war-time hospital ship garb is from the Old Ship Picture Galleries web-site. She was playing this role in May of 1917, sailing from Malta to Gibraltar, when she was struck by a torpedo. Two-hundred seventy survivors were taken off her – seven lives were lost – by an accompanying hospital ship, Karapara, and taken to Gibraltar, while Dover Castle's captain and a volunteer crew attempted to save the vessel. However, hours later, the U-boat struck again and the vessel sank in just three minutes.*)



At this point the records seem to contradict each other: the more likely scenario is that on November 20, Private Snow was discharged from hospital in Alexandria, and was transferred to the ancient pharaonic city of Luxor, further up the River Nile, for a ten-week period of convalescence.

On February 1 of 1916, he was then released *to duty* to the British Base Depot of Sidi Bishr, Alexandria. No reason appears to be documented to explain as to why Private Snow was not then ordered to re-join the Newfoundland Battalion which by that time had been back in Egypt, at Suez, for some two weeks. The Newfoundlanders had been stationed there since the middle of January after the complete withdrawal of the Allied forces from Gallipoli (see further below).

Six weeks later the Newfoundland unit would take ship at Suez and would return through the Canal and then the Mediterranean to France (see also further below). As for Private Snow, he was to remain at the Base Depot, Alexandria, from where on March 18, having travelled eastward along the Mediterranean coast to Port Saïd at the northern end of the Canal, he boarded a requisitioned Canadian Pacific steamship, the *Lake Manitoba*, to follow in the metaphoric wake of the 1st Battalion to France.



(Right above: *The northern entrance to the Suez Canal and Port Saïd on its western bank, just prior to the time of the Great War – from a vintage post-card*)

(continued)

In fact, Private Snow had sailed only four days after the departure of *Ausonia* carrying the Newfoundland Battalion from Suez. Then, as already had his comrades-in-arms by that time, he was to disembark, on March 26, in the French port-city of Marseilles, again four days following the landing there of the main body of the 1st Battalion.



(Right above: *The image of the Canadian Pacific Line vessel Lake Manitoba is from the Old Ship Picture Galleries web-site. Launched in 1901, she had spent the early years of her career as a ship of the Beaver Line, before being acquired by Canadian Pacific in 1903 after which she continued her trans-Atlantic work until the coming of the Great War when she was requisitioned as a troop transport. She burned in Montreal in August of 1918, to be thereupon used as a cargo vessel for a few years before being scrapped in 1924.*)

Although the exact date has not been documented, a charge sheet on which it appears that Private Snow received seven days of Field Punishment Number 1 for failing to obey an order, furnishes the evidence that Private Snow was to report *to duty* with the Newfoundland unit at some time prior to April 20. There were only two detachments to report in France to the 1st Battalion before that date – in fact before April 26.

Thus he may have remained in Marseilles until April 3 when the 2nd Re-enforcement Draft from Ayr arrived - via Egypt! - and travelled with it to report...*to duty*...at Louvencourt on April 8; or, perhaps more likely, Private Snow was posted to the British Expeditionary Force Base Depot at Rouen before joining the 3rd Re-enforcement Draft from Ayr, to report *to duty* with the 1st Battalion in the village of Englebelmer on April 15.

* * * * *

In the meantime, during the short period which had followed Private Snow's departure for hospital, things were to worsen at *Gallipoli** for the British in general and for the 1st Battalion of the Newfoundland Regiment in particular.

**The French know the place as 'Les Dardanelles' while the Turks call it 'Çanakkale'.*

November 26 of 1915 would see perhaps 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 had been 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, had been those afflicted by trench-foot and by frost-bite.

At *Suvla Bay*, the British positions were daily becoming more and more untenable and thus on the night of December 19-20, the area was totally abandoned – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard.



(Preceding page: *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)*

Some of the Battalion personnel were to be evacuated to the nearby island of Imbros, some to Lemnos, further away; but in neither case had the respite been 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: *'W' Beach at Cape Helles 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 only been marking time until a complete withdrawal of the *Peninsula* could be undertaken.

This final operation had taken 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 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 had evacuated the entire *Gallipoli Peninsula* in January of 1916, the Newfoundland Battalion was to be ordered to the Egyptian port-city of Alexandria, to arrive there on the 15th of that month. The Newfoundlanders had then immediately been transferred southward to the vicinity of 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*.



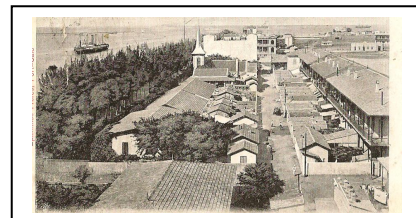
****Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was soon to become a theatre of war.***

(Right above: *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)*

(continued)

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

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 begin the voyage 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: *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 inexcusably travelled unused in a separate wagon.

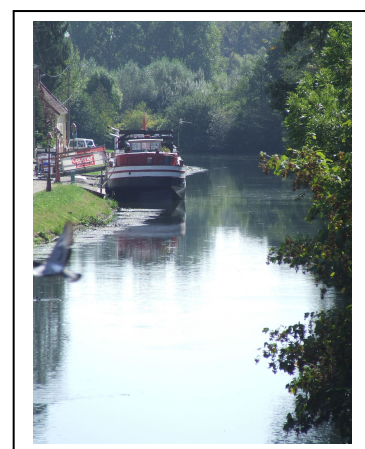


Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

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 have become a part of their history.

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

On April 13, the 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 reinforcements from Scotland via Rouen and, in two days' time, would be introduced into the communication trenches of the *Western Front*.



Some days before, while the Battalion had been resting in billets at Louvencourt, the 2nd Re-enforcement Draft from Ayr had reported...*to duty*; and then, on April 15, the above-mentioned...*re-enforcements from Scotland via Rouen*...had arrived at Englebelmer.

And as seen in a previous paragraph, it had been as a soldier of one of these two detachments, that Private Snow had returned to service with the Newfoundland Battalion.

* * * * *

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 then 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: A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 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 were soon to be 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.

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

**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: *Wounded at the Somme being transported in hand-carts from the forward area for further medical attention – from Le Miroir*)



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 carnage of *the Somme* was to continue for the next four and a half months.

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

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.



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

Although his name is found on the Newfoundland unit’s nominal roll of the day, Private Snow was not to figure in the fighting of July 1 with the 1st Battalion; it is therefore possible that he had been either seconded to another unit, or it is more likely that he was to be one of the ten per cent reserve of fourteen officers and eighty-three *other ranks* held at Louvencourt and which was not called to the fore until late in the afternoon of that July 1*.



**The well-known roll-call of July 2 of those who survived the battle unscathed was not officially recorded until two days later. The roll call of those who had been in the ten per cent reserve of fourteen officers and eighty-three men held back for most of the day at Louvencourt was apparently also officially recorded only later - thus the inscription ‘With Battalion 4/7/16’ which appears on certain records as it does on that of Private Snow.*

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 would be relieved from the forward area and 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 below: *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 reinforcements – 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 manpower 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 Newfoundland Battalion - still at only fifty per-cent establishment battalion strength at five-hundred fifty-four strong, even after further re-enforcement again – was ordered to move north and to enter 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.

(Right: *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*)



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 Newfoundland Battalion had been ordered to return south, back into France and back into the area of – and the battle of – *the Somme*.

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



Four days after that return to France, on October 12, 1916, the 1st Battalion of the Newfoundland Regiment had again been ordered to the offensive; it was to be at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.

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

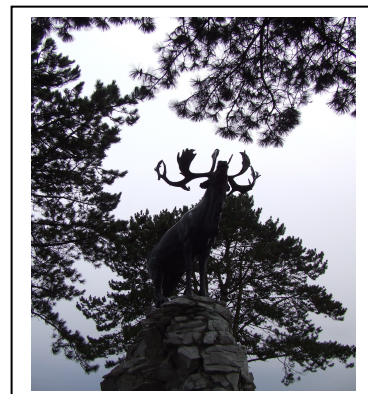
(Right: *This is the ground over which the 1st Battalion advanced and then mostly conceded at Gueudecourt on October 12. Some few managed to reach the area where today stand the copse of trees and the Gueudecourt Caribou, on the far right horizon.* – photograph from 2007)



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

A former *Frontiersman* and the son of John Snow - to whom he had allotted a daily allowance of fifty cents from his pay – of Princeton (at the time also known as *Seal Cove*), Bonavista Bay, he was at first reported as *missing in action* on October 12, 1916, in the fighting at Gueudecourt.

However, Private Snow's record was later amended so as to read *killed in action or died of wounds on or shortly after 12/10/1916* subsequent to a report of the identification and burial of his remains 3½ miles north of Combles. This was submitted by the Officer Commanding a Graves Registration unit, on or about March 6, 1918.



In February of 1920 his remains were exhumed and transferred to Bancourt, where they rest today.

William Snow had enlisted at the *declared* age of nineteen years.

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



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



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 8, 2023.