

Private Joseph Patrick Vaughan (Regimental Number 800), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

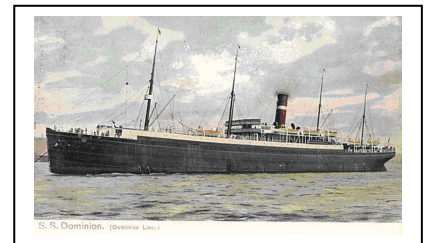


His occupation prior to military service recorded as being that of an *office clerk* employed by *F. B. Wood, Manufacturers and wholesale dealers in Confectionery*, of Hamilton Avenue(?), and earning five dollars a week, Joseph Patrick Vaughan presented himself for medical examination on November 30 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.

It was to be three weeks and three days after having undergone this medical assessment that Patrick Vaughan 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 23.

Now for Private Vaughan, Number 800, there was to be a six-week waiting period. How he occupied himself during that period is not recorded among his papers; he may, of course, have returned to work but this is only speculation.

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 Vaughan 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.



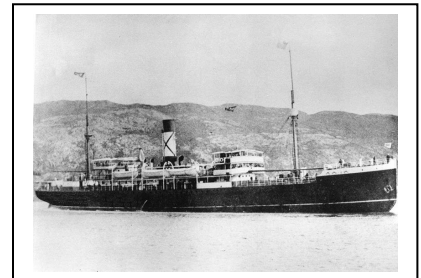
Private Vaughan and the other new-comers reported to duty at Edinburgh Castle on February 16.

*(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 1<sup>st</sup> 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 Vaughan, 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 re-enforcements 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 1<sup>st</sup> Battalion of the Newfoundland Regiment was thus rendered eligible to be sent on ‘active service’.

(Right: *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 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 1<sup>st</sup> Battalion of the Newfoundland Regiment, was thereupon attached to the 88<sup>th</sup> Brigade of the 29<sup>th</sup> 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 2<sup>nd</sup> (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 Vaughan was prevailed upon to re-enlist, on this occasion for the *duration of the war*\*.

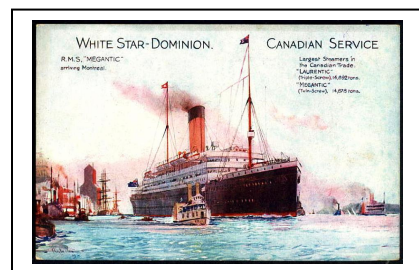
*\*At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist.*

(continued)

(Right: Some of the personnel of 'A', 'B', 'C' and 'D' Companies of the 1<sup>st</sup> 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 Vaughan 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 1<sup>st</sup> Battalion landed at *Suvla Bay* on the *Gallipoli Peninsula*.

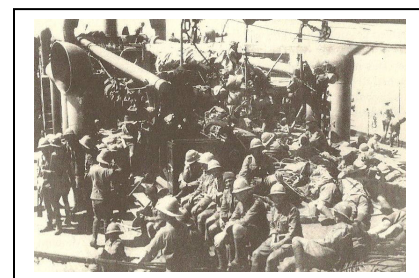


(Right above: The image of *Megantic*, here in her peace-time colours of a 'White Star Line' vessel, is from the *Old Ship Picture Galleries* web-site.)

(Right: *Kangaroo Beach*, where the officers and men of the 1<sup>st</sup> 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)



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:



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

(continued)

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

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

*\*Many of the commanders chosen were second-rate, had been brought out of retirement, and had little idea of how to fight – let alone of how to win. One of the generals at Suvla, apparently, had handed in his resignation during the Campaign and had just gone home.*



During the short period which now followed, things were to worsen at *Gallipoli*\* for the British in general and the 1<sup>st</sup> Battalion of the Newfoundland Regiment in particular.

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

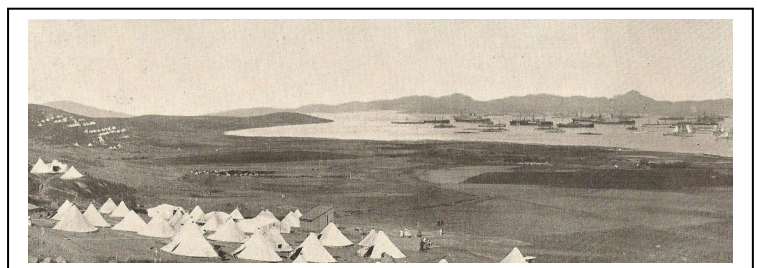
November 26 of 1915 would see perhaps the nadir of the Newfoundland Battalion's fortunes at Gallipoli; there was to be a freak rain-, snow- and ice-storm strike the *Suvla Bay* area and the subsequent floods had wreaked havoc amongst the forces of both sides. For several days, survival rather than the enemy was to be the priority.

There were to be many casualties on both sides, some of them, surprised by the sudden inundation of their positions, fatalities who had drowned in their trenches – although no Newfoundlanders were to be among that number. Numerous, however, were those afflicted by trench-foot and by frost-bite and Private Vaughan was to be one of them.

\* \* \* \* \*

On December 1, 1916, only days after that cataclysmic storm, Private Vaughan was admitted into the 26<sup>th</sup> Casualty Clearing Station at *Suvla Bay* suffering from frost-bite and trench-foot.

He was evacuated from there four days afterwards, on December 5, to the 16<sup>th</sup> Stationary Hospital at Mudros on the Greek island of Lemnos some seventy kilometres distant. He was now to undergo three further weeks of care.



(Right above: *By the end of 1915, the busy Bay of Mudros with its minuscule harbour was almost entirely surrounded by Allied medical facilities – a great number of them under canvas. – from Illustration*)

On Boxing Day, December 26, of 1915, Private Vaughan was embarked at Mudros onto His Majesty's Hospital Ship *Aquitania*, from there to be invalided back to the United Kingdom. He arrived there on or about January 2 of the New Year, 1916.

(Right: *Some of the facilities on board the requisitioned trans-Atlantic liner Aquitania after their conversion into hospital wards – photograph originally from the Cunard Archives*)



Upon his arrival in England, Private Vaughan was transferred to and admitted into the 3<sup>rd</sup> London General Hospital in the Borough of Wandsworth where he was now to receive further treatment. He remained there for the following ten weeks.

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



(Right: *A party of Newfoundland patients, dressed in hospital uniform but otherwise unfortunately unidentified, is seen here convalescing in the grounds of the 3<sup>rd</sup> London General Hospital, Wandsworth. – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



On March 14, Private Vaughan was discharged from Wandsworth, having been granted the customary ten-day furlough accorded to military personnel upon release from hospital. Immediately after this short period of leave, he was posted to the Regimental Depot at Ayr where he reported to duty on March 23.

At the end of this summer of 1915, the once-Royal Borough of Ayr on Scotland's west coast was to begin to serve as the overseas base for the 2<sup>nd</sup> (Reserve) Battalion of the Newfoundland Regiment from where – as of November of 1915 and up until January of 1918 - re-enforcement drafts from home were to be despatched to bolster the 1<sup>st</sup> Battalion's numbers, at first to the Middle East and then later to the *Western Front*.

(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*)

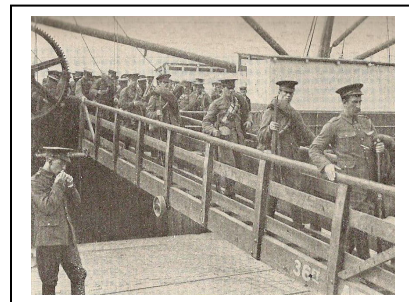


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(Preceding page: *The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.*

On April 13 of 1916, the 5<sup>th</sup> Re-enforcement Draft from Ayr, with Private Vaughan among that number, embarked in the English south-coast port of Southampton en route to the large British Expeditionary Base Depot at Rouen in the vicinity of the capital city of Normandy. The contingent disembarked there on April 15, thereupon making its way to the Base for organizing and for final training\* before moving on to its rendezvous with the 1<sup>st</sup> Battalion.



(Above right: *British troops disembark 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.*

Almost immediately upon disembarkation, on April 17, Private Vaughan was admitted into the 6<sup>th</sup> General Hospital with inflamed glands. On the 20<sup>th</sup> he was transferred to the 12<sup>th</sup> General Hospital in Rouen, and again, on the 21<sup>st</sup>, from Rouen to the 9<sup>th</sup> Stationary Hospital at Le Havre, the diagnosis now being a venereal problem\*.



*\*As was the policy with the British Army towards venereal sufferers at the time, Private Vaughan was deducted a day's 'hospital stoppage' for the time – that single day - spent in Rouen. He was fortunate not to have had pay deducted for the remainder of the treatment period.*

(Right above: *the port-city of Le Havre at or about the time of the Great War – from a vintage post-card*)

It was to be almost two months before he was discharged *to duty*, to the Base Depot at Rouen. There he languished only for a week before being dispatched to report *to duty* with the 1<sup>st</sup> Battalion in billets behind the lines in and about the village of Louvencourt.

Private Vaughan is documented as having done so on June 20.

\* \* \* \* \*

In the meantime, during those first three weeks of the month of December of 1915 while Private Vaughan had been receiving his first treatments for frost-bite and trench-foot, the situation at *Suvla Bay* had been becoming more and more untenable for the British in general and for the Newfoundland Regiment in particular.

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On the night of December 19-20, the British had abandoned the area of *Suvla Bay* – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard. Some of the Battalion personnel had been evacuated to the nearby island of *Imbros*, some to *Lemnos*, further away, but in neither case was the respite to be of a long duration; the 1<sup>st</sup> Battalion was to be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.

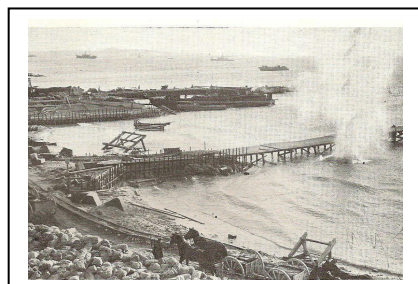
(Right: *Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture.* – photograph from 2011)



The British, Indian and *Anzac* forces – the Australian and New Zealand Army Corps was also to serve at *Gallipoli* – had now only 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.

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



*\*Lieutenant Owen Steele of St. John's, Newfoundland, is cited as having been the last soldier of the Mediterranean Expeditionary Force to step into the final small boat to sail from the Gallipoli Peninsula.*

(Right: *'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 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 15<sup>th</sup> of that month. The Newfoundlanders were then to be immediately 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 29<sup>th</sup> Division had yet to be decided\*.



(Right above: *The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1<sup>st</sup> 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*)

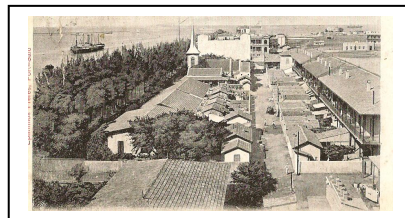


***\*Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was soon to become a theatre of war.***

**(Right: *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 1<sup>st</sup> Battalion were to board 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 was to find 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.

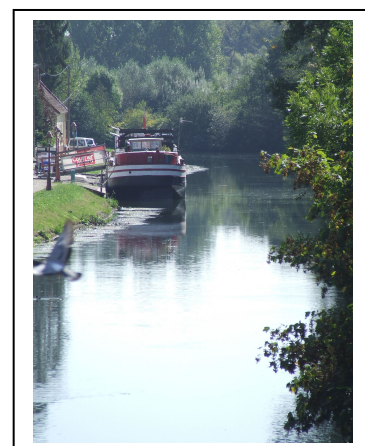
Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

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* would have become 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 1<sup>st</sup> 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*.

Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British unit\* before the entire Newfoundland unit was to then be ordered to move further up for the first time into forward positions on April 22.



***\*It should be said that the Newfoundland Battalion and two-hundred men of the Bermuda Rifles who were serving at the time in the 2<sup>nd</sup> 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 below: 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.



And it was, of course, as seen in an earlier paragraph, on June 20 during this period, that Private Vaughan had re-joined the Newfoundland Battalion while it was undergoing its final days of training and organization in and about the community of Louvencourt.

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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.***

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

(continued)

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

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On that July 1 of 1916, Private Vaughan was one of the many to be wounded at Beaumont-Hamel during the fighting of the first day of *the Somme*, incurring wounds inflicted by gun-fire to both of his legs. He was evacuated on the following day, July 2, to the 87<sup>th</sup> Field Ambulance from where he was subsequently transferred on that same July 2 to the 2<sup>nd</sup> General Hospital at Le Havre for further treatment.



On July 4, Private Vaughan was once more being forwarded, on this occasion back across the English Channel to the United Kingdom on board His Majesty’s Hospital Ship *Panama*. Having arrived in England, he was for a second time transferred to and admitted into the 3<sup>rd</sup> London General Hospital situated in the Borough of Wandsworth.



(Right above: *The image of HMHS ‘Panama’, here shown in her war-time garb, is from the Old Ship Picture Galleries web-site. Originally a vessel of the Pacific Steam Navigation Company, she was requisitioned in July of 1915 as a hospital ship in which capacity she was to operate until November, 1919. Able to accommodate four-hundred eighty-four patients, she carried a personnel of eight doctors, eight nurses and fifty-eight other medical staff.*)

On September 12, Private Vaughan was discharged from care at Wandsworth, then to be granted the now-familiar ten-day post-hospital furlough. Immediately after this short respite he was inevitably posted once again to the Regimental Depot in Scotland where he reported *to duty* on September 21.



(Right: *The new race-course at Newton-on-Ayr - opened in 1907 – where men of the Regiment were at times billeted and where some of the turf was turned into a vegetable garden – photo from 2012*)

It was not until February 14 of 1917 that Private Vaughan would again pass through the English south-coast port of Southampton, once more en route to the Continent. The 18<sup>th</sup> Re-enforcement Draft from Ayr arrived in Rouen on the following day and, following those obligatory several days spent in training at one of the so-called *Bull Rings*, he reported *to duty* with the Newfoundland Battalion, the unit at that time withdrawn out of the forward area to Meaulté, on March 6, one of the detachment of a single officer and thirty-one *other ranks* to arrive on that day.

They were not, however, the only arrivals from Ayr of that day: the Regimental Band had also made the journey from Scotland to spend time with the 1<sup>st</sup> Battalion.

(Right: *The Regimental Band at the Chelsea Barracks, London, some six months later, in September of 1917, being led by the Regimental Mascot, Sable – photograph from the Provincial Archives*)



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The days following Private Vaughan's evacuation from the field at Beaumont-Hamel had been a difficult time for the Newfoundland unit.

After the events of the morning of July 1, 1916, such had then been the dire condition of the attacking British forces that it had been feared that a German counter-assault might well annihilate what had managed to survive of the British Expeditionary Force on *the Somme*.

The few remnants of the Newfoundland Battalion – and of the other depleted British units - had thus remained in the trenches perhaps fearing the worst, and at night searching for the wounded and burying the dead. It was to be July 6 before the Newfoundlanders were to be relieved from the forward area and to be ordered withdrawn to Englebelmer.



It had then been a further two days before the unit had marched further again to the rear area and to billets in the village of Mully-Maillet.

(Right above: *The re-constructed village of Mully-Maillet – the French Monument aux Morts in the foreground - is twinned with the community of Torbay, St. John's East. – photograph from 2009*)

There on July 11, a draft of one-hundred twenty-seven re-enforcements – a second source cites one-hundred thirty – had reported *to duty*. They had been the first to arrive following the events at Beaumont-Hamel but even with this additional man-power having arrived, the Regimental War Diary records that on the 14<sup>th</sup> of July, 1916, the 1<sup>st</sup> 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 1<sup>st</sup> Battalion - still under establishment battalion strength at only five-hundred fifty-four strong, even after further re-enforcement – had moved north and entered into the *Kingdom of Belgium* for the first time.

It had been ordered to the *Ypres Salient*, one of the most dangerous pieces of real estate on the entire *Western Front*, there to continue to re-enforce and to re-organize after the ordeal of Beaumont-Hamel.

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



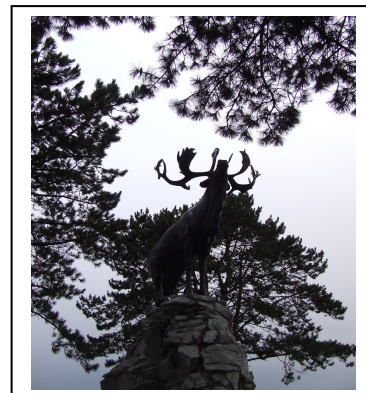
Four days after that return to France, on October 12, 1916, the 1<sup>st</sup> Battalion of the Newfoundland Regiment had again been ordered to the offensive; it was to be at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.

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

(Right above: *This is the ground over which the 1<sup>st</sup> 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)



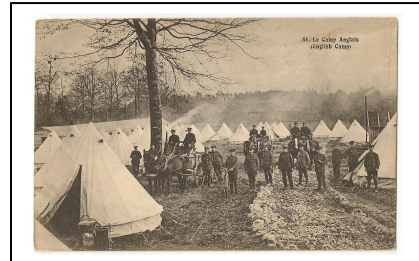
The Newfoundland Battalion was not to be directly involved in any further concerted infantry action in the immediate area of Gueudecourt although, on October 18, it would supply two-hundred fifty men to act as stretcher-bearers in an attack undertaken by troops of two British regiments, the *Hampshires* and the *Worcestershires*, of the 88<sup>th</sup> Brigade.

(Right: *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 been retired to rear positions from the Gueudecourt area. It had been serving in front-line and support positions for three weeks less a day.

The Newfoundlanders were now to spend two weeks withdrawn to the area of Ville-sous-Corbie, re-enforcing and reorganizing. It was not to be until November 15 that the 1<sup>st</sup> Battalion began to wend its way back up to the front lines.



There it continued its watch in and out of the trenches of *the Somme* – not without casualties – during the late fall and early winter, a period broken only by another several weeks spent in *Corps Reserve* during the Christmas period, encamped well behind the lines and in close proximity to the city of Amiens.

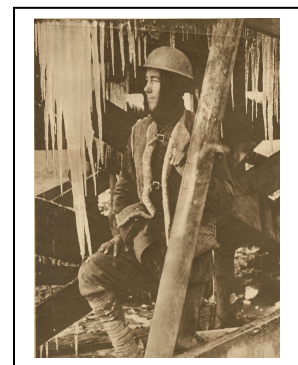
(Right above: *A typical British Army Camp during rather inclement winter conditions somewhere on the Continent – from a vintage post-card*)

It had been on January 11 that the Newfoundland Battalion was to be ordered out of *Corps Reserve* and its lodgings at *Camps en Amienois* from where it would make its way on foot to the community of Airaines. From the railway station there it was to entrain for the small town of Corbie where it had thereupon taken over billets which it had already occupied for a short period only two months before.

After that recent six-week Christmas respite spent in *Corps Reserve* far to the rear, 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 fatality – of 1917.

Those casualties, however, were only some of those everyday thousands whom Douglas Haig casually referred to as *wastage* as the Newfoundland unit had not ventured from its trenches.

In fact, the sole infantry activity *directly* involving the Newfoundland unit during that entire period – from Gueudecourt in mid-October, 1916, until Monchy-le-Preux in mid-April of 1917 – was to be the sharp engagement at Sailly-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.



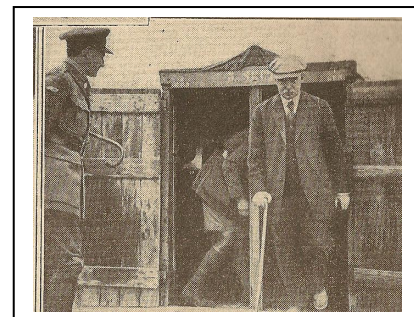
(continued)

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



(Right: *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 Sully-Saillisel the month of March had been a quiet time for the Newfoundlanders; having departed from the trenches, they were now to spend their time near the communities of Meaulté and Camps-en-Amienois re-enforcing, re-organizing, and in training for upcoming events. They had even had the pleasure of that visit from the Regimental Band – accompanied from Ayr by Private Vaughan's re-enforcement draft - and also one from the Prime Minister of Newfoundland, Sir Edward Morris, the latter on March 17, St. Patrick's Day, three days after Private Vaughan had reported...to duty.



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

On March 29, the Newfoundlanders had begun to make 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, early in 1916 – from Illustration*)

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



On April 9 the British Army was to launch 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 was to 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* had been yet a further disaster.

(Preceding page: *The village of Monchy-le-Preux as seen today from the western – in 1917, the British – side of the community: The Newfoundlanders advanced, out of the ruins of the place, to the east, away from the camera. – photograph from 2013*)

The 1<sup>st</sup> Battalion was to play its part during the *Battle of Arras*, a role that would begin at the place called Monchy-le-Preux on April 14 and which would finish ten days later, on April 23, perhaps a kilometre distant, at *Les Fosses Farm*. After Beaumont-Hamel, the ineptly-planned action at Monchy-le-Preux would prove to be the most costly day of the Newfoundlanders' war, four-hundred eighty-seven casualties all told on April 14 alone\*.

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

Private Vaughan was reported as *missing in action* on April 14, 1917, while serving with 'C' Company in the fighting at Monchy-le-Preux. Some thirty weeks later, on November 17, 1917, he was officially *presumed dead*.

(Right: *The Caribou at Monchy-le-Preux stands atop the remains of a German strong-point in the centre of the village. – photograph from 2012*)



The son of Henry Herbert Vaughan, employee of the *Nfld. Boot & Shoe Mfg. Co. Ltd.*, and of Ellen Vaughan (née *Dwyer*) – to whom he had allotted a daily seventy cents from his pay - of Leslie Street in St. John's - of 40, Brine Street as of 1920 and, soon afterwards, of 137, George Street - he was also brother to: Sergeant Francis Joseph Vaughan (Regimental Number 481) who died in service in St. John's on May 22, 1918; to Corporal Oscar Augustus - *Augustinian* on parish records - Vaughan (Regimental Number 337) who died of tuberculosis on July 4, 1917, in the Jensen Camp on Blackmarsh Road, St. John's; to Private Herbert A. Vaughan (Regimental Number 2742) who survived but was badly wounded; to Charles Henry Vaughan; to Albert Edward Vaughan; to George; to Henry; to Michael and to a single sister, Pauline.



Joseph Patrick Vaughan had enlisted at the *declared* age of nineteen years: date of birth in St. John's, Newfoundland, likely February 14, 1898 – although the name found in the records is *Joseph Edward*, but son of Herbert Henry and Ellen Dwyer Vaughan of Leslie Street - who are not recorded elsewhere as having a child of that name (from Roman Catholic Parish Records).

(continued)



(Preceding page: *The sacrifice of Private Joseph Patrick Vaughan is commemorated with that of his brother Sergeant Francis Vaughan on a family monument erected by Sergeant Vaughan's wife and which stands in Belvedere Cemetery in St. John's. – photograph from 2015*)

Private Joseph Patrick Vaughan 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).



St. John's Dec 20/ 14

Capt. Montgomerie  
Sir

Joe tells me that you want to get the consent of his parents before you except (sic) him for the Regiment he seems to want to go under those circumstances if you find him fit his mother

§ I will be willing for him to go

Yours  
H H Vaughan  
Leslie Stree..

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](mailto:criceadam@yahoo.ca). Last updated – February 8, 2023.