



Private Joseph Andrews (Regimental Number 1119), having no known last resting-place, is commemorated beneath the Caribou in Beaumont-Hamel Memorial Park.

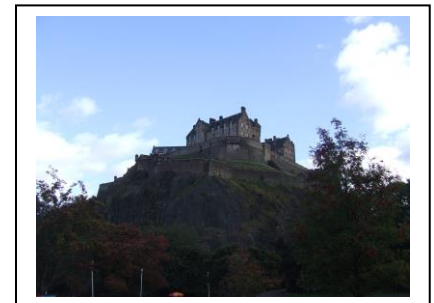
His occupation previous to military service recorded as that of a labourer earning \$20.00 monthly, Joseph Andrews presented himself for medical examination on December 2, 1914, at the Church Lads Brigade Armoury in St. John's. He then enlisted - *for the duration of the war* and engaged at the private soldier's rate of \$1.10 per diem – more than ten weeks later, on February 12, 1915, before attesting on the 24<sup>th</sup> of the same month.



Private Andrews then embarked with Number 6 Platoon of 'D' Company, just over four weeks later again, onto the Bowring Brothers' vessel *Stephano* (right above – from *Provincial Archives*) on March 20, 1915, for passage to Halifax and for overseas service. From Halifax he took ship on His Majesty's Transport *Orduna* (right) for the trans-Atlantic crossing to Liverpool.

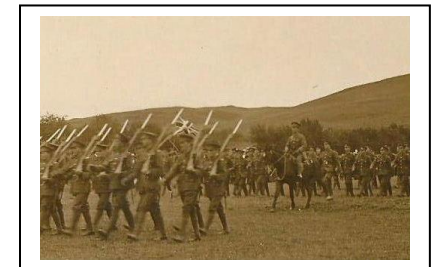


Sailing from Nova Scotia on March 22 for Liverpool, the draft landed there eight days later, on the 30<sup>th</sup>, and entrained to Edinburgh, arriving at the historic Castle on the same day. For the next six weeks, having been united with 'A', 'B' and 'C' Companies already stationed there, the Newfoundlanders formed the garrison – the first troops from outside the British Isles to do so - of the guardian of Scotland's capital city.



(Right: *The venerable bastion of Edinburgh Castle dominates the skyline of the Scottish capital city from the summit of Castle Hill. – photograph from 2011*)

On May 11 the Newfoundlanders were transferred to Stobs Camp, near Hawick, to the south-east of Edinburgh. There they remained for some three months until the beginning of August when the senior Companies, 'A', 'B', 'C', and 'D' – now to become 1<sup>st</sup> Battalion, the Newfoundland Regiment - were sent south to Aldershot in the south of England. There they received final training – and a royal inspection - to prepare for *active service* in Gallipoli.



(Previous page: *the Regiment on parade at Stobs Camp on June 10, the day it received its Colours* – courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)

The later arrivals, 'E' and 'F' Companies, were sent to the new Regimental Depot being established at Ayr, on the west coast of Scotland. There they were to become the nucleus of the 2<sup>nd</sup> (Reserve) Battalion.

For whatever the reason, Private Andrews did not depart for Aldershot and for Gallipoli with his comrades-in-arms of 'D' Company in August. He was instead sent with 'E' and 'F' Companies to the Regimental Depot.

The Regimental Depot was in the throes of being born during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland to serve as a base for the 2<sup>nd</sup> (Reserve) Battalion. It was from there – as of November of 1915 up until January of 1918 – that the new-comers from home were sent in drafts, at first to Gallipoli and later to the Western Front, to bolster the four fighting companies of 1<sup>st</sup> Battalion.



(Right above: *an aerial view of Ayr – probably from the period between the Wars: Newton-on-Ayr is to the left of the River Ayr and the Royal Borough is to the right.* – courtesy of the Carnegie Library at Ayr)

It was not until the fourteenth day of November that the 1<sup>st</sup> Reinforcement Draft from Ayr passed through the English south-coast naval establishment of Devonport to embark onto His Majesty's Transport *Olympic*, sister ship of *Britannic* and the ill-fated *Titanic*, en route to Gallipoli. The new-comers landed at Suvla, via Mudros, on December 1.



(Right above: *HMT Olympic on the right lies at anchor along with HM Hospital Ship Aquitania, centre, at Mudros Bay in the autumn of 1915.* – from a photograph from the Imperial War Museum, London)

(Right: *a century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where Private Andrews served during the first three weeks of December of 1915* – photograph from 2011)



Less than three weeks later, on the night of December 19-20, the British had abandoned Suvla Bay, the Newfoundlanders, the only non-British unit to serve there, forming a part of the rear-guard on that occasion. 1<sup>st</sup> Battalion was transferred two days later to Cape Helles on the western tip of the Gallipoli Peninsula.



(continued)

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



(Right above: *'W' Beach at Cape Helles as it was days before the final British evacuation and in the area where Private Whitten was wounded – from Illustration*)



(Right: *the same 'W' Beach almost a century after its abandonment by British forces and the Newfoundlanders, rear-guard also on this second occasion: vestiges of the wharves in the black-and-white picture are still to be seen – photograph from 2011*)

(Right: *The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The Newfoundlanders, employed as the rear-guard, were among the last to leave on two occasions. – photograph taken from the battleship Cornwallis from Illustration*)



When the British evacuated the entire Gallipoli Peninsula in January of 1916, 1<sup>st</sup> Battalion had been sent to Alexandria, arriving there on the 15<sup>th</sup> of that month. From there the Newfoundlanders were transferred, almost immediately, south to Suez. To that point it seems that the theatre of the future posting of 29<sup>th</sup> Division was still uncertain. It was at Suez that Private Rowe must have reported to duty with 1<sup>st</sup> Battalion.



On March 14, the decision having been taken, the officers and men of 1<sup>st</sup> Battalion embarked through Port Tewfiq at the southern end of the Suez Canal onto His Majesty's Transport *Alaunia* (right above) for passage to the French Mediterranean port of Marseilles, en route to the *Western Front*.



(Right adjacent: *Port Tewfiq at some time just before the Great War – from a vintage post-card*)

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



Some three days after the unit's disembarkation in France on March 22, 1<sup>st</sup> Battalion's train arrived at the small provincial town of Pont-Rémy in north-west France. It had been a cold, miserable journey, the blankets provided for them travelling unused in a separate wagon.



De-training at the station at two in the morning the Newfoundlanders still had a long march ahead of them before they would reach their billets at Buigny l'Abbé.

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

It is doubtful that any of those tired soldiers paid much attention to the slow-moving stream flowing under the bridge that they passed on their way from the station. Some three months later *the Somme* would be a part of their history.

On April 13, 1<sup>st</sup> Battalion marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy – where it was billeted, welcomed re-enforcements from Rouen on the 15<sup>th</sup> and, on the evening of that same day, was sent to the British front lines, there to improve the communication trenches.

The Newfoundlanders were also soon to be preparing for the British campaign of that summer, to be fought on the ground named for that same meandering river, *the Somme*.

(Right: *part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2007(?)*)

The son of Robert J. Andrews, tinsmith, and Catherine Andrews (née *Russell*) – to whom he had allotted a daily allowance of eighty cents from his pay - of 249, Water Street West (later of 104, Queen's Road and of Henry Street in St. John's; and then of Topsail Road, Donovans) he was also brother to Charles, Ernest, Stanley, Jessie, William, Frank, Robert, Walter, Fannie, Albert and to Jennie.

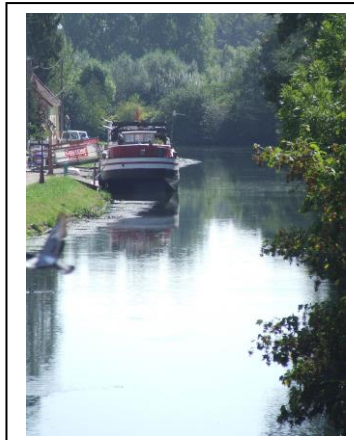
Private Andrews was reported as *missing in action* at Beaumont-Hamel on July 1, 1916, while fighting with 'B' Company on the first day of *the Somme*. Some six months later, on December 31, he was officially *presumed dead*.

Joseph Andrews had enlisted at the age of eighteen years.

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

(continued)



Private Joseph Andrews 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).



Pay & Record Office  
58 Victoria Street  
(don't know if this is the correct address)

St John's Nfld  
May 21/17

To whom it may concern

Am sending my darling son's photo to you to see if it will be of any use to you as there are now hopes of being able to trace our missing men. You will see by the photo (back) that he was posted as missing July 1, 1916, and later I was sent official notice that he was believed killed in action, but there are many of us who believe they are alive. If you have any proof of my son's death will you kindly send such to me (his broken-hearted mother) I have only received some letters we sent him stamped with the two words: casualty verified. Please explain how that can be possible and if true do please send me anything you may have in personal property or belongings of his. Please send to c/o S.P.O. Mrs. Catherine Andrews, St. John's Newfoundland

P.S. Also will you kindly tell me what becomes of those dear lads field allowance and he left me an allotment and what would become of his own part in the event of his death or when missing. I shall be thankful of any news of him or of his affairs. I have one son now at Wandsworth and another is still in France with the Canadian Royal Engineers.

Very respectfully  
Mrs Catherine Andrews  
c/o S.P.O.  
St. John's Newfoundland