



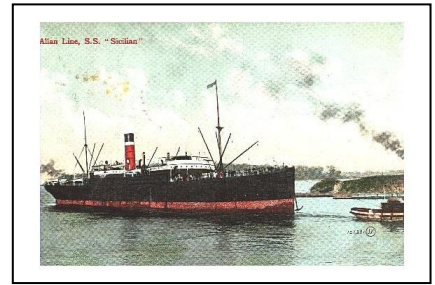
Private Daniel D. Barrow (Regimental Number 2154) is interred in Vlamertinghe Military Cemetery – Grave reference IV. D. 6.

His occupation prior to military service recorded as that of a *barkman* at the at the *Anglo-Newfoundland Development Company* paper mill in Grand Falls, Daniel Barrow was a recruit of the Eighth Draft. Having presented himself for medical examination at the Church Lads Brigade Armoury in St. John's on February 16, 1916, he then enlisted – engaged at the daily private soldier's rate of \$1.10 – on February 23, before attesting on the following day, the 24th.

****Another source has him attesting on the day that he enlisted.***

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It was to be some four weeks before Private Barrow was to embark for overseas service to the United Kingdom. It was as a soldier of the second contingent of 'H' Company that he took ship for overseas service on board His Majesty's Transport *Sicilian** (right) in St. John's Harbour on March 23-24. The ship did not sail from Newfoundland until the 25th and likely crossed the Atlantic in convoy.



This would explain what was apparently a slow voyage^{**}: Private Barrow did not disembark in the United Kingdom until April 9, at which time the contingent was transported to the Regimental Depot in Scotland.

**Some sixteen years previously - as of 1899 when she was launched – the vessel, originally built for the Allan Line, had been requisitioned as a troop-ship and transport carrying men, animals and equipment to South Africa for use during the Second Boer War.*

***Convoys often altered course and obviously had to travel at the speed of the slowest ship. Sicilian would also have had to sail to a rendezvous point to meet the accompanying vessels – a convoy left Halifax on March 31-April 1 to arrive in Liverpool on April 9.*

It could also be that she embarked some Canadian troops before crossing the Atlantic as she could carry well over one-thousand passengers with ease.

The Regimental Depot had been established during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland, there to serve as a 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 1st Battalion.



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

During the winter of 1915-1916 the men of the 2nd (Reserve) Battalion had been lodged in several venues, at a nearby military camp at Gailes, but also as far afield as Paisley Barracks, some sixty-five kilometres distant. However, by the spring of 1916 the difficulty had been overcome by housing the men in a requisitioned school, in a tented community and in the Ayr Racecourse Grandstand, all in the district of Newton-upon-Ayr.



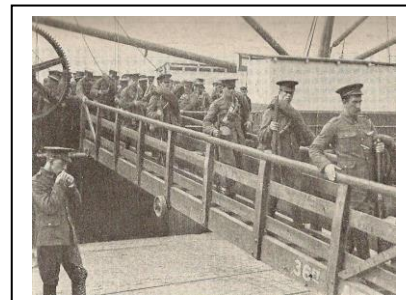
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(Previous page: *the new race-course at Ayr - opened in 1907 – where the men of the Regiment were sometimes billeted and where they replaced some of the turf with a vegetable garden; part of the present grandstand is original – photo from 2012*)

It was while at *the Racecourse* at Newton-on-Ayr, on June 30, that Private Barrow re-enlisted, only some nine days before his departure for the Continent.

**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.*

July 9 saw the 8th Re-enforcement Draft – Private Barrow among its ranks - pass through the English south-coast port of Southampton on its way to France. On the day following, the 10th, it disembarked in Rouen, capital city of Normandy, and made its way to the large British Expeditionary Force Base Depot, there to undergo final training and organization* before moving to a rendezvous with the parent unit.



(Right above: *British troops disembark at Rouen on their way 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.*

There must have been a sense of urgency at the time: 1st Battalion had suffered terribly at a place called Beaumont-Hamel on the morning of July 1, and on July 6 its depleted strength, as reported by the Regimental War Diarist, still numbered no more than one-hundred sixty-eight *other ranks*, less than twenty per cent of the regulation strength of a British battalion.

Private Barrow was one of the contingent of one-hundred twenty-six *other ranks* from Rouen to report *to duty* with 1st Battalion on July 21 in the small community of Acheux. 1st Battalion had marched to there from the trenches in front of Mailly-Maillet four days prior, and would continue this march as far as Beauval on the 23rd where they were to be billeted for only forty-eight hours before covering – still on foot – a further twenty kilometres to Candas on the 26th to board a train.

On July 27-28 of 1916, 1st Battalion - still under battalion strength at only five-hundred fifty-four strong, even after re-enforcement - moved north and entered into 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.



(Preceding page: *the entrance to 'A' Company's quarters in the ramparts of Ypres when it was posted there in 1916 – photograph from 2010*)

The Salient was relatively quiet during the time of the Newfoundlanders' posting there, yet they nonetheless incurred casualties, a number of them fatalities.

(Right: *the city of Ypres towards the end of 1915 – and eight months before the Newfoundlanders were posted there for the first time – from a vintage post-card*)



The Regimental War Diary entry for the period of September 11 until the 16, notes that... *all companies working every available man on various work under REs (Royal Engineers)*. Even though the Newfoundlanders were working in the rear area at the time, there was *nowhere safe in the Ypres Salient*.

The son of Job, fisherman, and Sarah Ann Barrow – to whom he had allocated a daily allowance of sixty-five cents from his pay and to whom he had willed his all - of Greenspond in the District of Bonavista – he was also the second of eight siblings: the others Annie, Louis (also fisherman), Susan, Emma, Frances, May and Edith.

Private Barrow was reported as having been *killed in action* on September 15*, 1916, while serving with 'C' Company. At home it was the Reverend E.C. French who was requested to bear the news to his family.

Daniel Barrow had enlisted at a *declared* twenty-four years of age: but his birth date was February 21, 1890, according to the 1911 census – making him twenty-six at the time.

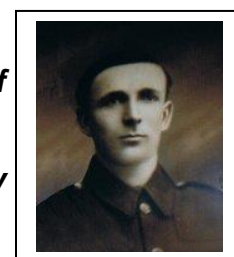
**A burial report says he was interred on the 15th but his headstone says he died on 16th.*

(Right above: *A re-built city of Ypres (today Ieper) with the Menin Gate in the centre of the picture: in 1916 'A' and 'B' Companies were quartered to the right and left of the Gate in the ramparts. – photograph from 2013*)



(Right above: *the War Memorial in Greenspond upon which the sacrifice of Private Barrow is honoured – photograph from 2010*)

(*The photograph of Private Barrow is from the Grand Banks Genealogy web-site, and was donated by Danny Axtman*)



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(Right: *The War Memorial in Grand Falls-Windsor also honours the sacrifice of Private Barrow.* – photograph from 2013)



Private Daniel Barrow was entitled to the British War Medal (on left) and also the Victory Medal (Inter-Allied War Medal).

