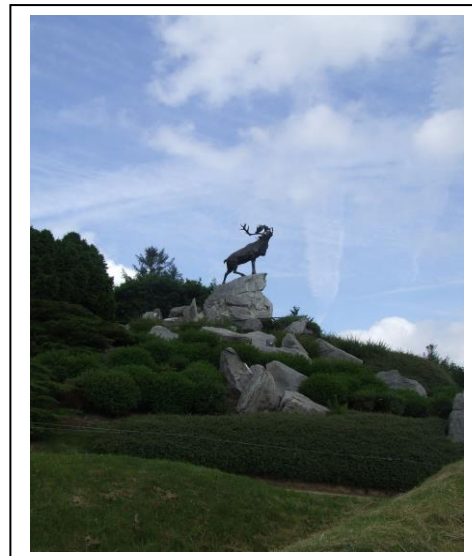


BOOTH, J.

Sergeant John Booth (Regimental Number 2405), having no known last resting-place, is commemorated beneath the Caribou in Beaumont-Hamel Memorial Park.

His occupation prior to military service recorded as that of a cooper having been until recently earning two pounds per week in Scotland, John Booth* was a recruit of the Ninth Draft. Having presented himself for medical examination at the Church Lads Brigade Armoury on Harvey Road in St. John's on March 13, 1916, he then enlisted *for the duration of the war* – engaged at the daily private soldier's rate of \$1.10 – on that same day. He did not attest, however, for some three weeks, until April 3.

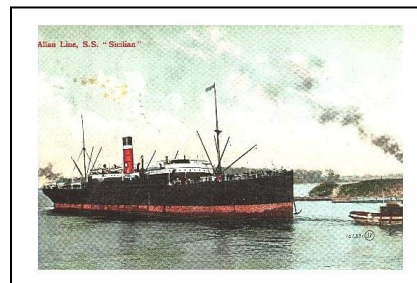


**John Booth and James Watson had been brought out from Scotland in October of 1915 under a twenty-month contract to work for Redman Brothers, fish packers, to produce barrels of a type used in the Scottish herring fishery. Apparently, being the only two men with this expertise, they were crucial to the company which had employed them.*

Their employers, upon hearing of the men's enlistment, wrote a letter to Governor Davidson, asking that they be rejected on the grounds of their importance to the local economy. The Governor refused to intervene and Booth and Watson became soldiers, much to the chagrin of Redman Brothers who were in peril of having to abandon their herring season.

By the time that he departed from Newfoundland some four months later, Private Booth had already received promotion on two occasions: to the rank of lance corporal on May 9, and to that of (acting) sergeant only a month later, on June 9.

Sergeant Booth sailed from St. John's on July 19 on board His Majesty's Transport *Sicilian** (right). The ship - refitted some ten years previously to carry well over one thousand passengers - had left the Canadian port of Montreal on July 16, carrying Canadian military personnel.



It is likely - but it needs to be confirmed - that the troops disembarked in the English south-coast port of Devonport or nearby Plymouth; however, it *is* certain that upon disembarkation the contingent journeyed north by train to Scotland and to the Regimental Depot.

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

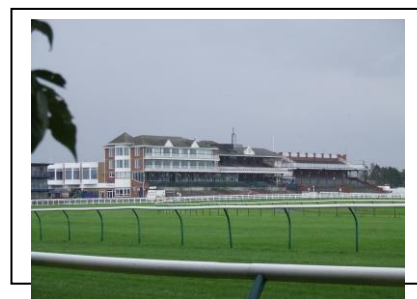
(continued)

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 the base for the 2nd (Reserve) Battalion. It was from there – as of November of 1915 and up until January of 1918 – that the new-comers arriving from home were despatched in drafts, at first to Gallipoli and later to the Western Front, to bolster the four fighting companies of 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*)

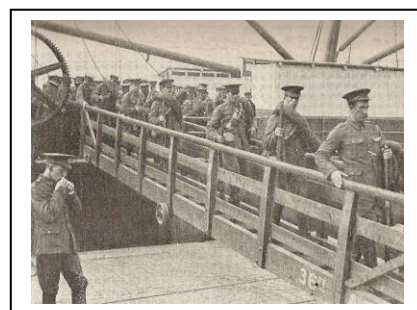
At the outset there had been problems at Ayr to accommodate the new arrivals – plus men from other regiments who were still being billeted in the area – but by the spring of 1916, things had been satisfactorily settled: the officers were in Wellington Square in Ayr itself, and the other ranks had been billeted at Newton Park School and either in the grandstand or in a tented camp at the racecourse in the suburb of Newton-upon-Ayr.



(Right above: *the new race-course at Newton-upon-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 – photograph from 2012*)

The 11th Re-enforcement Draft – Sergeant Booth one of its non-commissioned officers - passed through the English south-coast port of Southampton on October 3 of 1916 on its way to the Continent and to the Western Front.

The contingent disembarked in the Norman capital of Rouen on the next day, October 4, and spent time at the large British Expeditionary Force Base Depot located there, in final training and organization*, before making its way to a rendezvous with 1st Battalion.



(Right: *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, Étaples, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.*

The contingent with which Sergeant Booth reported *for duty in the field* was a large detachment of two-hundred sixty-six *other ranks* which arrived from Rouen at the Battalion transport lines on October 12. This was also the day on which 1st Battalion made its attack on the enemy positions at Gueudecourt, again sustaining heavy casualties – two-hundred thirty-nine all told - and gaining little.

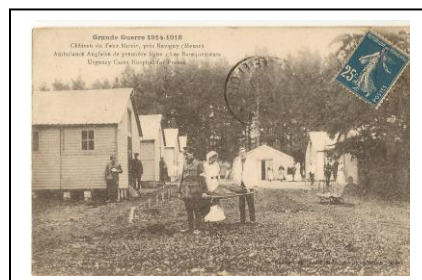
Thus it was that the new-comers remained behind the lines until the 14th, two days later, when they were moved up to *Switch Trench* and parcelled out to the Battalion's four depleted fighting companies. Consequently, the date of their arrival is often recorded not as October 12 but as October 14.

(Right: *This is the ground over which 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. This is also the area of the positions into which the re-enforcements of October 12-14 were posted. – photograph from 2007*)



Not long after his arrival at the Front, on October 27, Sergeant Booth was admitted into the 87th Field Ambulance suffering from ICT (*Inflammation of the Connective Tissue*) of the left hand. He was forwarded to the Vth Corps Rest Station after which nothing further appears to have been documented, except that he was back with his unit by January 23 of 1917 – and possibly beforehand.

(Right above: *a British field ambulance, of a more permanent nature than some – from a vintage post-card*)



In the meantime, after the episode of October 12 at Gueudecourt, 1st Battalion had remained in the same area of *the Somme* and was regularly into and out of the trenches. There were to be no infantry engagements, but the incessant artillery action ensured a steady stream of casualties. The Newfoundlanders would be withdrawn from active service on or about December 12 and were to spend the following six weeks or so encamped well behind the lines and close to the city of Amiens.

(Right above: *a British encampment somewhere on the Continent, apparently during the winter season – from a vintage post-card*)



After that welcome six-week Christmas-time respite away from the front lines, the Newfoundlanders of 1st Battalion *officially* returned to *active service* on January 23, although they had been back in the trenches already by that date and had incurred their first casualties – and fatality – of 1917.

The only infantry activity involving 1st Battalion during that entire period – from the action in mid-October of 1916 at Gueudecourt, until Monchy-le-Preux in 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 brought this episode in the Newfoundlanders' War – in the area of *the Somme* - to a close.



(Preceding page: *The fighting during the time of the Battalion's posting to Sailly-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 Sailly-Saillisel the month of March was a quiet time for the Newfoundlanders; having departed from the trenches, they now spent their time near the communities of Meaulté and Camps-en-Amienois re-enforcing, re-organizing, and training for upcoming events. They even had the pleasure of a visit from the Regimental Band, and also one from the Prime Minister of Newfoundland, Sir Edward Morris (right), the latter on March 17, St. Patrick's Day.



On March 29 that 1st Battalion began to make its way – on foot – from Camps-en-Amienois to the north-east, towards the venerable medieval city of Arras and eventually beyond, its march to finish amid the rubble of a village called Monchy-le-Preux.



(Right above: *the remnants of the Grande Place in the city of Arras in early 1916 – from Illustration*)

On April 9 the British Army launched an offensive in the area to the north of the Somme battlefields; this was the so-called *Battle of Arras* intended to support a French effort elsewhere. In terms of the daily count of casualties it was the most expensive operation of the War for the British, its only positive episode being the Canadian assault of Vimy Ridge on the opening day of the battle, Easter Monday. The French offensive was a disaster.



(Right above: *the Canadian National Memorial which stands on Vimy Ridge – photograph from 2010*)

1st Battalion was to play its part in the *Battle of Arras*, a role that would begin at a 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, Monchy-le-Preux was to prove to be the most costly day of the Newfoundlanders' war, four-hundred eighty-seven casualties on April 14 alone.



(Above right: *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, to the east, away from the camera. – photograph from 2013*)

(continued)

The son of James (a seaman and owner of the ketch *Albert* at Peterhead, a Scottish east coast herring-fishery centre) and Jessie (*Janet* and *Jeannette* are also used) Booth – to whom he had allocated a daily allotment of fifty cents from his pay - of 43.5, Marischal Street, Peterhead, Scotland, he was also brother to James (Royal Naval Reserve; William (Army); Charles (Army); and to Janet (known as *Minnie*).



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



However, due to subsequent corroborated eye-witness statements (see below) received from prisoners-of-war in Germany through the offices of the *Geneva Red Cross*, his personal documentation was thus amended so as to read *killed in action 14/4/17*.

John Booth had enlisted at twenty-seven years of age.

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

(Right above: *the Scottish north-east coast town of Peterhead* – photograph from 2012)

Private John A. Meaney was entitled to the British War Medal (on left) and also to the Victory Medal (Inter-Allied War Medal).

(continued on following page)



27th Nov 1918
43 1/2 Marischal St.

Dear Sir,

I have received information through Sergt. John Blackhall, a prisoner in Germany, that my son was killed on 14th April 1917. So I thought I would inform you of it.

I am Yours,
Faithfully
Mr J Booth

This information was corroborated by Lance Corporal Peter Galloway Smith (Regimental Number 1737), prisoner at Heilsberg.