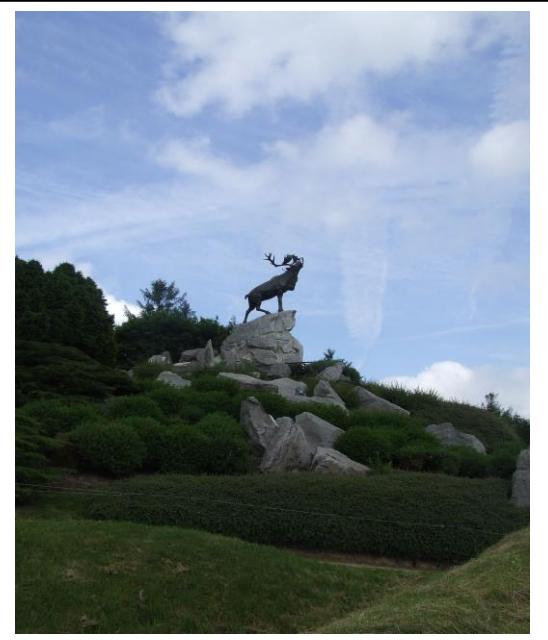




Private Angus Perry Brinston (*Brinstone* in some sources) (Regimental Number 2851), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

His occupation prior to military service recorded as that of a *fisherman* earning an annual five-hundred dollars, Angus Perry Brinston was a volunteer of the Tenth Recruitment Draft. He presented himself for medical examination on May 31 of 1916 at the *Church Lads Brigade Armoury\** 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*.



*\*The building was to serve as the Regimental Headquarters in Newfoundland for the duration of the conflict.*

On the day following that medical assessment, June 1, and at the same venue, Angus Perry Brinston would enlist, and was engaged...*for the duration of the war\**...at the daily private soldier's rate of a single dollar to which was to be appended a ten-cent per diem Field Allowance.

*\*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. Later recruits – as of or about May of 1916 - signed on for the 'Duration' at the time of their original enlistment.*

Now a further four days were to follow before there then came to pass, once again at the CLB Armoury on Harvey Road, the final formality of his enlistment: attestation. Thus on the fifth day of the month of June he pledged his allegiance to the reigning monarch, George V, whereupon, at that moment, Angus Perry Brinston became...*a soldier of the King*.

Private Brinston, Number 2851, would not now sail to the United Kingdom until a lengthy period of twelve weeks had then elapsed. How he was to spend this prolonged interval after his attestation appears not to have been documented. It may be that he was to return to work and to spend time with his family and friends at home in the Placentia Bay community of Sound Island, but, of course, this conclusion is a little bit speculative and he may well have chosen – or *been chosen* - to remain in barracks, although there was apparently little in the way of military training undertaken, to be billeted and trained in the capital city\*.

*\*A number of the recruits, those whose home was not in St. John's or close to the capital city, or those who had no friends or family to offer them board and lodging, were to be quartered in the curling rink in the area of Fort William in St. John's, a building which was at the time to serve as barracks.*

It was on the SS *Sicilian* that Private Brinston was to make the trans-Atlantic crossing to the United Kingdom, the third and final such voyage that the ship was to make in 1916. Private Brinston was a soldier of Section 6, Platoon 10, 'C' (Reserve) Company of the 3<sup>rd</sup> Battalion (see \* below), it being a draft of two-hundred forty-two personnel in all that was leaving for overseas service.



But he would be obliged to await the 28<sup>th</sup> day of August, some three months after his attestation, before he would embark on the vessel for passage to the United Kingdom.

(Right above: *Some sixteen years previously - as of 1899 when 'Sicilian' was launched – the vessel had served as a troop-ship and transport carrying men, animals and equipment to South Africa for use during the Second Boer War. During the Great War she was apparently requisitioned as a troopship on only one occasion: in October of 1914 she was a vessel of the armada which transported the (1<sup>st</sup>) Canadian Division overseas to the United Kingdom. She otherwise continued to work commercially between Great Britain and Canada for her owners, the Allan Line and later Canadian Pacific, at times carrying soldiery if and when her schedule allowed.*

*\*The 3<sup>rd</sup> Battalion was based in St. John's, whereas the 2<sup>nd</sup> (Reserve) Battalion – 'E', 'F', 'G' and 'H' Companies - was stationed in the United Kingdom. The 1<sup>st</sup> Battalion was the edge of the sword – 'A', 'B', 'C' and 'D' Companies – and as of August of 1915, had been posted to the Front, at first in Gallipoli then on the European continent (see further below).*

Upon the arrival of *Sicilian* in British waters, the ship proceeded to the south-coast Royal Naval port of Devonport where the first contingent of the Newfoundland Regiment had landed with the (1<sup>st</sup>) Canadian Division in October of 1914. Having arrived in port on or about September 9, from there Private Brinston and his comrades-in-arms now boarded a train for the journey north to Scotland and to the Regimental Depot.



(Right above: *A no-longer bustling Devonport Harbour, today bereft of its former importance – photograph from 2012*)

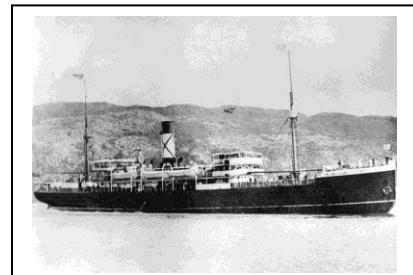
\* \* \* \* \*

Some two years prior to that September 9 of 1916, in the late summer and early autumn of 1914, the newly-formed Newfoundland Regiment's first recruits had undergone a period of training of five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's and elsewhere in the city, and were formed into 'A' and 'B' Companies.

During that same period the various authorities had also been preparing for the Regiment's transfer overseas.

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

This first Newfoundland contingent was to embark on October 3, in some cases only days after a recruit's 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 had sailed 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.

Once having disembarked 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 it was to provide the first garrison from outside the British Isles.

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



Only days after 'A' and 'B' Companies had taken up their posting there, on February 16 of 1915, 'C' Company – the first re-enforcements for the original contingent - would arrive directly – through Liverpool of course - from Newfoundland. On the final day of the month of March it had been the turn of 'D' Company to arrive – they via Halifax as well as Liverpool – to report...to duty...at Edinburgh, and then 'E' Company five weeks less a day later again, on May 4\*.

*\*These five Companies, while a contingent of the Newfoundland Regiment, was not yet a battalion and would not be so for a further five months – as will be seen below.*

(Right: *The venerable bastion of Edinburgh Castle dominates the Scottish capital from its hill in the centre of the city.* – photograph from 2011)



Seven days after the arrival of 'E' Company in the Scottish capital, on May 11 the entire Newfoundland contingent had been ordered elsewhere. On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit had been dispatched to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, close to the town of Hawick.

(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 of Mrs. Lillian Tibbo)

Two months less a day later, on July 10, 'F' Company would march into *Stobs Camp*.

This had been an important moment: the Company's arrival was to bring the Newfoundland Regiment's numbers up to some fifteen hundred, establishment strength\* of a battalion which could be posted on...active service.



\**A number sufficient for four 'fighting' companies, two re-enforcement companies and a headquarters staff.*

(Right: *The men of the Regiment await their new Lee-Enfield rifles.* – original photograph from the Provincial Archives)



From *Stobs Camp*, some three weeks after the arrival of 'F' Company, in early August 'A', 'B', 'C' and 'D', the four senior Companies, having now become the 1<sup>st</sup> Battalion of the Newfoundland Regiment, had been transferred to *Aldershot Camp* in southern England. There they were to undergo final preparations – and a royal inspection – before the Battalion's departure to the Middle East and to the fighting on the *Gallipoli Peninsula*.

The later arrivals to the United Kingdom, 'E' and 'F' Companies, were to be posted to the new Regimental Depot and were eventually to form the nucleus of the soon to be formed 2<sup>nd</sup> (Reserve) Battalion of the Newfoundland Regiment.

(Right above: *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.)



(Right adjacent: *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)



(Right: *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.



*Ayr was a small town on the west coast of Scotland whose history precedes the year 1205 when it was established as a Royal Burgh (Borough) by the crown of Scotland, an appointment which emphasized the importance of the town as a harbour, market and, later, administrative centre. By the time of the Great War centuries later it was expanding and the River Ayr which had once marked the northern boundary of the place was now flowing through its centre; a new town to the north (Newton-on-Ayr), its population fast-increasing, perhaps encouraged by the coming of the railway, was soon to be housing the majority of the personnel of the Newfoundland Regimental Depot.*

That November 15 of 1915 was to see not only the departure of the 1<sup>st</sup> Re-enforcement Draft from Ayr to the Middle East and to the fighting of the *Gallipoli Campaign* but also, only five days prior, the arrival from Newfoundland of 'G' Company which would be obliged to take up quarters at *Gailes Camp*, some sixteen kilometres up the coast from Ayr itself – but just over sixty if one went by road.

A further seven weeks plus a day were now to pass before the first one-hundred personnel of 'H' Company, having sailed in mid-December as recorded in an earlier paragraph, were to present themselves at the Regimental Depot on January 4, some of them to be affected, even fatally, by an ongoing measles epidemic of the time.

After that there was then to be an interlude of three months plus several days before the second detachment of 'H' Company reported on April 9, 1916, to the Regimental Depot.

*Note: Until as late as the spring of 1916 it had been the intention to form a 2<sup>nd</sup> Battalion of the Newfoundland Regiment to fight on the Continent. In fact it would seem that the last-mentioned contingent of one-hundred sixty-three recruits was to form the nucleus of that unit, while the personnel already at the Depot by this time would form a reserve battalion to serve as a re-enforcement pool for both the fighting units.*

*It could not have been long before a change of plan came about as very soon men of that designated contingent (the second half of 'H' Company) were being sent to strengthen the 1<sup>st</sup> Newfoundland Battalion already on the Continent – maybe Beaumont-Hamel had something to do with it.*

A further draft from Newfoundland arrived at Ayr towards mid-summer, this comprising a two-company detachment and some naval reservists, sailors who, having disembarked from *Sicilian* in Devonport, were to remain there in England.

Some weeks later again, as seen in an earlier paragraph, *Sicilian* would sail from Newfoundland once more to arrive in England in the first week in September, 1916, with two-hundred forty-two recruits on board. By the 5<sup>th</sup> day of the month the new-comers – Private Brinston among that number - had reported to the Regimental Depot.

\* \* \* \* \*

The Regimental Depot had been established during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland, and was to eventually serve as the base for the 2<sup>nd</sup> (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

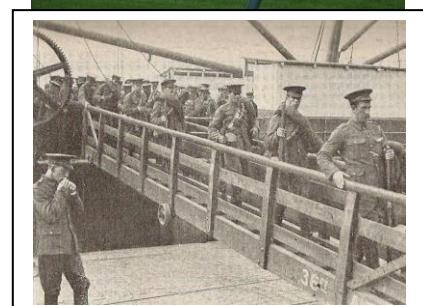
first to *Gallipoli* and later to the *Western Front*, to bolster the four fighting companies of the 1<sup>st</sup> Battalion.

At the outset there had been problems at Ayr to be able to accommodate the number of new arrivals – plus men from other British regiments which were still being billeted in the area...and a measles epidemic which was to claim the life of several Regiment personnel – but by the spring of 1916, things had been satisfactorily settled: the officers were in Wellington Square in the town-centre of Ayr itself, and the *other ranks* had been billeted at Newton Park School and otherwise in the grandstand or a tented camp at the newly-built racecourse in the suburb of Newton-upon-Ayr – on the far side of the river.



(Right above: *Wellington Square seen here almost a century after it hosted the officers of the Newfoundland Regiment* – photograph from 2012)

(Right: *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)



Some eleven weeks after Private Brinston had first reported to the Regimental Depot, the 14<sup>th</sup> Re-enforcement Draft from Ayr – he, Private Brinston, one of its *rank and file* - passed through the English south-coast port of Southampton on November 30 of 1916 on its way to the Continent and to the *Western Front*. The contingent disembarked in the Norman capital of Rouen on the morrow, December 1, and spent time at the large British Expeditionary Force Base Depot located there, in final training and organization. The majority of its personnel then awaited the order of the despatch to join the parent Newfoundland Battalion...*in the field*.

(Right above: *British troops disembark earlier in the War 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, Le Havre and Harfleur that became known notoriously to the troops as the Bull Rings.

It was well into that month of December, the 11<sup>th</sup> or perhaps the 12<sup>th</sup> - by the time that Private Brinston's draft of one-hundred seventy-three *other ranks* from Rouen reported...to duty...in the vicinity of Méricourt l'Abbé and that the aforementioned rendezvous was effected. It was a moment when the Newfoundland unit was on the move from the forward area to a site far to the rear where the Christmas period was now to be spent.

\* \* \* \* \*

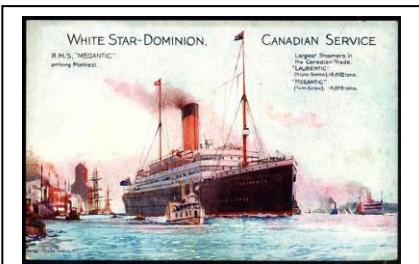
By the time of Christmas of 1916, the first contingent of the Newfoundland Regiment, as seen above, had already been serving overseas for well over two years. The 2<sup>nd</sup> (Reserve) Battalion had been formed – in the spring of 1916 - and fourteen drafts had been dispatched from Ayr to supplement the strength of the 1<sup>st</sup> Battalion of the Newfoundland Regiment (see immediately below).



As for Angus Perry Brinston, he had by December 12 been a soldier of the Newfoundland Regiment for one-hundred eighty-nine days.

The four senior companies, 'A', 'B', 'C' and 'D', had become in the summer of 1915 the 1<sup>st</sup> Battalion of the Newfoundland Regiment and had thereupon been attached to the 88<sup>th</sup> Infantry Brigade of the 29<sup>th</sup> Division of the (British) Mediterranean Expeditionary Force. The force had soon been dispatched from Camp Aldershot to...active service.

(Right above: *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 Newfoundlanders* by Col. G.W.L. Nicholson, C.D.)



(Right: *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.*)



On August 20 of 1915, the Newfoundland Battalion had 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.

(Right: *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)



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 was to land at *Suvla Bay* on the *Gallipoli Peninsula*.

(Right above: *'Kangaroo Beach'*, where the officers and men of the 1<sup>st</sup> Battalion of the 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: 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 was to serve during the fall of 1915 – photograph from 2011)*

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



Not only in the area where the Newfoundland Battalion would now 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 been proving 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 their allies, the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.

*\*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.*



*(Right: This is Anzac Bay in the fore-ground with the Salt Lake in the centre further away. The bottom of Suvla Bay is just to be seen on the left and adjacent to the Salt Lake, and further away again. The hills in the distance and the ones from which this photograph was taken were held by the Turks and formed a horse-shoe around the plain surrounding the Salt Lake - which was where the British and Newfoundlanders were stationed. – photograph from 2011)*



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

November 26 would see what perhaps was to be 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.



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

Numerous, however, had been those afflicted by trench-foot and by frost-bite.

By this time the situation there had daily been becoming more and more untenable, thus on the night of December 19-20, the British had abandoned the entire 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 thereupon 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 would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.

(Right above: *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 by now simply 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 above: *'W' Beach at Cape Helles under shell-fire 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 evacuation of the *Gallipoli Peninsula*, the Newfoundland unit had been ordered to the Egyptian port-city of Alexandria and beyond.

On January 14, the Australian Expeditionary Force Transport *Nestor* had arrived there with the 1<sup>st</sup> Battalion on board. The vessel was to sail just after mid-day on the 16<sup>th</sup>, on its way

southwards down the Suez Canal to Port Suez where she had docked early on the morrow and where the Newfoundlanders had landed and marched to their encampment.

There they were 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 below: *The image of the Blue Funnel Line vessel Nestor is from the Shipspotting.com web-site. The vessel was launched and fitted in 1912-1913 and was to serve much of her commercial life until 1950 plying the routes between Britain and Australia. During the Great War she served mainly in the transport of Australian troops and was requisitioned again in 1940 for government service in the Second World War. In 1950 she was broken up.*)

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



(Right below: *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*)



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 Alauania at Port Tewfiq, on March 14 to begin the voyage back up through the Suez Canal en route to France.



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

The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseille, on March 22.



(Right below: *British troops march through the port area of the French city of Marseille. – 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 Marseille.

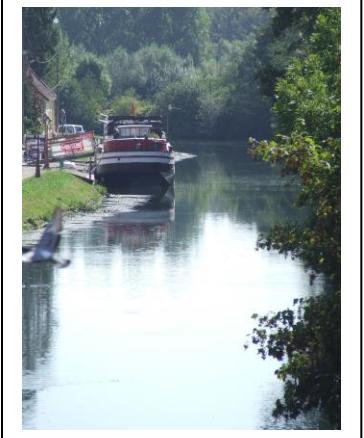
It had been a cold, miserable journey, the blankets provided for the troops having inexcusably travelled unused in a separate wagon.

(continued)

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.

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

It is doubtful if many of those tired soldiers were to pay much attention to the slow-moving stream flowing under the bridge which they had then traversed on their way from the station. But some three months later *the Somme* was to have become a part of their history.



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

(Right below: *A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?)*)

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 had then been 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: *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*)



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 had soon been 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: 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.*

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



It was to be the greatest disaster ever in the annals of the British Army...and, perhaps just as depressing, the carnage of the...*First Battle of the Somme*...was to continue for four and a half months.

(Right: *Beaumont-Hamel is a commune, not a village.* – photographs from 2010 & 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.*



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 any 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.



There were then a further two days before the unit had marched further again to the rear area and to billets in the village of Mailly-Maillet.

(Preceding page: *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 at Mailly-Maillet 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, the Regimental War Diary records that on the 14<sup>th</sup> of July, 1916, the 1<sup>st</sup> Battalion was still to number only...11 officers and 260 rifles...after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.

Of course, the 1<sup>st</sup> Battalion of the Newfoundland Regiment had not been the only unit in the British Army to have incurred horrific losses on July 1, 1916, even though it had indeed been one of the most devastated. But even with its depleted numbers, the Battalion was needed and, after that first re-enforcement, it had almost immediately again been ordered to man the trenches of the front line: as of that July 14, undermanned as seen above, the Newfoundlanders began another tour in the trenches where...we were shelled heavily by enemy's 5.9 howitzers and a good deal of damage was done to the trenches (excerpt from the 1<sup>st</sup> Battalion War Diary).

A second re-enforcement draft from Rouen had then arrived days later, on July 21, while the Newfoundland Battalion was at Acheux and then, only three days afterwards – at the very time day that the Prime Minister of Newfoundland had visited the unit – a third draft of sixty other ranks had arrived in Beauval and reported...*to duty*.



On July 27-28 of 1916, the Newfoundland Battalion - still under establishment battalion strength at only five-hundred fifty-four strong – maybe even fewer - even after still further re-enforcement – would move northwards and enter into the Kingdom of Belgium for the first time.



(Right above: *The entrance to 'A' Company's quarters – obviously renovated since that time – sunk in the ramparts of the city of Ypres, when the Newfoundland Battalion was posted there in 1916 – photograph from 2010*)

(Right above: *The same re-constructed ramparts as shown above, here viewed from just outside the city and from the far side of the moat which still partially surrounds it – image from 2010*)

The unit 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: Canadian trenches in Sanctuary Wood, not far removed from the Newfoundland Battalion's positions during August and September of 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 would incur casualties, a number – fifteen? - of them fatal.

And it was to be there in *the Salient* in the sector of a place called *Railway Wood*, that the Newfoundland Battalion would soon be serving after its transfer completed from France.

(Right: *Railway Wood, the Newfoundland positions at the time, almost a century later – a monument to the twelve Royal Engineers buried alive there may just be perceived on the periphery of the trees* – photograph from 2014)



(Right below: *The already-battered city of Ypres seen here towards the end of the year 1915 – and some eight months before the Newfoundlanders were to be posted there for the first time – from a vintage post-card*)

On October 8, 1916, after having served in Belgium for some ten weeks, the Newfoundland Battalion had been ordered to return southwards. The unit was thereupon to be transported by train back into France, back into the area of the...*First Battle of – the Somme*.

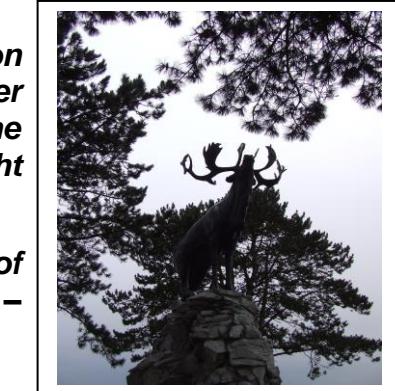


Just four days after unit's return to France from Belgium, on October 12 of 1916, the 1<sup>st</sup> Battalion of the Newfoundland Regiment had again been ordered to take to the offensive; it was at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of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



The encounter was to prove 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)

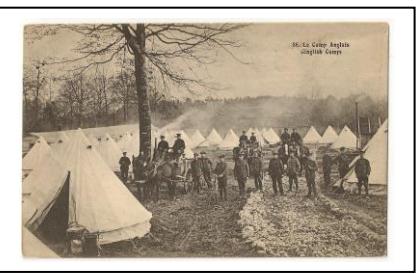
The Newfoundland Battalion was not then to be directly involved in any further concerted infantry action in the immediate area of Gueudecourt although, on October 18, it had furnished two-hundred fifty men to act as stretcher-bearers in an attack undertaken by troops of two British regiments, the Hampshires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

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



The Newfoundlanders were now to spend two weeks retired to the area of Ville-sous-Corbie, re-enforcing and reorganizing. It was not to be until November 15 that the Battalion had started to wend its way back to the front lines.



Back at *the Front* the Newfoundland unit continued its watch in and out of the trenches of *the Somme* – not without casualties, almost all likely due to enemy artillery – during the late fall and early winter. It was to be a period interrupted only by another several weeks spent in *Corps Reserve* during the Christmas season, 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*)

The parent unit had therefore begun to retire in anticipation thereof once again from *the Front* on December 8, although a goodly number of its personnel, two-hundred-sixty other ranks - more than fifty per cent of its strength at the time - was to be seconded on December 11 for several days' work at Carnoy and at Fricourt.

Those spared this secondment continued their withdrawal onwards to Méricourt l'Abbé which is where the one-hundred seventy-three other ranks from the Base Depot in Rouen – Private Brinston among that number – had reported...to duty. The newcomers were thus just in time for the above-mentioned six-week interval now to be spent in quarters at *Camps-en-Amienois*.

Life on the *Western Front* was not, however, always going to be as easy as that for Private Brinston and Co..

\* \* \* \* \*

The Christmas festivities having been completed – turkey dinner washed down with...real ale...apparently – it was not to be until a further sixteen days had passed, January 11, that

the Newfoundland Battalion would be ordered out of *Corps Reserve* and from its lodgings at *Camps en Amienois* to make its way on foot to the town of Airaines.

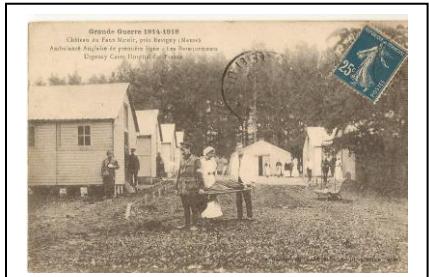
From the railway station there it then entrained for the small town of Corbie where it thereupon took over billets which it already occupied for a short period only two months before. Days later again the unit continued its progress back up to the forward area and to...active service.

Private Brinston, however, while having begun the march, was not yet to serve in the forward trenches.

\* \* \* \* \*

It was during that transitional period – the Newfoundland Battalion had still a week to spend in *Corps Reserve* - that Private Brinston was to report sick. on January 16 of that New Year, 1917. Having been evacuated to the 53<sup>rd</sup> Field Ambulance, he was there diagnosed as suffering from enteritis and/ or gastritis.

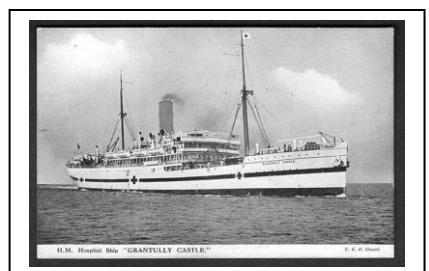
(Right: *A British field ambulance, of perhaps a more permanent nature than some: Field Ambulances were often responsible for the Rest Stations, the establishment pictured here perhaps being one of those.* – from a vintage post-card)



Where he may have spent the succeeding two weeks seems not to be documented – perhaps at the same 53<sup>rd</sup> FA - but on February 2 he was admitted into the 1<sup>st</sup> Australian General Hospital at Rouen for further treatment.

A month later, on March 3, he was ordered placed on board His Majesty's Hospital Ship *Grantully Castle* for the cross-Channel journey to the United Kingdom.

(Right: *The image of 'Grantully Castle' clad in her war-time hospital ship garb is from the Old Ship Picture Galleries website. The vessel, a ship of the Union Castle Line Company, and built in 1910, was requisitioned by the government in 1914 for use as a troop transport. Used as such for the landing on the Gallipoli Peninsula, she was retired temporarily to be converted to serve as a hospital ship capable of accommodating five-hundred fifty-two sick and wounded. Having survived the conflict she was returned to her owners in March of 1919 by whom she was to be employed for a further twenty years.*)



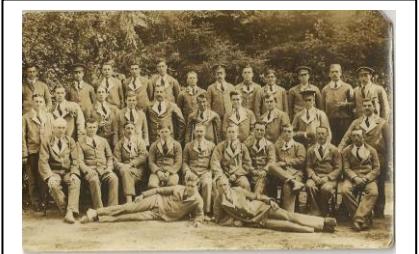
Having arrived back in England, Private Brinston was transferred to the 3<sup>rd</sup> London General Hospital in the Borough of Wandsworth on March 4. He was to remain there for some three weeks, until March 26.



(continued)

(Preceding page: *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 at Wandsworth* – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)

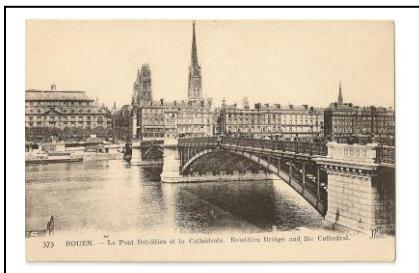


(Right below: *The Newfoundland Plot in Ayr Cemetery wherein lie fourteen Newfoundlanders to whom the Commonwealth War Graves Commission refer as Canadians* – here and elsewhere – photograph from 2014)



On that March 26, Private Brinston was released from Wandsworth and thereupon was granted the customary ten-day furlough accorded to military personnel discharged from hospital in the United Kingdom. Immediately afterwards he was posted back to the Regimental Depot in Scotland, reporting to duty with 'E' Company on April 4.

Two months following, on June 3, the 24<sup>th</sup> Re-enforcement Draft from Ayr – Private Brinston among its ranks - embarked in the English Channel port of Folkestone en route to Boulogne and the Continent where it landed only hours later. Having then travelled south to Rouen, its personnel next spent the usual organizational period at Base Depot before Private Brinston was dispatched northwards to re-join the parent Newfoundland Battalion on June 19 in the rural community of Bonneville.



The parent unit at the time had been withdrawn from the forward area and the single entry of the day in the 1<sup>ST</sup> Battalion War Diary simply notes that...*Draft of 118 O. R. arrived.*

(Right above: *The River Seine flowing through the centre of the French city of Rouen – and under the watchful eye of its historic gothic cathedral – at or about the time of the Great War* – from a vintage post-card)

\* \* \* \* \*

In mid-January of 1917, after Private Brinston's departure for medical attention, and with their recent six-week Christmas respite spent far to the rear by then a thing of the past, 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 fatalities – of 1917.

(continued)

It had then been the beginning of the winter period. As had been and was to be the case of all the winter periods of the *Great War* – that of 1916-1917 would be a time of relative calm, although cold and uncomfortable – there was to be a shortage of fuel and many other things - for most of the combatants of both sides.

It was also to be a time of sickness, and the medical facilities were to be kept busy, particularly, so it seems - from at least Canadian medical documentation - with thousands of cases of dental work.

This period had also provided the opportunity to undergo training and familiarization with the new practices and the recent weaponry of war; in the case of the Newfoundland Battalion these exercises were to be at least partially undertaken in the vicinity of the communities of Carnoy and Coisy.

On February 18 the 1<sup>st</sup> Battalion had begun a five-day trek back from Coisy to the forward area where it was to return to the firing-line on February 23, relieving a unit of the 1<sup>st</sup> Lancashire Fusiliers. It had been at a place called Sailly-Saillisel and the reception given to it by the Germans proved both lively – and deadly: after only two days the Battalion had incurred four dead, nine wounded and three gassed without there having been any infantry action. The Newfoundlanders were to be withdrawn on February 25...to return just three days later.

They had been carrying with them orders for a...*bombing raid*...on the enemy positions at Sailly-Saillisel...to be carried out on March 1.

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



(Right below: The fighting during the period 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(?)

The aforesaid planned raid of the German positions at Sailly-Saillisel was to go ahead a little later than scheduled as it appears that the enemy had made similar plans. The reciprocal infantry action(s) had thus continued for the better part of two days, on both March 2 and 3.

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



After the confrontation at Sailly-Saillisel, the Newfoundland Battalion had retired to the rear area by train, to an encampment at Meaulté. There, and later at *Camps-en-Amienois* – even further behind the lines – the Newfoundland unit was to spend almost the entire remainder of that month.

After Sailly-Saillisel the month of March was to be 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 a visit from the Regimental Band come from Ayr, and also one from the Prime Minister of Newfoundland, Sir Edward Morris, the latter on March 17, St. Patrick's Day.

(Right: *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 commenced 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, in early 1916* – from *Illustration*)



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



On April 9 the British Army had launched 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* was to be yet a further disaster.

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 had proved to be the most costly day of the Newfoundlanders' war: four-hundred eighty-seven casualties all told on April 14 alone\*.



(Preceding page: *The village of Monchy-le-Preux as seen in 1917, from the western, 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)

(Right: *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(?)



\**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.*

The remnants of the Newfoundland Battalion had remained in the area of Monchy-le-Preux for but a few days. Its casualty count had been high enough to warrant that it and the Essex Regiment, which had also incurred heavy losses, be amalgamated into a composite battalion until such time as incoming re-enforcements would allow the two units' strengths to once more resemble those of bona fide battalions.

When the thirty-nine other ranks of a re-enforcement contingent from Rouen had reported to the 1<sup>st</sup> Battalion on April 18, they were to be just in time to march the dozen kilometres or so from Arras up to the line to take over trenches from the Dublin Fusiliers.

There had been by that time only two-hundred twenty other ranks in number plus twelve officers serving with some two-hundred personnel of the Essex Regiment in the aforementioned composite force. Those of the 1<sup>st</sup> Newfoundland Battalion would spend the 19<sup>th</sup> salvaging equipment and burying the dead. There they had then remained *in situ* until the 23<sup>rd</sup>.

(Right: *Windmill Cemetery stands about mid-way between Monchy-le-Preux – about three hundred metres behind the photographer – and Les Fosses Farm – three hundred metres to the right along the main road to Arras.* – photograph from 2007)



The final action in which the Newfoundland Battalion was to be involved during the five-week long *Battle of Arras* had been the engagement of April 23 at *Les Fosses Farm*. This was in fact an element of a larger offensive undertaken at the time by units of the British 5<sup>th</sup>, 3<sup>rd</sup> and 1<sup>st</sup> Armies.

It was apparently not to be a particularly successful venture, at least not in the sector of the 1<sup>st</sup> Battalion, several of the adjacent units reporting having been driven back by German counter-attacks, actions accompanied by heavy losses.



(Right above: *The City Hall of Arras and its clock-tower in 1919 after some four years of bombardment by German artillery* – from a vintage post-card)

And the Newfoundlanders had also sustained further casualties: ten...*killed in action*, three ...*missing in action*, and forty-eight...*wounded*.

(Right: *Newfoundland troops after Monchy-le-Preux* – from *The War Illustrated*)



Late on that evening of April 23, the Newfoundlanders had retired the dozen or so kilometres to the relative calm of Arras.

The *Battle of Arras* had by that time been proceeding to its costly and inconclusive close in mid-month – May 15 - but the Newfoundland Battalion was not to be further involved in any co-ordinated offensive action – it had simply been too exhausted; this now would become a period when the 1<sup>st</sup> Battalion was to move in a circular fashion on the *Arras Front*, in and out of some of the quieter trenches.



On May 7 the unit had been on the move once again and marching to different billets in Berneville where it was to be the subject of a war journalist and photographer.

(Right above: *Newfoundland troops on the march in the community of Berneville* – as cited immediately above - in early May, perhaps the 7<sup>th</sup>, of 1917 – from *The War Illustrated*)

On May 11 the Newfoundland unit had left Berneville to return to billets in Arras. For the following three weeks it had been posted to five different positions in the near vicinity of that city. The Regimental War Diary records the Battalion's strength at the time – on May 20 – as having been a meagre fourteen officers and two-hundred forty-nine other ranks.

At the outset of June, the 1<sup>st</sup> Battalion had retired from the line to the vicinity of the rural community of Bonneville, there to spend its time again re-enforcing, re-organizing and in training for the upcoming British offensive of the summer – and as it was to transpire, the autumn as well.

And as recorded in an earlier paragraph, it had been at Bonneville on the 19<sup>th</sup> day of June that Private Brinston and the others of his re-enforcement draft from Rouen had reported...to duty...to the 1<sup>st</sup> Battalion of the Newfoundland Regiment.

\* \* \* \* \*

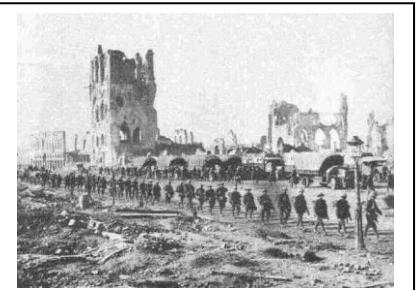
The Newfoundlanders were then soon once again to be moving north into Belgium – at the end of June - and once again into the vicinity of Ypres and...*the Salient*, their first posting to be to the banks of the *Yser Canal* just to the north of the city. There during the first weeks of July, the Battalion was to be engaged in and near the front line to the north of Ypres, strengthening trenches close to the *Yser Canal*.



(continued)

(Preceding page: *The Yser Canal at a point in the northern outskirts of Ypres almost a century after the 1<sup>st</sup> Battalion of the Newfoundland Regiment, manned its eastern bank: East is to the right – photograph from 2014*)

(Right: *Troops arriving from the railway station in single file, march past the vestiges of the historic Cloth Hall and through the rubble of the medieval city centre of Ypres on their way to the front in the late summer or early autumn of 1917. – from Illustration*)



The historic city of Ypres is situated in the low-lying area of Belgian Flanders which was the only part of the Belgium to be unoccupied un-occupied by German forces during the Great War. This had been the region selected by the High Command to be the theatre of the British summer offensive of 1917.

Officially designated as the *Third Battle of Ypres*, the campaign was to come to be better known to history simply as *Passchendaele*, having adopted that name from a small village on a not-very high ridge to the north-east that later was to be cited as having been – *ostensibly* - one of the British Army's objectives.

(Right: *An unidentified – perhaps unidentifiable – part of the Passchendaele battlefield in the autumn of 1917 – from Illustration*)



The 1<sup>st</sup> Battalion of the Newfoundland Regiment was to remain in Belgium until October 17, a small cog in the machinery of the British Army. This had been or was also to be the case with the Australians, the New Zealanders and the Canadians, all of whose troops had floundered or would soon do so fighting their way across the sodden and shell-torn countryside of Belgian Flanders.

(Right: *The village of Passchendaele as seen from the air in 1916, after two years of war – from Illustration*)



Notably the Newfoundland Battalion at *Passchendaele* was to fight in two major engagements: at the *Steenbeek* on August 16; and at the *Broembeek* (see both immediately below) on October 9.

At the former it had incurred nine *killed in action*, ninety-three *wounded*, and one *missing in action*; at the *Broembeek* the cost would be higher: forty-eight *killed or died of wounds*, one-hundred thirty-two *wounded* and fifteen *missing in action*.



(continued)

(Preceding page: *This is the area of the Steenbeek – the stream runs close to the line of trees - and is therefore near to where the Newfoundland Battalion fought the engagement of August 16, 1917. It is some eight kilometres distant from a village called Passchendaele.* – photograph from 2010)

The son of Nelson Brinston, (fisherman, deceased May 22, 1918) and of Hannah Brinston (née Eddy) – to whom he had allotted a daily sixty cents from his pay - of Sound Island, Placentia Bay (she possibly then of Black River after her husband's death), he was also younger brother to Malcolm-MacLeod, to John-Wilfred and to Melinda (also found as Malenda).

Private Brinston was reported as having been...*killed in action...*on August 16, 1917, while serving with 'D' Company in the fighting at the Steenbeek.

Back at home, it was the Reverend Cater Winsor of Sound Island who was requested to bear the news to his family.

Angus Perry Brinston had enlisted at the declared age of eighteen years and six months: date of birth on Sound Island, Placentia Bay, Newfoundland, December 1, 1899 (from the *Brinston Families Worldwide* web-site).

Private Angus Perry Brinston was entitled to the British War Medal (on left) and also to the Victory Medal (Inter-Allied War Medal).



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 2, 2023.