

BUGDEN. L.

Private Leighton Bugden (Regimental Number 1544), 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 *grocer* and earning a weekly seven dollars, Leighton Bugden was a volunteer of the Fifth Recruitment Draft. He presented himself for medical examination at the *Church Lads Brigade Armoury** in St. John's, capital city of the Dominion of Newfoundland, on May 14, 1915. It was a procedure which was to pronounce him as being...*Fit for Foreign Service.*



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

Two days following that medical assessment, on May 17 Leighton Bugden returned to the *CLB Armoury* on Harvey Road, on this second occasion to enlist. He was thereupon engaged for the term of one year (see further below) at the private soldier's daily rate of a single dollar to which was to be added a ten-cent per diem field allowance.

Later during on that same May 17, there came the final formality of his enlistment: attestation. Thus he pledged his allegiance to the reigning monarch, George V, whereupon, at that moment, Leighton Bugden became...*a soldier of the King.*

There thereupon followed a lengthy waiting period of five weeks less a day before Private Bugden, Regimental Number 1544, was to embark onto His Majesty's Transport *Calgarian* on June 20 in St. John's Harbour and sail (*almost**) directly to the United Kingdom. He was one of the two-hundred forty-two personnel of 'F' Company and eighty-five naval reservists to take passage on that day.



(Right above: *Naval reservists from Newfoundland, during the early days of the Great War, before their departure for the United Kingdom - from The War Illustrated*)

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Where he was to spend the interim between his attestation and his departure on...overseas service...is not clear – and is not documented among his papers but...

...following his enlistment it is likely that Private Bugden reported...to duty...to be quartered in the temporary barracks apparently established in 1915 in the St. John's curling rink and the Prince's Skating Rink in the eastern end of the city*.



(Right above: *This photograph of the Prince's Rink in St. John's with military personnel, apparently attired in uniforms of Great War vintage, on parade is from the 'Ice Hockey Wiki' web-site.*)

**However, the author has been unable to discover exact the date on which the Newfoundland Regiment commenced using these premises.*

(Right: *The photograph of Newfoundland military personnel in tenders on their way to board 'Calgarian' is from the Provincial Archives. 'Calgarian' was not a requisitioned troop transport but in September of 1914 had been taken over by the British government to serve as an armed merchant-cruiser. She did, however, as on this occasion, at times carry troops and civilian passengers across the Atlantic. She was later torpedoed and sunk by U-19 off the north of Ireland on March 1, 1918.*)



**Apparently the ship took nineteen days to make what was usually the journey of about a week. Not only was Calgarian escorting three submarines, but she sailed by way of the Portuguese Azores and then Gibraltar – some of the Newfoundlanders apparently even having the time to cross the straits to spend a few hours in North Africa. She reached Liverpool on July 9.*



(Right above: *The British Crown Colony of Gibraltar in pre-Great War days: The Spanish mainland is in the background beyond the harbour and Royal Navy dockyard. – from a vintage postcard*)

On the day after its arrival in the United Kingdom, 'F' Company travelled from Liverpool by train to Hawick from where the detachment marched and then reported...to duty...at Stobs Camp on the evening of July 10. It was an important moment: the Newfoundland Regiment, as of that day counting fifteen hundred personnel*, was now at establishment strength and could be posted on...active service.

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***A number sufficient to furnish 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)

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Some nine months before that June 10 of 1915, 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, they to become ‘A’ and ‘B’ Companies.



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

(Right above: 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 1st Canadian Division overseas, off the south coast of the Island.



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

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

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Only days after 'A' and 'B' Companies had taken up their posting on Castle Hill , on February 16 of 1915, 'C' Company – the first re-enforcements for the original contingent - would arrive directly, through the port of 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.*

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

(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 of Mrs. Lillian Tibbo*)



Two months less a day later, on July 10, Private Bugden with 'F' Company marched into *Stobs Camp*.

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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 1st Battalion of the Newfoundland Regiment, were transferred to *Aldershot Camp* in southern England. There they were to undergo final preparations – and a royal inspection – before departing to the Middle East and to the fighting on the *Gallipoli Peninsula*.



(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.*)

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 2nd (*Reserve*) Battalion of the Newfoundland Regiment.

The Depot at Ayr was to be Private Bugden's home for the more than eleven months which were to follow.

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.

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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.



(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)



(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.

It was during this posting to the Regimental Depot that, on March 27 of 1916, and only the day before his eventual departure on active service, Private Bugden re-enlisted 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 a limited period of a single year. As the War progressed, however, this would likely cause problems and they were encouraged to re-enlist. Later recruits signed on for the 'Duration' at the time of their original enlistment.**

By the time Private Bugden was eventually to sail to active service he had witnessed the departure of six re-enforcement drafts from Ayr: In mid-November the first had sailed for the Middle East to serve at Suvla Bay on the Gallipoli Peninsula; the second had been a convoluted adventure – the draft had taken ship in mid-March for Egypt but upon arrival there had been obliged to turn around for a return voyage as far as the French Mediterranean port-city of Marseille. The last four had been less eventful: they had sailed directly to France and to the port-city of Rouen on the River Seine.

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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 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 the 1st Battalion.



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(Preceding page: *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*)



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.

It was during this posting to Ayr that Private Bugden re-enlisted...*for the duration of the war or until my discharge*...signing the form to that effect on April 5*, 1916. It even appears that the authorities were so keen to avail of his services that he repeated the exercise: there is a second signed re-enlistment paper in his papers dated a month later, May 10.

**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.*

On June 25 the 7th Re-enforcement Draft from Ayr passed through the English south-coast port of Southampton en route to the Continent, Private Bugden among its ranks. On the morrow the detachment disembarked in Rouen, capital city of Normandy, and site of the large British Expeditionary Force Base Depot. The draft spent some days there undergoing final training and organization* before proceeding to its rendezvous with the 1st Battalion.



(Right above: *British troops disembark at Rouen during an earlier period of the Great War 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.*

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This meeting was effected on July 11 (recorded elsewhere as the 12th) at a time just following the Newfoundland unit's withdrawal to behind the line where it was now in huts in huts in the not far-distant shattered village of Maily-Maillet. Here it would be that Private Bugden and his comrades-in-arms from Rouen reported...*to duty*. They numbered almost as many as did the 1st Battalion on that day.

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By the time of that July of 1916, the first contingent of the Newfoundland Regiment had already been serving overseas for some two years and nine months. The 2nd (Reserve) Battalion of the Newfoundland Regiment had been formed – in the spring of that 1916 - and multiple drafts, as seen, had been dispatched from Ayr to supplement the strength of the 1st Battalion of the Newfoundland Regiment (see immediately below).

(Right: *Some of the personnel of 'A', 'B', 'C' and 'D' Companies of the 1st 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.)*



And Leighton Bugden, by that July 12, 1916, had been a soldier of the Newfoundland Regiment for four-hundred twenty-one days.

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

(Right above: *The image of Megantic, here seen 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 above: *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)*



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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 1st Battalion was to land at *Suvla Bay* on the *Gallipoli Peninsula*.

(Preceding page: *'Kangaroo Beach'*, where the officers and men of the 1st 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: A century later, the area, little changed from those far-off days, of the Newfoundland positions at *Suvla*, and where the 1st 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)



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.

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



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

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.



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

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 1st Battalion would 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 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: *'W' Beach at Cape Helles under shell-fire only days before the final British evacuation – from Illustration*)

(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*)



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**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.*

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 1st Battalion on board. The vessel was to sail just after mid-day on the 16th, 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 29th Division had yet to be decided*.

(Right: 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.)



(Right: The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1st 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 and published in Illustration)



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

After a two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and *other ranks* of the 1st Battalion were to board His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage back up through the *Suez Canal* en route to France.



(Right above: 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 above: 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.

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 which they had then traversed on their way from the station.

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



But some three months later *the Somme* was to have become a part of their history.

On April 13, the entire 1st 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*.

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 2nd 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 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.



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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: *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 to the right in the photograph – photograph from 2009*)



(Right below: *Hawthorn Ridge Cemetery Number 2, one of three burial grounds in the Newfoundland Memorial Park – 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.*

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



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 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. Today a third village is a part of the commune.



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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 the shattered survivors of the British Expeditionary Force on *the Somme*.

The 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.

(Right: *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 14th of July, 1916, the 1st Battalion was still to number only... *11 officers and 260 rifles...after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.*

The draft which had reported on that day, of course, had comprised Private Bugden among its ranks.

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The 1st 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 of July 11-12 it was to be almost immediately 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 1st Battalion War Diary).

A second re-enforcement draft from Rouen 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 was visiting the unit – a third draft of sixty other ranks arrived in Beauval and reported...*to duty*.



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



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 north and enter the *Kingdom of Belgium* for the first time.

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 from France.

(Right above: *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: *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 1st 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.

(Preceding page: *This is the ground over which the 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.* – photograph from 2007)

The encounter was to prove to be another ill-conceived and costly affair – two hundred thirty-nine casualties for little gain.

(Right: *The Caribou at Gueudecourt stands at the furthest point of the Newfoundland Battalion's advance of October 12, 1916.* – photograph from 2012)



The son of James Bugden (former draper deceased of pulmonary tuberculosis at Tilt Cove on May 4 of 1909) and of Jessie Cole Bugden (née *Clouston**, deceased of a hæmorrhage, May 5, 1904) of Job Street – at the time of his birth - in St. John's, Newfoundland, he was also younger brother of John Randolph Bugden, named as his next-of-kin, of 99, George Street in St. John's, employee at *Ayre & Sons*, and to whom he had allotted a daily allowance of thirty cents from his pay.



**The couple had married in St. John's on January 11 of 1903.*

(Right above: *The photograph of Private Bugden is from the Provincial Archives.*)

Private Bugden was at first reported as...*missing in action*...on October 12, 1916, while serving with 'C' Company at Gueudecourt, during the fighting of the day.



(Right above: *A family memorial found in the Old Anglican Cemetery on Forest Road in St. John's commemorates the sacrifice of Private Bugden.* – photograph from 2015)

The record of Private Bugden was subsequently amended, in March of the following year, so as to read...*killed in action or died of wounds on or shortly after 12/10/1916*..., this upon the submission of an eye-witness account of his death in a letter (see below) from the *Enquiry Department for Wounded & Missing* – a joint venture of the *British Red Cross and Order of St. John*.

Leighton Bugden had enlisted at a *declared* nineteen years of age: date of birth in St. John's, Newfoundland, December 24 of 1896 (from the Newfoundland Birth Register).

Private Leighton Bugden was entitled to the British War Medal (left) and to the Victory Medal (Inter-Allied War Medal).

(continued)



1st NEWFOUNDLAND REGT. C Co.

**L. BUGDEN 1544
B. R. EDNEY 1714**

**Missing 12.10.16
W & M**

I saw both Bugden and Edney killed by the same shell after we had gone over the top at Flers on date mentioned. They fell only a few yards from the parapet. This was about 2.0 p.m.

Reference: Cpl. C. P. Martin 192

Convalescent Camp, Rouen 7.2.17