

Private Henry Whitten (in fact the name was *William*) Cook (Regimental Number 483), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

His occupation previous to military service recorded as being that of a *farmer* earning seventeen dollars a week – although this was probably a seasonal income – Henry William Cook presented himself at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland, on September 8 of 1914 – five weeks after the *Declaration of War on August 4* – for a medical examination. It was an exercise which was to pronounce him as...*Fit for Foreign Service*.

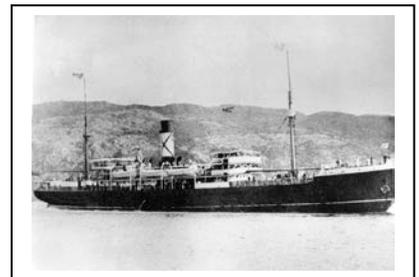
It would appear that on the day before, September 7, Henry William Cook had already been to the *C.L.B. Armoury*, on that first occasion to enlist, whereupon he was engaged at the private soldier's daily rate of a single dollar plus a ten-cent per diem *Field Allowance*. A recruit of the First Draft, he was likely now ordered – pending his upcoming medical examination on the morrow - to the tented area by that time established on the shores of *Quidi Vidi Lake* in the East End of St. John's where a four-five week course of training was already under way.

The regimental authorities were *also* busy by now, preparing for the transport of this, the first body of volunteers, to *overseas* - and later to *active* – *service*.

At the beginning of the month of October a large number of the new recruits underwent attestation; Private Cook was one of that number, taking his oath of allegiance on the first day of October.

Two days later, after the Newfoundland contingent – it was not as yet a battalion – of 'A' and 'B' Companies had paraded through the city, it embarked onto the Bowring Brothers' vessel *Florizel* which was awaiting in St. John's Harbour.

Private Cook and his comrades-in-arms of the *First Five Hundred* – also to be known to history as the *Blue Puttees* – were now to sit on board ship for the best part of a day as it was not to be until the morrow that *Florizel* would sail to the south coast of the Island and to its rendezvous with the convoy carrying the Canadian Division to the United Kingdom.



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

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

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 the unit was to provide the first garrison from outside the British Isles.



(Right below: *The venerable Edinburgh Castle dominates the city from its position on the summit of Castle Hill. – photograph from 2011*)

Some three months later, on May 11, and some seven weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit – by now ‘A’ and ‘B’ Companies re-enforced by ‘C’, ‘D’, and ‘E’ - was ordered moved from the Scottish capital to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.



It was to be at *Stobs Camp* that the Newfoundland contingent received the re-enforcements from home – ‘F’ Company which arrived on July 10, 1915 - that would bring its numbers up to that of British Army establishment battalion strength*. The now-formed 1st Battalion of the Newfoundland Regiment was thus rendered ready to be ordered on ‘active service’.

**The number was about fifteen hundred, sufficient to provide four ‘fighting’ companies, two re-enforcement companies and a headquarters staff.*

(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 Mrs. Lillian Tibbo*)

At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’ – Private Cook among their ranks - were then sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot.



This force, now designated as the 1st Battalion of the Newfoundland Regiment, was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.

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Meanwhile the two junior companies, the later-arrived 'E' and the aforementioned last-arrived 'F', were ordered transferred to Scotland's west coast, to Ayr, there to provide the nucleus of the newly-forming 2nd (Reserve) Battalion.

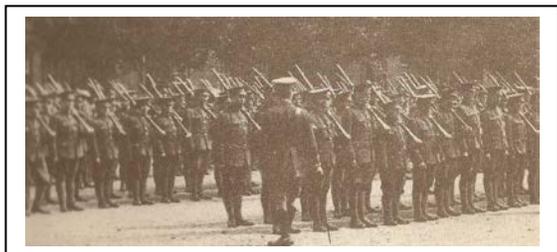
(Right: George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India – the photograph is from *Bain News Services* via the *Wikipedia* web-site.)



It was also during this period while at Aldershot that on August 13 Private Cook was prevailed upon to re-enlist, on this occasion 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 single year. As the War progressed, however, this was likely to cause problems and the men were encouraged to re-enlist.

(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.)



While 'E' and 'F' Companies were beginning their posting to the Regimental Depot at Ayr, on August 20 of 1915 the 1st Battalion embarked in the Royal Navy Harbour of Plymouth-Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks.

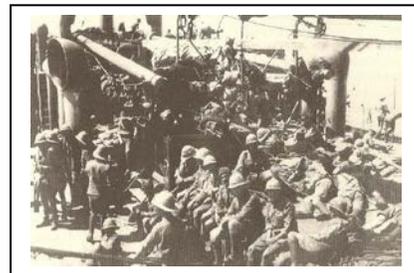


(Right above: The image of *Megantic*, here in her peace-time colours of a 'White Star Line' vessel, is from the *Old Ship Picture Galleries* web-site.)

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*.



(Right: *Kangaroo Beach*, where the officers and men of the 1st Battalion, 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)



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(Preceding page: Newfoundland troops on board a troop-ship anchored at Mudros: *Megantic* on August 29, *Ausonia* on September 18, or *Prince Abbas* on September 19 – *Whichever the case, they were yet to land on Gallipoli – Dardanelles to the French, Çanakkale to the Turks.* – from Provincial Archives)

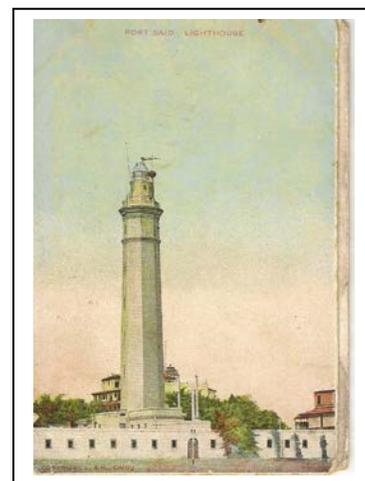
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But whereas the majority of the Newfoundland Battalion had sailed from Alexandria on September 13 *en route* to *Suvla Bay*, a number of them – particularly those personnel of the *Regimental Transport Section* – had been left behind. Private Cook was to be one of that detachment.

They had been selected to serve in the transport sections of three composite battalions, these having been formed to combat an insurgency on the western frontier of Egypt, it having been inspired by a religious leader, the *Senussi*, whose name was to become synonymous with the uprising. This *Western Frontier Force* was to serve *in the field* from December 15 of 1915 until February of the following year by which time the insurrection had been suppressed.

On March 2 of 1916 Private Cook took ship in Port Saïd at the northern end of the Suez Canal *en route* for the French Mediterranean port of Marseilles where he disembarked on March 10. What exactly he did then appears not to be recorded, but it is most likely that - as did others literally and figuratively in the same boat and whose movements were documented and which are available - he travelled from there to the British Expeditionary Force Base Depot at Rouen on the Atlantic coast.

There he was likely to have been attached, as were some of those others, to the 3rd Re-enforcement Draft from Ayr, to re-join the parent Newfoundland Battalion on April 15 once it had reached the area of *the Somme*.



(Right above: *The old light-house at Port Saïd at the northern end of the Suez Canal: for many, a final glimpse of Egypt* – from a vintage post-card)

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(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)

Seven months before this re-union, when the Newfoundland unit had landed from its transport ship at *Suvla Bay* on that September night of 1915 they were to disembark into a campaign that was already on the threshold of collapse.



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Not only in the area where the Newfoundland Battalion was to 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 proved 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 the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.



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

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

**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.*



November 26 would see the nadir of the Newfoundland Battalion's fortunes at *Gallipoli*; a freak rain-, snow- and ice-storm was to 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 had been 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. Numerous, however, had been those afflicted by trench-foot and by frost-bite.

On the night of December 19-20, the British had abandoned the 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 were to be 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 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 only been marking time until a complete withdrawal of the *Peninsula* could be undertaken.

(Right: 'W' Beach at Cape Helles as it was only days before the final British evacuation – from Illustration)



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.

**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 had evacuated the entire *Gallipoli Peninsula* in January of 1916, the Newfoundland Battalion was to be ordered to the Egyptian port-city of Alexandria, to arrive there on the 15th of that month. The Newfoundlanders had then immediately been transferred southward to the vicinity of Suez, a port at the southern end of the Canal which bears the same name, there to await further orders since, at the time, the subsequent destination of the British 29th Division had yet to be decided*.



**Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was soon to become a theatre of war.*

(Right above: 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* from Illustration)



(Right above: Port Tewfiq at the south end of the Suez Canal as it was just prior to the Great War – from a vintage post-card)

After that 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 through the *Suez Canal* en route to France. The Newfoundlanders had disembarked eight days afterwards in the Mediterranean port-city of Marseilles, on March 22.



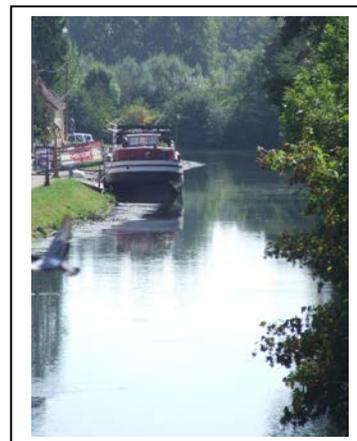
(Preceding page: *British troops march through the port area of the French city of Marseilles.* – from a vintage post-card)

Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train had found its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseilles. 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 over which they had then marched on their way from the station. But some three months later *the Somme* was to become a part of their history.

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



On April 13, the 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 on April 15 and, on the same day, would be introduced into the communication trenches of the *Western Front*.

Those afore-mentioned re-enforcements of April 15...*from Scotland via Rouen*...as seen further above, had most likely been the draft in which Private Cook travelled to report to *duty* with the Newfoundland Battalion.

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Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were then to take over several support positions from a British unit* before the entire Newfoundland unit was then 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: *A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel* – photograph from 2009(?))



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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 were soon to be 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 above: *Beaumont-Hamel: Looking from the British lines down the hill to Y Ravine Cemetery which today stands atop part of the German front-line defences: The Danger Tree is to the right in the photograph. – photograph taken in 2009)*

(Right: *A 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*.

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



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



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

(Right below: *A further view of part of the re-constructed trench system in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2007(?)*)

While on the nominal roll of the Newfoundland Battalion on July 1, 1916, the first day of *the Somme*, Private Cook was not to figure in the fighting at Beaumont-Hamel. It may be that he was a soldier of the ten per cent reserve of fourteen officers and eighty-three *other ranks* held back at Louvencourt, a force which was not called to the field until late in the day when the fighting had for the most part subsided*.



**These men answered a roll call of the following day as did those who had fought the battle and survived it unscathed. Where the documentation shows 'with Battalion on July 4', this is the date on which the roll calls of July 2 were eventually officially recorded.*

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 a 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.



It had then been 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 above: *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*)

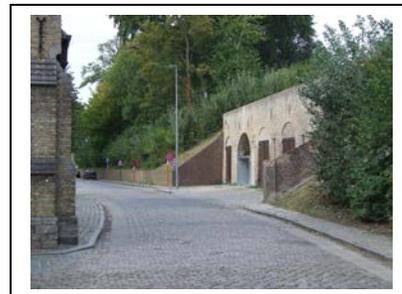
There on July 11, a draft of one-hundred twenty-seven re-enforcements – a second source cites one-hundred thirty – had reported *to duty*. They had been the first to arrive following the events at Beaumont-Hamel but even with this additional man-power having arrived, the Regimental War Diary records that on the 14th of July, 1916, the 1st Battalion still numbered only... *11 officers and 260 rifles*...after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.

On July 27-28 of 1916, the 1st Battalion - still under establishment battalion strength at only five-hundred fifty-four strong, even after further re-enforcement – had moved north and entered into the *Kingdom of Belgium* for the first time.

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It had been ordered to the *Ypres Salient*, one of the most lethal 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: *The entrance to 'A' Company's quarters – obviously renovated since that time - in the ramparts of the city of Ypres when it was posted there in 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 incurred casualties, a number – fifteen? - of them fatal.

Then on October 8, after having served in Belgium for some ten weeks, the Newfoundland Battalion had been ordered to return south, back into France and back into the area of – and the battle of – *the Somme*.

(Right: *An aerial view of Ypres, taken towards the end of 1916: it is described as the 'Ville morte'. – from Illustration*)



Four days after that return to France, on October 12, 1916, the 1st Battalion of the Newfoundland Regiment had again been ordered to the offensive; it was to be at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.

The encounter had proved 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 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*)

(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 Henry Rex Cook, farmer, and of Jessie Ann Cook (née *Hammond*) – to whom he had allotted a daily sixty cents from his pay - of *Rocksley Farm* on the Outer Cove Road in St. John's East, he was brother to May-Isabel, Francis, Richard, Charles, Reginald-George and to Jessie.

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Private Cook was at first reported as *wounded and missing in action* while serving with 'B' Company at Gueudecourt on October 12. However, on or about May 3, 1917 - the date on an official letter written to his parents - it was reported that he was now *believed killed in action* and his record thus amended.

Henry William Cook had enlisted at a declared twenty years of age: date of birth at St. John's, Newfoundland, May 3, 1896 (date and name both from the original Saint John's Birth Register).

Private Henry William Cook was entitled to the 1914-1915 Star, as well as to the British War Medal (centre) and to the Victory Medal (Inter-Allied War Medal) (right).

