



Private John Henry Ebbs (Regimental Number 2351), 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 *coachman**, John Henry Ebbs was a volunteer of the Ninth Recruitment Draft.

**Possibly the driver or ticket-collector of a tram or street-car such as used to exist in St. John's*

***A second source records him attesting on the day of his enlistment.*



He presented himself for medical examination on March 15, 1916, at the *Church Lads Brigade Armoury** in St. John's, capital city of the Dominion of Newfoundland. It was a procedure which would 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.*

There were then five days to follow that medical assessment before, on March 20 at the same venue, John Henry Ebbs was to be enlisted. He 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.*

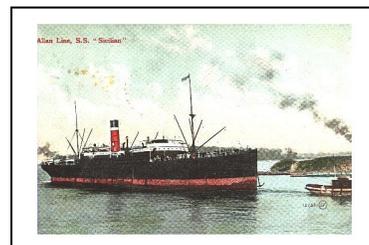
A further nine days were to go by before there came to pass, once more at the *CLB Armoury* on Harvey Road, the final formality of his enlistment: attestation. On the same 29th day of March he pledged his allegiance to the reigning monarch, George V, whereupon, at that moment, John Henry Ebbs became...*a soldier of the King.*

Private Ebbs, Number 2351, would not sail to the United Kingdom until a lengthy period of seventeen weeks less six days had elapsed. How he was to spend this prolonged interval after his attestation appears not to have been documented. It may therefore be that he

returned to his work temporarily and was perhaps almost inevitably to spend time at the family home on Fleming Street in St. John's – but of course, these conclusions are a little bit speculative and he may well have chosen to remain 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 to be the vessel SS *Sicilian* which would carry Private Ebbs and his draft overseas. Apparently it was a detachment two-companies strong, thus five-hundred Regimental personnel, that sailed from St. John's on July 19, 1916, in the company of a contingent of Newfoundland Royal Naval Reservists and some three-hundred civilian passengers since the vessel was on a scheduled commercial route from Canada 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 (1st) 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.

She was to carry Newfoundland military personnel eastwards across the Atlantic three times, all in the year 1916.

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 (1st) Canadian Division in October of 1914. Having arrived in port during the last days of July, from there the reservists left for naval barracks, and Private Ebbs and his comrades-in-arms now boarded a train for the journey north to Scotland and to the Regimental Depot.



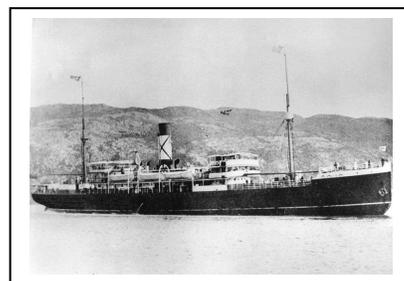
(Right above: A no-longer bustling Devonport Harbour, today bereft of its former importance – photograph from 2012)

* * * * *

Some two years prior to *Sicilian's* arrival in England, 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 in both Newfoundland and the United Kingdom had also been preparing for the Regiment's transfer overseas.

(Right: *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*)

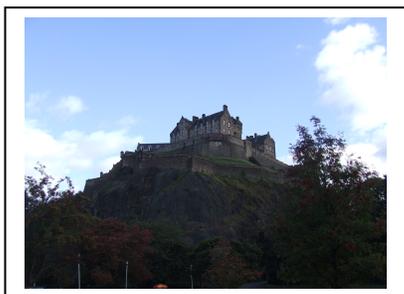


Once having disembarked* in the United Kingdom this first Newfoundland contingent was to train in three venues during the late autumn of 1914 and then the winter of 1914-1915: firstly in southern England on the *Salisbury Plain*; then in Scotland at *Fort George* – on the *Moray Firth* close to Inverness; and lastly at *Edinburgh Castle* – where it was to provide the first garrison from outside the British Isles.

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.



(Preceding page: *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.*

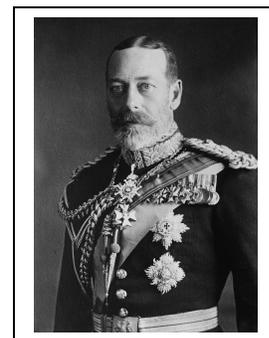
(Right: *The men of the Regiment await their new Lee-Enfield rifles.* – original photograph from the *Provincial Archives*)



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 1st 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*.

(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 first-to-be-departing re-enforcements of the Newfoundland Regiment.

(Right: *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.



(continued)

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 1st Re-enforcement Draft to the Middle East and to the *Gallipoli Campaign* but also, only five days prior, the arrival from home of 'G' Company which would take up its quarters at *Gailes Camp*, some sixteen kilometres up the coast from Ayr itself – but 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 2nd 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 contingent (the second half of 'H' Company) were being sent to strengthen the 1st Newfoundland Battalion already on the Continent – maybe Beaumont-Hamel had something to do with it.

Then towards mid-summer, of course, and as seen above, it was the turn of Private Ebbs and his detachment to report to the Regimental Depot in Scotland.

* * * * *

The Regimental Depot had been established during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland, there to 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 newcomers 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.



(Right above: *Wellington Square (see following paragraph) 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*)

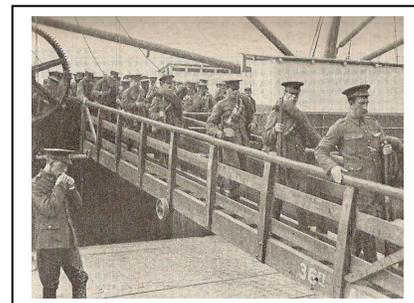


At the outset there had been problems at Ayr to be able to accommodate the number of new arrivals – plus men from other British regiments which were still being billeted in the area...and a measles epidemic which was to claim the life of several Regiment personnel – but by the spring of 1916, things 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.

Some nine weeks after Private Ebbs had first reported to the Regimental Depot, the 11th Re-enforcement Draft from Ayr – he, Private Ebbs, one of its *rank and file* - passed through the English south-coast port of Southampton on October 3 of 1916 on its way to the Continent and to the *Western Front*. The contingent disembarked in the Norman capital of Rouen on the morrow, October 4, and was then there to spend time at the large British Expeditionary Force Base Depot in final training and organization.

The majority of its personnel then awaited the order and the despatch to join the parent Newfoundland Battalion...*in the field*.

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

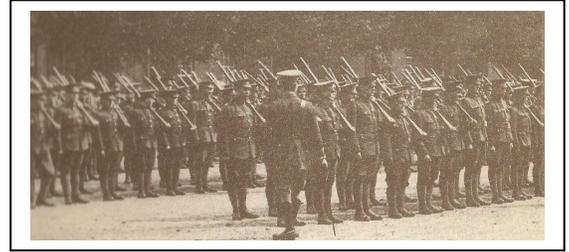
It was a large detachment of two-hundred sixty-six *other ranks* – Private Ebbs among that number- which reported from Rouen to the 1st Battalion transport lines on October 12. As this was the date on which the Newfoundland unit was to make an attack on German positions, the new-comers were to wait in the rear area for two days until the advent of a more propitious moment.

* * * * *

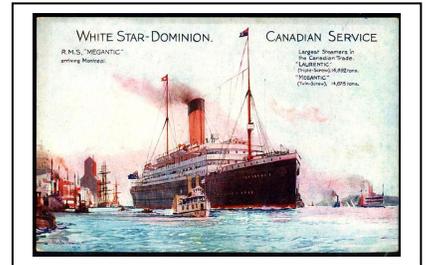
By the time of the action of October 12, 1916, at Gueudecourt, the first contingent of the Newfoundland Regiment, as seen above, had already been serving overseas for well over two years. The 2nd (Reserve) Battalion had been formed – in the spring of 1916 - and multiple drafts had been dispatched from Ayr to supplement the strength of the 1st Battalion (see immediately below). As for John Henry Ebbs, he had by this time been a soldier of the Newfoundland Regiment for one-hundred ninety-seven days.

(continued)

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: *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.)*



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

(Right: *'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 Bay, apparently, had handed in his resignation during the Campaign and 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.

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

(Right: *An un-identified Newfoundland soldier in the trenches at Suvla Bay – 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.

(continued)

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 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 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*.

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

(continued)

(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 once 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* from *Illustration*)



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

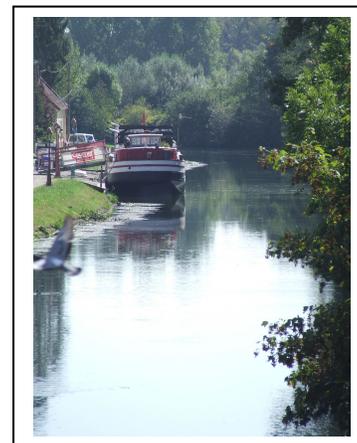


Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

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.



(Preceding page: *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*.

(Right: *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.

To note: *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: *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 above: *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. – images 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.

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.

(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*)

(continued)

There at Maily-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.

Of course, 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, 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 1st 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*.

(Right: *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*)



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: *The same re-constructed ramparts as shown further 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*)



(continued)

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 parent Newfoundland Battalion would soon be serving after its transfer had been 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 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.



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

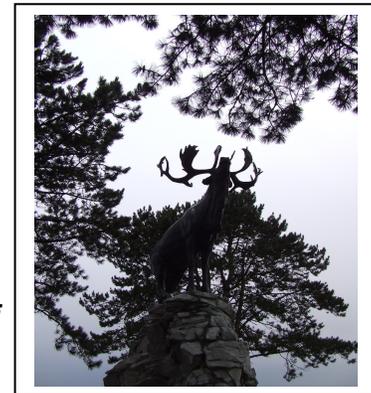
(Right above: *This is the ground over which the 1st Battalion advanced and then mostly conceded at Gueudecourt on October 12. Some few managed to reach the area where today stand the copse of trees and the Gueudecourt Caribou, on the far right horizon.* – photograph from 2007)

This was of course to be the day on which Private Ebbs and his draft had reported...*to duty*. The new-comers remained behind the lines until the 14th, two days later, when they were moved up to *Switch Trench* and parcelled out to the Battalion's four depleted fighting companies*.

**Consequently, the date of the draft's arrival is often recorded as in the Newfoundland Battalion's War Diary, not as having been October 12, but October 14.*

* * * * *

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 would furnish 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 88th Infantry Brigade of which, of course, the Newfoundland unit was a battalion.



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

(Right: *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: photograph likely from First Somme. – from Illustration*)



On October 30 the Newfoundland unit was on its way towards rear positions away from the Gueudecourt area where the Newfoundlanders were to spend two weeks in the area of Ville-sous-Corbie, re-enforcing and reorganizing.

By that October 30, the Battalion had been serving almost continuously in front-line and support positions – with a few days of road-building and repair - for three weeks less a day. It was now not to be until November 15 that the Newfoundlanders were to commence wending their way back to the front lines.

From November 17 to 21, the Newfoundland unit was stationed in front-line trenches not far removed from its previous postings at Gueudecourt. There had been, as was during this period usually the case, little or no co-ordinated infantry activity but, also as usual, the soldiers in the trenches would incur the attention of some prolonged heavy shelling during that time and the Regimental War Diary records *...Total casualties while in line 5 killed and 15 wounded.*

The son of John Ebbs (former cabman, deceased from consumption on May 25, 1909) and of Agnes Ebbs (née *Whelan**) - to whom he had allocated a daily allowance of fifty cents from his pay, and to whom he had willed his all - of 4, Fleming Street in St. John's, he was also brother to at least Walter, Margaret and William.

**The couple was married on November 28 of 1888.*

Private Ebbs was reported as having been...*killed in action...while serving with 'C' Company on November 21, 1916, a victim of the heavy enemy shelling of the Battalion trenches near the village of LesBoeufs in the French Département de la Somme.*



(continued)

(Preceding page: *The Guards' Cemetery at LesBoeuifs and the surrounding countryside in the area of the fighting of November 21, 1916* – photograph from 2010)

John Henry Ebbs had enlisted at the *declared* age of nineteen years and five months: date of birth in St. John's, Newfoundland, October 22, 1896 (from the Newfoundland Birth Register).



The photograph of Private Ebbs is from the *Provincial Archives*.

Private John Henry Ebbs 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. Last updated – February 3, 2023.