



Lieutenant Stanley Charles Goodyear, MC, (Regimental Number 334), 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 *logging-site contractor* earning the substantial monthly sum of one-hundred seventy-seven dollars, Stanley Charles Goodyear was a volunteer of the First Draft. He presented himself for a medical examination in the newly-established paper-making town of Grand Falls on the final day of August of 1914. It was a procedure which would pronounce him as...*Fit for Foreign Service.*



Eight days later, in the meantime having made the journey from Grand Falls to St. John's, capital city of the Dominion of Newfoundland, Stanley Charles Goodyear enlisted at the *Church Lads Brigade Armoury\** on September 8, 1914, and was engaged...*but for only a year's service\*\**...at the daily private soldier's rate of a single dollar to which would then be added a ten-cent per diem Field Allowance.

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

*\*\*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.*

There now remained only to undergo the final formality of his enlistment: attestation. There appears to be no record of this among his papers but a large number of the new recruits took their oath of allegiance to the reigning monarch, George V, on October 1; he may well have been among that number.

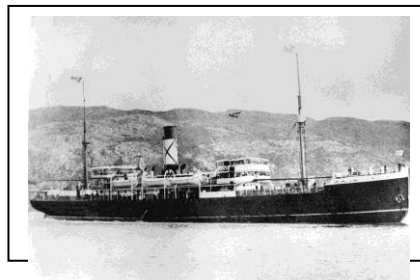
At that moment they - and he? - were to become...*Soldiers of the King.*

Within days this first Newfoundland contingent of 'A' and 'B' Companies, to be known to posterity collectively as *The First Five Hundred* as well as *The Blue Puttees*, was to march through the city to the harbour to take ship to the United Kingdom. Only hours before this

time, Private Goodyear had received a first promotion, on October 3 to the rank of lance-corporal, and thus it was as a non-commissioned officer that on that same day he was to board the Bowring Brothers' vessel *Florizel*.

The ship did not sail, in fact, until the morrow as it was awaiting the passage of the convoy transporting the 1<sup>st</sup> Canadian Division overseas which it joined off the south coast of the island.

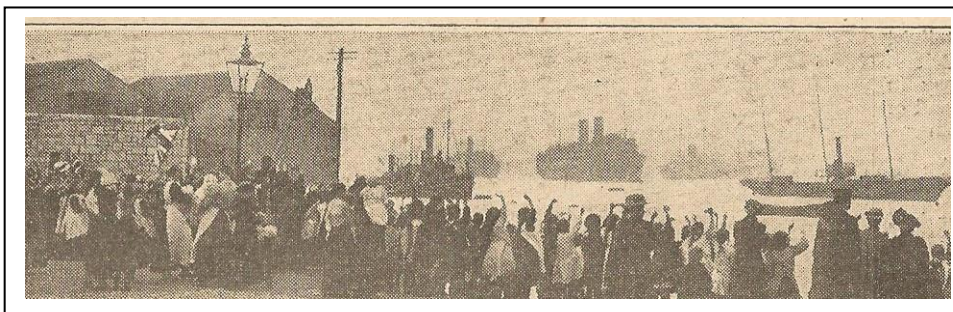
(Right: *The photograph of 'Florizel' in St. John's Harbour in that October of 1914 is by courtesy of the Admiralty House Museum in Mount Pearl.*)



*Florizel* reached England on October 14, but once more the Newfoundlanders were obliged to wait. The port had not been expecting to receive the convoy and the Newfoundlanders were to remain on board *Florizel* for six days until, on October 20, they finally disembarked in Devonport on the English south coast\*.

*\*It was an inconvenience that a goodly number of their Canadian comrades-in-arms were to share with them.*

(Right: *A curious crowd watches the ships which had carried the Canadians and the Newfoundlanders across the ocean as they enter the harbour of Plymouth-Devonport. It is the last day of the second week of October, 1914. – from *The War Illustrated**)



Once in the United Kingdom the first Newfoundland contingent was to now spend some ten months undergoing further training\*: firstly in southern England on Salisbury Plain; then in Scotland at Fort George; later at Edinburgh Castle – where Lance Corporal Goodyear put up his second (corporal's) stripe on March 13; and finally at *Stobs Camp* near the Scottish town of Hawick.



(Right above: *Fort George, built on the Firth of Moray near to Inverness, was built after the Jacobite Rebellion of 1745. It serves the British Army to this day. – photograph from 2011*)

*\*It would have seen...active service...sooner, except that the Newfoundland government wanted its men to serve as a single Newfoundland entity. A battalion was the smallest independent unit in the British Army and thus the Newfoundland Regiment had to wait until it numbered fifteen hundred – the number necessary to man such a force. It would not happen until the following summer (see further below).*

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

Only days after 'A' and 'B' Companies, the first contingent which had arrived overseas in October of 1914, had taken up their posting in Edinburgh, the Scottish capital city, on February 16 of 1915, 'C' Company – the first re-enforcements for this original contingent - would report 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 large enough in numbers to comprise 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 had been ordered elsewhere. On that day, seven weeks into spring – although in Scotland according to Captain Ayre in a letter there was apparently still snow - the unit had been dispatched to *Stobs Camp*, 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)

There at *Stobs Camp* Corporal Goodyear was to be further promoted to the rank of sergeant on June 14, almost a month before the arrival of 'F' Company which was to march into the camp from the local railway station on July 10.



This, of course, had been an all-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.*



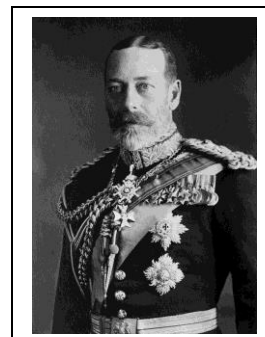
*\*A number sufficient for four 'fighting' companies, two re-enforcement companies and a headquarters staff.*

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

Weeks later, at the beginning of that August of 1915, the four senior Companies, 'A', 'B', 'C' and 'D', having by that time become the 1<sup>st</sup> Battalion of the Newfoundland Regiment, were then sent south to undergo a final two weeks of training, as well as an inspection by

the King, at Aldershot; meanwhile the two junior Companies, the later-arrived ‘E’ and ‘F’\*, were sent to Scotland’s west coast, to the town and once-Royal Borough of Ayr, where they were to provide the nucleus of the first reserves to be dispatched to the 1<sup>st</sup> Battalion of the Newfoundland Regiment, and also the first soldiers of a proposed 2<sup>nd</sup> Battalion (see below).

(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* – photograph from *Bain News Services via Wikipedia*)



(Right below: *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*)

*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.*



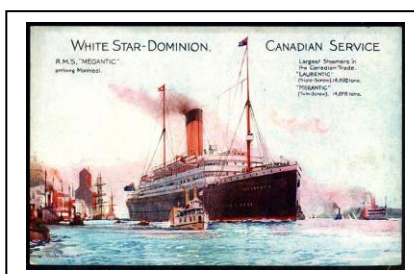
*By the time of the Great War centuries later it was expanding and the River Ayr which had once marked the northern boundary of the place was now flowing through its centre; a new town to the north (Newton-on-Ayr), its population fast-increasing, perhaps encouraged by the coming of the railway, was soon to be housing the majority of the personnel of the Newfoundland Regimental Depot.*



(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.

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

On August 20 of that 1915, the Newfoundland unit had embarked in the Royal Navy Harbour of Plymouth-Devonport onto the requisitioned White Star passenger-liner *Megantic* for passage to the Middle East and to serve in the fighting against the Turks.



(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.*)

**(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, at the eastern end of the Mediterranean Sea a month later – and by that time having spent some two weeks billeted in British barracks in the vicinity of the Egyptian capital, Cairo - on September 20 the 1<sup>st</sup> Battalion was to land at *Suvla Bay* on the *Gallipoli Peninsula*.

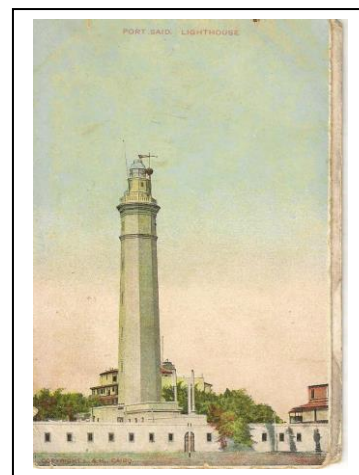
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It is not clear as to whether Sergeant Goodyear of 'A' Company then sailed with the main body of the 1<sup>st</sup> Battalion of the Newfoundland Regiment on September 13 to join the already ongoing fighting on the *Gallipoli Peninsula* only to return soon afterwards, but is perhaps more likely that he remained behind in Cairo or Alexandria at this time.

What *is* clear is that he was now to work with the transport section of the 1<sup>st</sup> Composite Battalion of the *Western Frontier Force* as of November, 1915, and served from December of 1915 until February of 1916 in the campaign to contain the Senussi uprising on the western frontiers of Egypt – although no details of what that time of service might have entailed appear among his personal documents.

On March 3 of 1916, having returned from the western reaches of Egypt, Sergeant Goodyear sailed from Port Saïd, at the northern end of the Suez Canal, en route to the French Mediterranean port-city of Marseille\*. There he disembarked on March 10. It is not recorded whether he proceeded immediately to northern France via the British Expeditionary Force Depot in Rouen, or whether he awaited the arrival of the majority of 1<sup>st</sup> Battalion who disembarked in Marseille from Egypt on March 22...although it was likely the former – as the records of other soldiers suggest.

**(Right: *The old lighthouse at Port Saïd at the northern entrance to the Suez Canal, likely Sergeant Goodyear's final sight of Egypt – from a vintage post-card*)**



*If Sergeant Goodyear had in fact spent time at the British Expeditionary Force Depot at Rouen, he almost inevitably would have reported to duty with the Newfoundland Battalion as a non-commissioned officer of one of two re-enforcement drafts to arrive at Englebelmer, one on April 15 and one on April 26.*

*\*Marseille is the French spelling, Marseilles the English.*

\* \* \* \* \*

(continued)

**(Right: ‘Kangaroo Beach’, where the officers and men of the 1<sup>st</sup> Battalion of the Newfoundland Regiment landed on the night of September 19-20, 1915, is to be seen in the distance at the far end of Suvla Bay. The remains of a landing-craft are still clearly visible in the foreground on ‘A’ Beach. – photograph taken in 2011)**



**(Right below: A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where the 1<sup>st</sup> Battalion was to serve during the fall of 1915 – photograph from 2011)**

**When the Newfoundlanders had landed from their transport ships at Kangaroo Beach, 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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(Preceding page: *No-Man's-Land at Suvla Bay as seen from the Newfoundland positions – from Provincial Archives*)

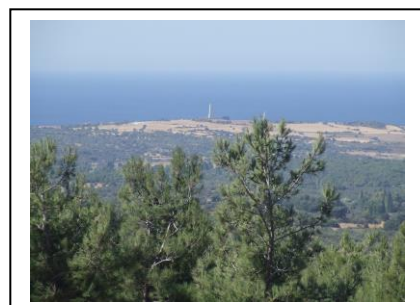
There were to be many casualties on both sides, some of them, surprised by the sudden inundation of their positions, fatalities who had drowned in their trenches – although no Newfoundlanders were to be among that number. Numerous, however, had been those afflicted by trench-foot and by frost-bite.



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 above: *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 1<sup>st</sup> Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.



(Right: *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 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.*



(continued)

(Preceding page: *'W' Beach almost a century after its abandonment by British forces in that January of 1916 and by the Newfoundlanders who were to be the last soldiers off the beach: Vestiges of the wharves in the black-and-white picture are still to be seen. – photograph from 2011*)

Immediately after the British evacuation of the *Gallipoli Peninsula*, the Newfoundland unit had been ordered to the Egyptian port-city of Alexandria and beyond.

On January 14, the Australian Expeditionary Force Transport *Nestor* had arrived there with the 1<sup>st</sup> Battalion on board. The vessel was to sail just after mid-day on the 16<sup>th</sup>, on its way southwards down the Suez Canal to Port Suez where she had docked early on the morrow and where the Newfoundlanders had landed and marched to their encampment.

There they were to await further orders since, at the time, the subsequent destination of the British 29<sup>th</sup> Division had yet to be decided\*.

(Right: *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 1<sup>st</sup> Battalion of the Newfoundland Regiment were among the last to leave on two occasions, at both Suvla Bay and Cape Helles. – photograph taken from the battleship Cornwallis 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 1<sup>st</sup> 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*)





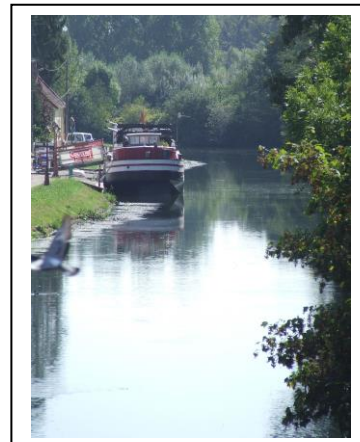
Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

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.

(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 1<sup>st</sup> Battalion had subsequently marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy - where it would be billeted, would receive re-enforcements from Scotland via Rouen and, in two days' time, would be introduced into the communication trenches of the *Western Front*.

(Right: *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. The Newfoundlanders were also soon to be preparing for the British campaign of that summer, to be fought on the ground named for that same meandering river, *the Somme*.



(Right above: *A further part of the re-constructed trench system to be found in the Memorial Park at Beaumont-Hamel – photograph from 2007(?)*)

The first individual report of Sergeant Goodyear during this period was when he received his Imperial Commission on May 10. The Regimental War Diary notes his promotion to the rank of Second Lieutenant in the entry of May 11, and also the fact that he was appointed at the same time to be the officer in charge of Regimental Transport.

*\*It should be said that the Newfoundland Battalion and two-hundred men of the Bermuda Rifles who were serving at the time in the 2<sup>nd</sup> Lincolnshire Regiment Battalion, were then the only units at the Somme from outside the British Isles - true also on the day of the attack on July 1.*



(Right: *Beaumont-Hamel: Looking from the British lines down the hill to Y Ravine Cemetery which today stands atop part of the German front-line defences, the Danger Tree to the right in the photograph – photograph from 2009*)

(Right: *Hawthorn Ridge Cemetery Number 2 in the Newfoundland Memorial Park – photograph from 2009(?)*)



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\*.

*\*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: *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 above: *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.***

On that July 1 of 1916, the first day of *the Somme*, Lieutenant Goodyear was included on the nominal roll of the Newfoundland Battalion but was not, however, to figure in the fighting during the morning at Beaumont-Hamel. The most likely explanation for this is that he was one of the ten per cent of fourteen officers and eighty-three *other ranks* which was held back in the community of Louvencourt on that date. This detachment was to be ordered forward to the field into the support trenches, only early in the afternoon when the worst of the fighting had for the most part abated\*.

***\*The majority of the personnel held in reserve or who were otherwise employed on that day were documented as being with 1<sup>st</sup> Battalion on July 4, giving the unwarranted impression that they had not served in any capacity whatsoever on July 1. In fact, the same applies to those who had survived the fighting and who answered the roll call on the morning of July 2.***

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It is not clear whether or not Lieutenant Goodyear was sent northward with the 1<sup>st</sup> Battalion into the *Ypres Salient*, Belgium, at the end of July. At some point, however, he must have returned to the Regimental Depot in Scotland because he is next recorded as having left Liverpool on September 27 on his way back to Newfoundland via Quebec on board His Majesty's Transport *Scandinavian* (shown at right).



The reason why he returned to Newfoundland is not cited although a single memo among his papers suggests that it was simply a period of furlough.

Lieutenant Goodyear's return presence on the *Western Front* is not found in his file until a single report has him having been re-attached to the 1<sup>st</sup> Battalion strength as of March 14 of 1917 - the Regimental War Diarist has made no mention of it, perhaps due to his being assigned to the transport section at the rear rather than to one of the four fighting companies.

\* \* \* \* \*

In the meantime, after the events of the morning of July 1, 1916, the first day of *the Somme*, 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 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: *The re-constructed village of Mailly-Maillet – the French Monument aux Morts in the foreground - is twinned with the community of Torbay, St. John's East. – photograph from 2009*)

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



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

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

(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*)



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.



(Right above: *The same re-constructed ramparts as shown above, viewed from just outside the city walls and the far side of the moat which still partially surrounds the place – 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.

(Preceding page: *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*.

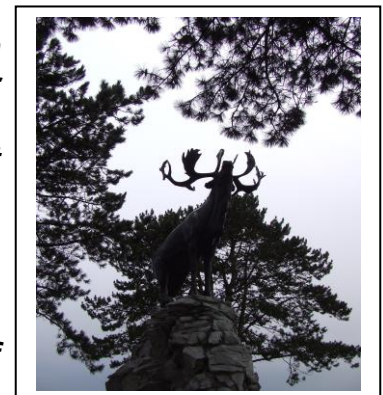
Just four days after unit's return to France from Belgium, on October 12 of 1916, the 1<sup>st</sup> Battalion of the Newfoundland Regiment had again been ordered to take to the offensive; it was at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of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



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

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

(Right: *Stretcher-bearers not only shared the dangers of the battle-field with their arms-bearing comrades, but they often spent a longer period of time exposed to those same perils. This photograph was likely taken during First Somme. – from Illustration*)



On October 30, the Newfoundland unit had eventually retired to rear positions from the Gueudecourt area. It had been serving continuously in front-line and support positions for three weeks less a day.

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



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

(Right above: *A typical British Army Camp during rather inclement winter conditions somewhere on the Continent – from a vintage post-card*)

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

The afore-mentioned Christmas festivities – apparently a turkey dinner washed down with...*real English ale*...- having been completed, it was not to be until a further sixteen days had passed that on January 11 the Newfoundland Battalion would be ordered out of *Corps Reserve* and from its lodgings at *Camps en Amienois* to make its way on foot to the town of Airaines.

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

That recent six-week Christmas respite spent far to the rear by now a thing of the past, the Newfoundlanders were to *officially* return to...*active service*...on January 23, although they

apparently had already returned to the trenches by that date and had incurred their first casualties – and fatalities – of 1917.

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

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

This period had also provided the opportunity to undergo training and familiarization with the new practices and the recent weaponry of war; in the case of the Newfoundland Battalion these exercises had been at least partially undertaken from February 4 to 18 in the vicinity of the communities of Carnoy and Coisy.



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

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



The Battalion had by then been carrying with it orders for a...*bombing raid*...on the enemy positions at Sailly-Saillisel...to be carried out on March 1.

(Right above: *The fighting during the period of the Battalion's posting to Sailly-Saillisel took place on the far side of the village which was no more than a heap of rubble at the time. - photograph from 2009(?)*)

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

In fact, that sharp engagement at Sailly-Saillisel was to be the sole infantry activity *directly* involving the Newfoundland unit during the entire period from Gueudecourt in mid-October, 1916, until Monchy-le-Preux in mid-April of 1917. The action would also serve to bring this episode in the Newfoundlanders' War – in the area of *the Somme* - to a close.

(continued)

After the confrontation at Sailly-Saillisel, the Newfoundland Battalion had been ordered retired to the rear by train, to an encampment at Meaulté. There, and later at *Camps-en-Amienois* – even further behind the lines and where the unit had spent the preceding Christmas period – the 1<sup>st</sup> Battalion would spend almost the entire remainder of the month.



(Right: *The Prime Minister of Newfoundland visiting the 1<sup>st</sup> Battalion of the Newfoundland Regiment, encamped at Meaulté – from *The War Illustrated**)

During this period the unit even had the pleasure of a visit by the Regimental Band from the Depot in Scotland, and also one from the Prime Minister of Newfoundland, Sir Edward Morris, the latter on March 17, St. Patrick's Day. That event, of course, was to take place only three days following Lieutenant Goodyear's return...*to duty*...on or about March 14 as reported in an earlier paragraph.

\* \* \* \* \*

On March 29, the Newfoundlanders commenced making their way – on foot – from *Camps-en-Amienois* to the north-east, towards the venerable medieval city of Arras and eventually beyond, the march to finish amid the rubble of the village of Monchy-le-Preux.



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

On April 9 the British Army launched an offensive in the area to the north of *the Somme* battlefields; this was to be the so-called *Battle of Arras*, intended to support a major French effort elsewhere. In terms of the daily count of casualties – just over four thousand - this attack was to be the most expensive operation of the *Great War* for the British, its only positive episode to be the Canadian assault of *Vimy Ridge* on the opening day of the battle, Easter Monday, 1917.

And while the British campaign would prove an overall disappointment, the French *Bataille du Chemin des Dames* was to be yet a further disaster.

The 1<sup>st</sup> Battalion was to play its part during the *Battle of Arras*, a role that would begin at the place called Monchy-le-Preux on April 14 and which would finish ten days later, on April 23, perhaps a kilometre distant, at *Les Fosses Farm*. After Beaumont-Hamel, the ineptly-planned action at Monchy-le-Preux would prove to be the most costly day of the Newfoundlanders' war: four-hundred eighty-seven casualties all told on April 14 alone\*.

(continued)



(Right below: *The village of Monchy-le-Preux as seen in 1917, from the western, British, side of the community: The Newfoundlanders advanced, out of the ruins of the place, to the east, away from the camera. – photograph from 2013*)

After the debacle of April 14 the remnants of the Newfoundland Battalion remained in the area of Monchy-le-Preux for but a few days. Its casualty count had been high enough to warrant that it and the Essex Regiment, which had also incurred heavy losses, be amalgamated into a composite battalion until such time as incoming re-enforcements would allow the two units' strengths to once more resemble those of bona fide battalions.



(Right: *The Caribou at Monchy-le-Preux stands atop the vestiges of a German strongpoint in the centre of the reconstructed community. – photograph from 2009(?)*)

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



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

They then remained *in situ* until the 23<sup>rd</sup>.

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



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

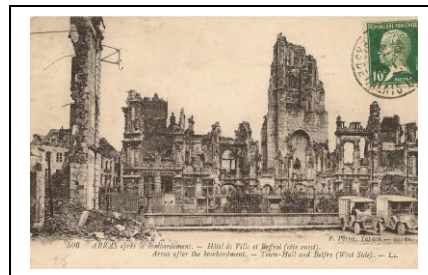
It apparently had not been a particularly successful venture, at least not in the sector of the 1<sup>st</sup> Battalion, several of the adjacent units reporting having been driven back by German counter-attacks, actions accompanied by heavy losses.

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

(continued)

Late on that evening of April 23, the 1<sup>st</sup> Battalion was ordered to retire the dozen or so kilometres to the relative calm of Arras.

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



(Right below: *Newfoundland troops just after the time of Monchy-le-Preux – from *The War Illustrated**)

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



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



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

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

The Newfoundlanders was then soon once again moving north into Belgium – at the end of June - and once again into the vicinity of Ypres and...*the Salient*, their first days to be spent at *Caribou Camp*, where for the next few days – and nights – the Newfoundland Battalion supplied working parties for road-repair and the construction of infantry tracks.



The unit's next posting, on July 5, was to be to the banks of the *Yser Canal* just to the north of the city.

The Newfoundland Battalion remained in the area for a week before it was withdrawn to prepare for the upcoming summer offensive to commence on July 31.

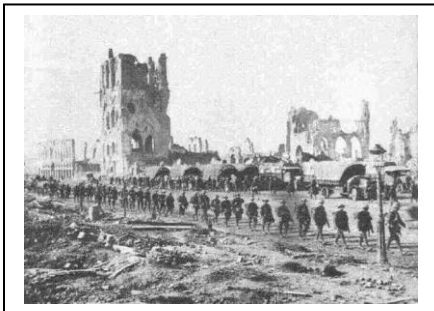
(Right above: *The Yser Canal to the north of the city of Ypres (today Ieper): In July of 1917 the Newfoundlanders were stationed in the vicinity of this spot, 'A', 'C' and 'D' Companies to serve in the front lines and also in the immediate reserve on the east bank of the waterway (to the right in the photograph), with 'B' Company and HQ remaining on the western side. – photograph from 2013*)

After July 12, the Newfoundland Battalion withdrew from the area of the *Yser Canal* and remained in the area north-west of Poperinghe to supply working-parties, a raiding-party – the operation apparently...*not successful owing to approach of daylight...* - and to undergo training in preparation for the upcoming summer offensive to commence on July 31 – although it was not to be until August 12 that the unit moved up into support positions in the forward area to ready itself for an attack four days later.

The low-lying area of Belgian *Flanders* in which the Newfoundland Battalion was stationed during that July, 1917 - the only part of the country unoccupied by the Germans - had been selected by the High Command as the theatre of the British summer offensive of 1917.

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

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



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



(Right above: *An unidentified – perhaps unidentifiable – Passchendaele field in the fall of 1917 – from Illustration*)

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



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

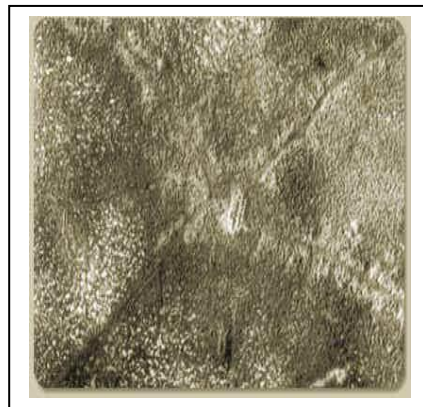
At the former confrontation it had incurred nine *killed in action*, ninety-three *wounded*, and one *missing in action*; at the *Broembek* the cost would be higher: forty-eight *killed or died of wounds*, one-hundred thirty-two *wounded* and fifteen *missing in action*.



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

A week and a day following the mid-August engagement at the *Steenbeek* there were then to be four weeks of relative calm which, for the Newfoundland Battalion, began on August 24 with a four-day withdrawal from the fighting and the forward area to *Penton Camp* to the north-west of the Belgian town of Poperinghe.

This reprieve continued while the British forces re-enforced and re-organized after a month of fighting that had not been proceeding as well as the British High Command had optimistically anticipated.



(Right above: *The once-village of Passchendaele as seen from the air in 1917, after the battle of that name – from Illustration*)

The Newfoundland unit was to go back to war during the last days of what had been a fine month of September. The weather of that month had been in contrast to what had gone before – but, as the fighting at *Passchendaele* started once more...so also did the rains.

Once back in their trenches in late September and early October the personnel of the Newfoundland unit prepared for their next concerted attack on German positions. It would come some two weeks later and it would come at the *Broembeek*,



(Right above: *This innocuous, placid stream, the Broembeek, was in 1917 a torrent which flooded the surrounding terrain, transforming it into a quagmire. – photograph from 2009*)

The following is an excerpt from a report pertaining to an incident on the night of October 9-10, 1917:

**On the night of 9/10<sup>th</sup> October, I was one of the transport men leading pack Cobs up to the Battalion with rations and water when a shell burst near us killing Lieut. Goodyear, Cpl. Morgan, Pte. Lilly, Jones & Simms. He was killed instantly and was I think buried by some R.E.'s\* next morning.**

(Sgd) John J. Ivany

\*Royal Engineers

The following was sent in response to a suggestion by the Officer Commanding the 1<sup>st</sup> Battalion, that looting of the dead was being practised, particularly, in the case of Lieutenant Goodyear, of a watch, a ring, and the belt for his revolver:

**To OC**

**10<sup>th</sup> (S) Bn Lincs Regt**

**Reference attached**

**I was in charge of a party making the road between LANGEMARCK Station and church on the night of Tuesday Oct 9<sup>th</sup>. About 6.30 pm the officer of the Newfoundland Regt in question passed me with one or two men and some horses, or mules, and asked me the direction to some place that I have forgotten. Shortly afterwards a shell burst close to LANGEMARCK church. I went along and found several men and horses knocked out. I found the body of an officer. I could not recognize him as he had been hit in the face, so I took off his collar badge which I could feel was not a Lincoln Badge. I did not search him for effects, but it was reported to me that he had been searched and nothing found except a notebook which was forwarded.**

**His body was left there and was buried the next day by my party immediately S of the church by the side of the road. As far as I know he was buried in his belt. I know nothing of his watch or ring.**

**J D Charles**

**Capt.**

**27.10.17 )/C C Coy**

**10<sup>th</sup> (S) Lincs Regt.**

Lieutenant Goodyear was a recipient of the Military Cross: *Killed in Action, October 10, 1917. Awarded posthumously, December 28th, 1917. Action date - Periodic. For most conspicuous and continuously good work as Transport Officer during the past eighteen months in France. His resourcefulness invariably overcame all difficulties.* - London Gazette, December 28th, 1917 & January 1st, 1918 (Supplement to the London Gazette, 1 January, 1918, Page 53)



The son of Josiah Goodyear (also found as *Gudyer*), carpenter and fisherman, and Louisa Highmore Goodyear (née *Wellon*) of Ladle Cove (the family having moved to Grand Falls in 1908), he was also brother to Daisy-Margaret (known as *Kate*); Melena; Lance Corporal Oswald-Raymond Goodyear of the Newfoundland Regiment (#2156),...*killed in action*...at Gueudecourt on October 12, 1916; Hedley-John Goodyear MC, Lieutenant in the Canadian Infantry, later...*killed in action*...on August 22 of 1918; Captain Josiah-Robert Goodyear of the Newfoundland Regiment and of the Newfoundland Forestry Unit; Harold-Kenneth and to Roland-Clement Goodyear (the first-born in 1882).



(Preceding page: *The War Memorial in the community of Grand Falls-Windsor honours the sacrifice of the Goodyear brothers. – photograph from 2010*)



(Right: *This place, just to the north of Langemarck, is today a cemetery in which repose the remains of more than forty-four thousand German dead. In fact, on October 9, 1917, this land was the 3<sup>rd</sup> and last objective of the assault by the 88<sup>th</sup> Brigade, the Newfoundlanders being one of the Brigade's four battalions.*)

The two other brothers who served with the Newfoundland Regiment, Lieutenant Ken Goodyear and Captain Josiah Goodyear (who also served in the Newfoundland Forestry Unit in Scotland), returned home after the conflict.



Lieutenant Stanley Goodyear was reported as having been...*killed in action*...during the night of October 9-10, 1917, the victim of enemy artillery fire on the evening following the attack at the *Broembek*.

Stanley Charles Goodyear had enlisted at the *declared* age of twenty-six years: date of birth in Ladle Cove, Newfoundland, November 6, 1888 (from the Newfoundland Birth Register).

(*The above photograph of Private(?) Goodyear is from the Provincial Archives.*)

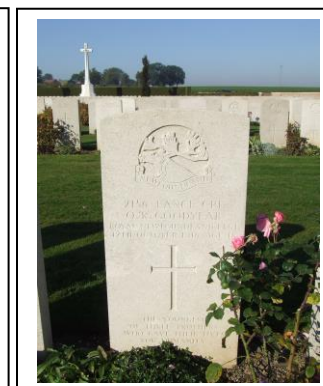
Lieutenant Stanley Charles Goodyear, MC, was also entitled to (left to right) the 1914-15 Star, as well as to the British War Medal and the Victory Medal (Inter-Allied War Medal).



(Right: *The grave of Lieutenant Hedley John Goodyear in Hillside Cemetery (Le Quesnel)*)

(Far right: *The grave of Lance Corporal Oswald Raymond Goodyear in Bancourt British Cemetery*)

(Both their stories are to be found elsewhere in these same files.)



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 1, 2023.