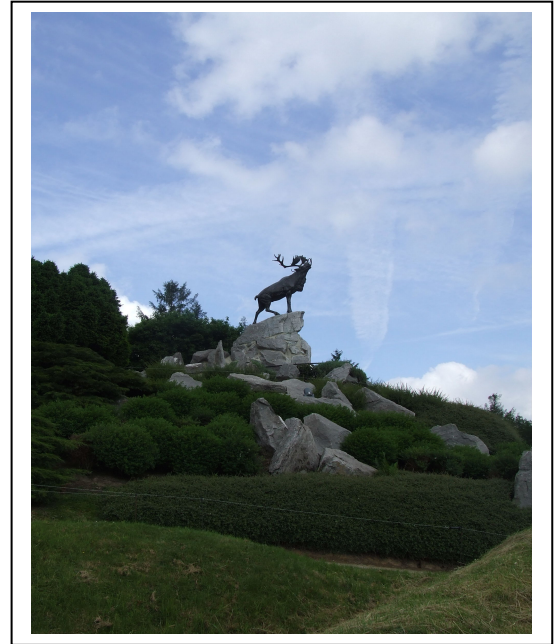




Second Lieutenant Clifford Henry Oliver Jupp (Regimental Number 157), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

His occupation prior to military service recorded as that of a *dry-goods clerk* working for *G. Knowling, Importers and General Merchants* of Water Street and Duckworth Street, and earning a monthly fifty-eight dollars and thirty-four cents*, Clifford Henry Oliver Jupp was a recruit of the First Draft.



**In the 1911 Census for England he was documented as a Warehouseman working for a wholesale merchant in the city of Manchester.*

He presented himself at the *Church Lads Brigade Armoury** in St. John's, capital city of the Dominion of Newfoundland for a medical examination on August 31 of 1914. It was a procedure which would pronounce him as...*Fit for Foreign Service.*

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

When exactly it was that Clifford Henry Oliver Jupp was to enlist is not clear as three different dates are to be found in his papers: August 26, August 31 and September 5, the day on which his brother, Leonard John...*joined-up*. However, whenever it may have been – the venue would have been the same *CLB Armoury* – he 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.

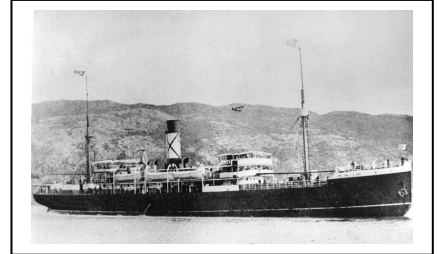
**At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist. Later recruits – as of or about May of 1916 - signed on for the 'Duration' at the time of their original enlistment.*

There then remained only to undergo the final formality of his enlistment: attestation. On the fifth day of the month of September of 1914, possibly only hours after his enlistment, he pledged his allegiance to the reigning monarch, George V, whereupon, at that moment, Clifford Henry Oliver Jupp became...*a soldier of the King.*

A month following his attestation – and after a month of training - the 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.

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

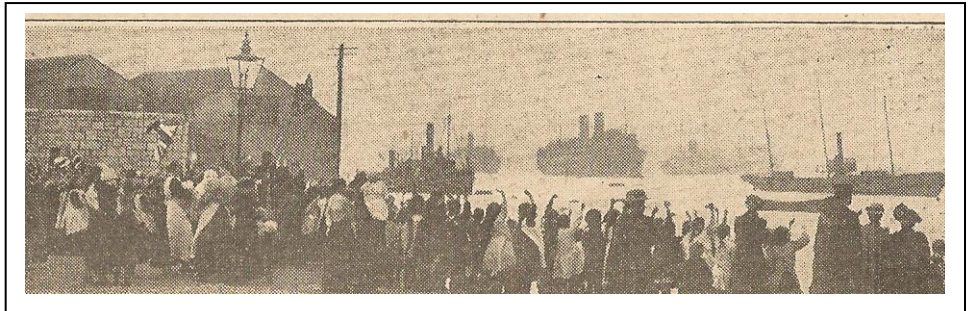
(Right: *The photograph of 'Florizel' in St. John's Harbour in that October of 1914 is by courtesy of the Admiralty House Museum in Mount Pearl.*)



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 – where Lance Corporal Greene put up his second (corporal's) stripe on November 13; then in Scotland at Fort George; later at Edinburgh Castle; 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 penned by him 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 above: *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)

The date was June 6 of that 1915 when Private Jupp was to receive a first promotion – more were to follow. On this occasion it was an appointment to the rank of lance corporal.

Just two weeks following that event, on July 10 'F' Company, having just disembarked after its journey from Newfoundland, had marched to the Camp from the local railway station and had reported...*to duty*.

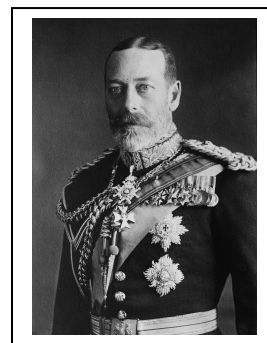
This, of course, had been an all-important moment: the Company's arrival was to bring the Newfoundland Regiment's numbers to some fifteen hundred, establishment strength* of a battalion which could be posted on...*active service*.



****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*)

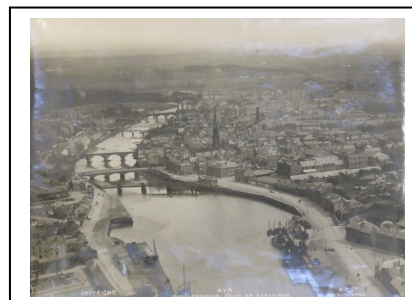
Weeks later, at the beginning of that August of 1915, the four senior Companies, 'A', 'B', 'C' and 'D', having by that time become the 1st Battalion of the Newfoundland Regiment, were then sent south to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot; meanwhile 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 1st Battalion of the Newfoundland Regiment, and also the first soldiers of a proposed 2nd Battalion (see below).



(Right above: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India* – 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.

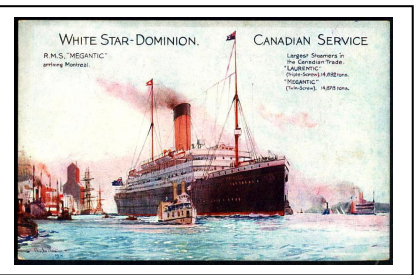


(Right: *The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene* – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.

The four senior companies, 'A', 'B', 'C' and 'D', had in the summer of 1915 become the 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 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 below: *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)*



Six days into the voyage, on August 26, there had been a second advancement and Lance Corporal Jupp put up another stripe, having been appointed to the rank of corporal.

Having then disembarked in Alexandria and subsequently spent some two weeks billeted in the British Abassia Barracks and an encampment in the vicinity of the Egyptian capital, Cairo - on September 20 the 1st Battalion, after a further week's journey, was to land at Suvla Bay on the Gallipoli Peninsula – by which time Corporal Jupp had become Sergeant Jupp, having received this further advancement on September 9.



(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 below: *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 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.

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.

(Right: *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.



(Right below: *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.

Some of the Battalion personnel had thereupon been evacuated to the nearby island of *Imbros*, some to *Lemnos*, further away, but in neither case was the respite to be of a long duration; the 1st Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.



(Right: *Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture. – photograph from 2011*)

The British, Indian and *Anzac* forces – the Australian and New Zealand Army Corps was also to serve at *Gallipoli* – had by now simply been marking time until a complete withdrawal of the *Peninsula* could be undertaken.

This final operation would take place on the night of January 8-9, the Newfoundland Battalion to furnish part of the British rear-guard on this second occasion also.

(Right: *'W' Beach at Cape Helles under shell-fire only days before the final British evacuation – from Illustration*)



****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*.

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

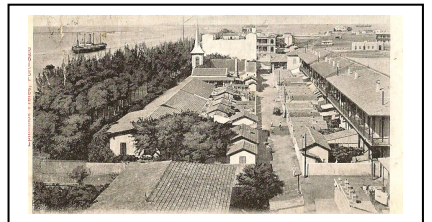


(Right: The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1st Battalion of the Newfoundland Regiment were among the last to leave on two occasions, at both Suvla Bay and Cape Helles. – photograph taken from the battleship Cornwallis and published in Illustration)



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

After the two-month interim to be 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*)



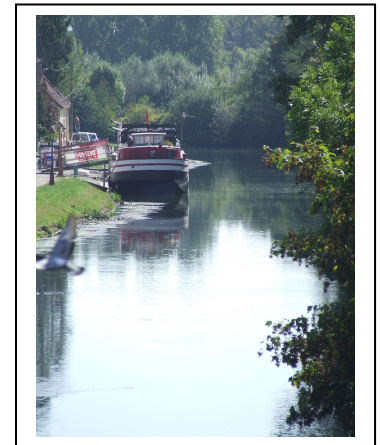
Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

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.

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



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

On April 13, the entire 1st Battalion had subsequently marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy - where it would be billeted, would receive re-enforcements from Scotland via Rouen and, in two days' time, would be introduced into the communication trenches of the *Western Front*.

(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 the forward area 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*.



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

On May 29 Sergeant Jupp was next elevated to the position of (Acting) Company Quartermaster Sergeant. If the records are correct, it was a position – paid at the rate of \$1.70 per diem - that he would hold for exactly seven days.

Yet another promotion was on the imminent horizon: on June 5 - a second source says June 11 and the 1st Battalion War Diarist makes no mention at all - he received an Imperial Commission and was appointed to be Second Lieutenant Jupp – at a rate of two dollars per diem. This June 5 was the date on which, in fact, twelve Second Lieutenants were commissioned from the ranks, having just completed a finishing course for officers at the *Bull Ring* at Étaples, on the west coast of France.

**Perhaps of interest is 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.*

The records do not confirm, however, that he was indeed one of that number: thus he may have received his commission...*in the field* – although this is likely a point of only minor interest.



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

Just prior to the opening day of the *First Battle of the Somme*, a number of incursions were planned into the enemy lines in the hope of accumulating information which might be of some use to the attackers. Several of these raids were to take place on the part of the Front to which the Newfoundland Battalion had been posted. Post-operational reports give the impression that the gains were limited while the casualties inflicted by the enemy were at the same time numerous, but whether Lieutenant Jupp was to play a role – or not - in these operations appears not to have been documented.



(Right above: *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: 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.



The son of William Jupp, farm-bailiff to whom he had left his all, and of Marion Jupp, of *Oldfields Farm*, Pulborough, Sussex, England - his own place of residence at the time of enlistment was recorded as St. John's. He and his brother, Leonard John Jupp (see ** further below) are recorded as boarding on Knight Street in the city in 1913. His siblings as documented in 1901 Census for England also included Leslie, Percy, Claude, Stuart and Gladys.

Lieutenant Jupp was at first reported as...*missing in action...*on July 1, 1916, while serving with 'B' Company during the fighting of the first day of *The Somme*. Only a few days later, on July 7, his record was amended so as to read...*killed in action 1/7/16* – perhaps since his pay book by that time had apparently been recovered and as there was also an eye-witness report.

Clifford Henry Oliver Jupp had enlisted at the *declared* age of twenty-four years. The exact date of his birth has thus far proved to be elusive but the 1901 Census for England cites July of 1891 as the month and year.

*****Leonard John Jupp enlisted and attested for service at about the same time as brother Clifford. He also sailed on Florizel and underwent the same pattern of service in the United Kingdom before taking ship to the Middle East to fight on the Gallipoli Peninsula.***

As was the case with many, he was stricken with dysentery and, due to the above-mentioned freak storm of November 26, 1915, also with frost-bite. He was eventually invalided back to England on board Aquitania in early January and hospitalized in the 3rd London General Hospital, to remain receiving medical care and undergoing convalescence until March 14 of that 1916.

Posted subsequently to the Regimental Depot in Scotland, he was to serve there for just over a year, during that time, by January 17 of 1917, having been appointed on three occasions as far as the rank of sergeant.

April of 1917 was to see the first of several returns to hospital for Sergeant Jupp. The final complaint was to be that of tuberculosis of the lungs and lymph glands, for which reason a Medical Board on February 26, 1918, deemed him as unfit for any further military service.

Sergeant Jupp was thereupon discharged, struck off strength on March 21 of the same 1918. He was not to return to Newfoundland but stayed in England, to retire to the residence of his parents in the county of Sussex where he had wanted to take up farming.

Alas! the tuberculosis by that time was too advanced for the outdoor climate of Sussex to make any impression on it. Leonard John Jupp passed away on January 31 of 1921.

He was entitled to the same medals as his brother.

Eyewitness report on the death of (2nd) Lieutenant Jupp:

**Statement by No. 492, Pte. A Coombs,
1st Newfoundland Regiment,
3rd London General Hospital,
Wandsworth, London SW**

“While I was lying wounded on July 1st I saw Lieut. Jupp hit in the chest. He must have been killed as he did not move again.”

**I am,
Sir,
Your obedient servant
XXXXXX for P & O i/c Records**

Lieutenant Clifford Henry Oliver Jupp was entitled to (left to right) the 1914-1915 Star, the British War Medal and 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 1, 2023.