



Private Francis Thomas Lind (Regimental Number 541) is interred in Y Ravine Cemetery – Grave reference D. 21.

His occupation previous to military service recorded as that of an accountant working for an annual sum of seven-hundred dollars, Frank Lind presented himself for medical examination in the Newfoundland community of Fogo on September 10 of 1914. It was a procedure which would pronounce him as...*Fit for Foreign Service.*

(continued)

Six days later, on September 16, having by then made the journey to St. John's, Frank Lind reported to the *Church Lads Brigade Armoury* on Harvey Road in the capital city of the Dominion of Newfoundland— six weeks and a day after the *Declaration of War* on August 4 – for enlistment, whereupon he was engaged at the private soldier's daily rate of a single dollar plus a ten-cent per diem *Field Allowance*.

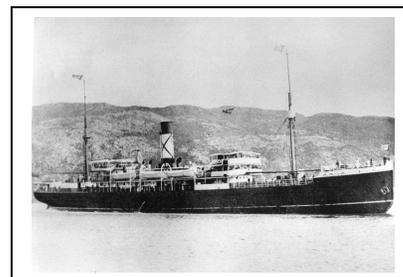
A recruit of the First Draft, he was likely now ordered to the tented area by that time established on the shores of *Quidi Vidi Lake* in the East End of St. John's where a four-five week course of training was already under way.

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

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

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

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



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

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

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



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



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

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

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

(Right: *The Newfoundland Regiment marches past on the training ground at Stobs Camp and is presented with its Colours on June 10, 1915.* – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)

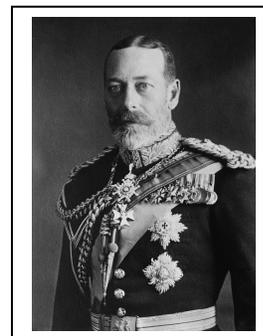


At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’ – Private Lind among their ranks - were then sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot.

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

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

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



It was also during this period while at Aldershot that on August 13 Private Lind was prevailed upon to re-enlist, on this occasion for the *duration of the war**.

**At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for a single year. As the War progressed, however, this was likely to cause problems and the men were encouraged to re-enlist.*

(Right: *Some of the personnel of ‘A’, ‘B’, ‘C’ and ‘D’ Companies of the 1st Battalion of the Newfoundland Regiment at Aldershot in August of 1915, prior to its departure to active service on the Gallipoli Peninsula* – from *The Fighting Newfoundlander* by Col. G.W.L. Nicholson, C.D.)



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



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

There, a month later – having spent some two weeks billeted in British barracks in the vicinity of the Egyptian capital, Cairo - on September 20, the 1st Battalion was to land at *Suvla Bay* on the *Gallipoli Peninsula*.



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



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

(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 landed from their transport ship at *Suvla Bay* on that September night of 1915 they would disembark into a campaign that was already on the threshold of collapse.

Not only in the area where the Newfoundland Battalion was to serve but, even ever since the very first days of the operation in April of 1915, the entire *Gallipoli Campaign*, including the operation at *Suvla Bay*, had proved to be little more than a debacle:

Flies, dust, disease, the frost-bite and the floods – and of course the casualties inflicted by an enemy who was to fight a great deal better than the British High Command* had ever anticipated – were eventually to overwhelm the British-led forces and those of the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.



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

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

**Many of the commanders chosen were second-rate, had been brought out of retirement, and had little idea of how to fight – let alone of how to win. One of the generals at Suvla, apparently, had handed in his resignation during the Campaign and had just gone home.*



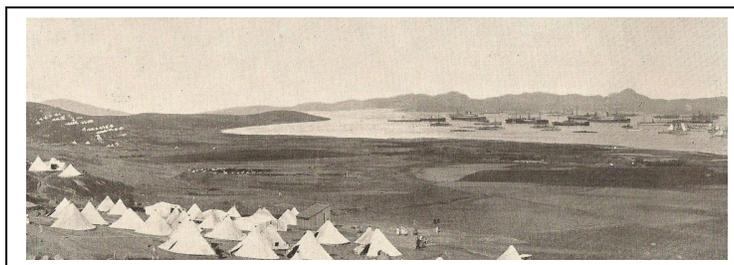
November 26 would see the nadir of the Newfoundland Battalion's fortunes at *Gallipoli*; a freak rain-, snow- and ice-storm was to strike the *Suvla Bay* area and the subsequent floods had wreaked havoc amongst the forces of both sides. For several days, survival rather than the enemy had been the priority.

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

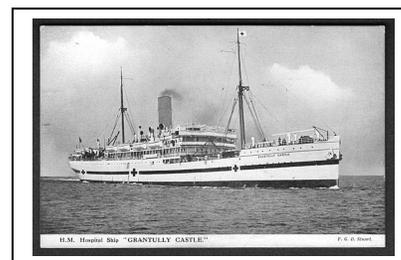
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On December 8, 1915, Private Lind was admitted into the 54th Casualty Clearing Station at *Suvla Bay* suffering from both jaundice and frost-bite and, on the following day, the 9th, was transferred from there to the 27th General Hospital at *Mudros* on the Greek island of *Lemnos*.

(Right: *Allied medical facilities, a great number of them under canvas, almost totally surrounded a busy Mudros Bay and its small harbour towards the end of the summer and during the autumn of the year 1915. – photograph from Illustration*)



Six weeks less a day later, on January 18 of the New Year, 1916, Private Lind was embarked onto His Majesty's Hospital Ship *Grantully Castle* and evacuated from *Lemnos* to the British-held Mediterranean island of *Malta*. Admitted on *Malta* into the Military Hospital, *Floriana*, two days later, on the 20th, it was to be a little over five weeks later again, on February 28, that Private Lind was then to be transferred to the *All Saints Convalescent Camp*, also on *Malta*.



(continued)

(Right above: The photograph of Grantully Castle in war-time hospital garb is from the Old Ship Picture Galleries web-site. Built in 1910 for the Union-Castle Line, she was first used as a troop carrier until May of 1915 when she went to Malta to be converted into a hospital ship. The vessel survived the Great War and indeed, it was not to be until 1939 when she was taken out of service and scrapped.)

It was to be an old acquaintance, His Majesty's Transport *Megantic*, which would then carry Private Lind – he having been discharged from convalescence back to *duty* - from Malta back to *active service* in Egypt, where he arrived to report to the British Base at Alexandria on March 4.

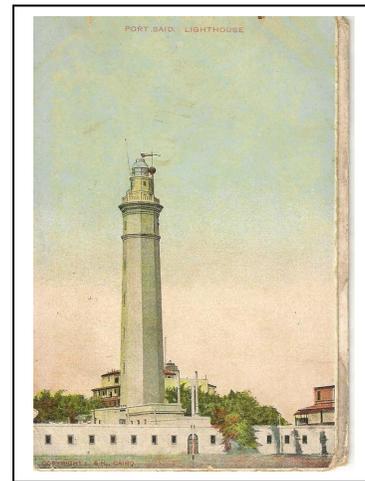


He then embarked once more, from Port Saïd at the northern end of the Suez Canal, aboard HM Transport *Lake Manitoba*, on March 18, for the voyage to France where it had finally by that time been decided to station the 29th Division – and thus the Newfoundland Battalion.

Private Lind landed at the French Mediterranean port of Marseilles eight days after having sailed, on the 26th day of that month.

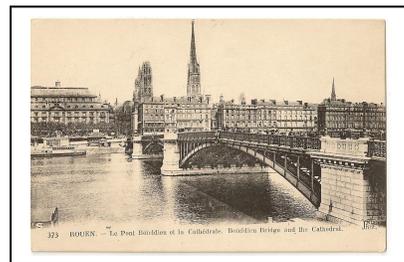
(Right above: some of the several now-disused medical facilities of the Royal Navy which still stand on the island of Malta, independent since 1964 – photograph from 2011)

What exactly he did then appears not to be recorded, but it is most likely that – as did others whose similar movements were documented and are available - he travelled from Marseilles to the British Expeditionary Force Base Depot at Rouen close to the French Atlantic coast. There he may have been attached to the 3rd Re-enforcement Draft which arrived there from Ayr on March 30, to re-join the parent Newfoundland Battalion once it had reached the area of *the Somme*.



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

(Right: The River Seine flows through the French and Norman city of Rouen – the spires of the venerable gothic cathedral dominating the sky-line – at or about the time of the Great War. – from a vintage post-card.)



While, as already said above, his papers appear not to mention Private Lind's movements once having reached Marseilles during his further quest to re-join his unit, it is most likely that he did so on either April 15 when the aforementioned 3rd Draft reported to the small community of Englebelmer, or, if not, he did so with the following draft which arrived to join the 1st Battalion in the trenches on April 26.

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Meanwhile on the *Gallipoli Peninsula*, during the time of Private Lind's hospitalization and subsequent convalescence, things had not ameliorated, neither for the British and French in general, nor for the Newfoundland Battalion in particular.

On the night of December 19-20, the British had abandoned the area of *Suvla Bay* – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard. Some of the Battalion personnel were to be evacuated to the nearby island of *Imbros*, some to *Lemnos*, further away, but in neither case was the respite to be of a long duration; the 1st Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.

(Right: *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 now only been marking time until a complete withdrawal of the *Peninsula* could be undertaken.

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



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

**Lieutenant Owen Steele of St. John's, Newfoundland, is cited as having been the last soldier of the Mediterranean Expeditionary Force to step into the final small boat to sail from the Gallipoli Peninsula.*



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

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

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

(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)



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

After that two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and *other ranks* of the 1st Battalion had boarded His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage through the *Suez Canal* en route to France. The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of *Marseilles*, on March 22.



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

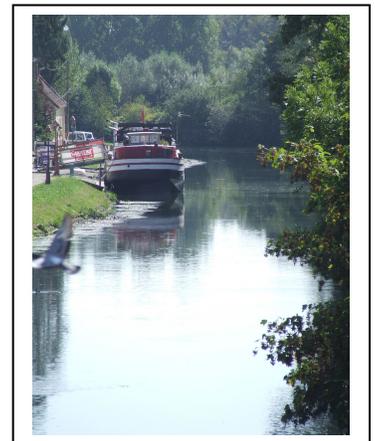
Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train had found its way to the small provincial town of *Pont-Rémy*, a thousand kilometres to the north of *Marseilles*. It had been a cold, miserable journey, the blankets provided for the troops having inexcusably travelled unused in a separate wagon.



Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at *Buigny l'Abbé*.

It is doubtful if many of those tired soldiers were to pay much attention to the slow-moving stream flowing under the bridge over which they had then marched on their way from the station. But some three months later *the Somme* was to have become a part of their history.

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



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

And, as mentioned in an above paragraph, it may have been at this point that Private Lind, as a soldier among those...*re-enforcements from Scotland via Rouen*...had reported back to the Newfoundland Battalion. If not, it was to be during the period introduced by the paragraph to be found immediately below.

* * * * *

Just days following the Newfoundland Battalion's arrival on the *Western Front* at Englebelmer, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British unit* before the entire Newfoundland unit was then ordered to move further up for the first time into forward positions on April 22.

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

(Right: A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?))



Having then been withdrawn at the end of that April to the areas of Mailly-Maillet and Louvencourt where they would be based for the next two months, the Newfoundlanders were soon to be preparing for the upcoming British campaign of that summer, to be fought on the ground named for the languid, meandering river, *the Somme*, that flowed – and still does so today – through the region.

If there is one name and date in Newfoundland history which is etched in the collective once-national memory, it is that of Beaumont-Hamel on July 1 of 1916; and if any numbers are remembered, they are those of the eight-hundred who went *over the top* in the third wave of the attack on that morning, and of the sixty-eight unwounded present at muster some twenty-four hours later*.



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

(Right: A view of Hawthorn Ridge Cemetery Number 2 in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?))



**Perhaps ironically, the majority of the Battalion's casualties was to be incurred during the advance from the third line of British trenches to the first line from where the attack proper was to be made, and while struggling through British wire laid to protect the British positions from any German attack.*

There are other numbers of course: the fifty-seven thousand British casualties incurred in four hours on that same morning of which nineteen-thousand were recorded as having been *killed in action or died of wounds*.

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



(Right above: *Beaumont-Hamel is a commune, not a village*. – photographs from 2010 and 2015)

In fact, Beaumont-Hamel was a commune – it still exists today – at the time comprising two communities: Beaumont, a village on the German side of the lines, and Hamel which was behind those of the British. No-Man’s-Land, on which the Newfoundland Memorial Park lies partially today, was on land that separated Beaumont from Hamel.



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

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

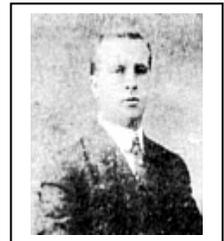
The son of Henry Lind, former general dealer deceased on February 29, 1908, and of Elizabeth (*Betsey*) Lind (*née Walker*)* of Little Bay, Notre Dame Bay – he was also brother to Jane who died in infancy, to Catherine-Eleanor-Mabel, to Ernest, to James-Marshall. and to two other brothers.



**The couple had possibly married at Scilly Cove, Trinity Bay, on January 8, 1865.*

Private Lind was at first reported *missing in action* while serving with ‘B’ Company in the fighting at Beaumont-Hamel on July 1, 1916, the first day of *the Somme*. Some six months later, on December 31, he was officially *presumed dead*.

However, a subsequent report filed by the officer commanding an unspecified Army Mobile Grave Registration Unit and dated almost a year later, June 17, 1917, reported the identification of his remains and the whereabouts of their burial place. The original report of July 1, 1916, was thus amended so as to read *killed in action 1/7/16*.



Francis Thomas Lind had enlisted at a *declared* thirty-four years of age: date of birth in Bett’s Cove, Newfoundland, March 9, 1879 (from the *Dictionary of Canadian Biography*).

He shares a grave marker with an unknown comrade-in-arms of the Newfoundland Regiment.

(Preceding page: *The photograph of Frank Lind* in civilian clothes at some time prior to his enlistment is from the Provincial Archives.*)

**Frank Lind also provided copy for the Twillingate Sun which thus allowed its readers to follow, in part at least, the progress of the Newfoundland Regiment.*

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



Honourable J. R. Bennett
Colon Secty

Dear Sir:-

Pardon me for the liberty I take in writing you but I would like to draw your attention to an item which appeared in the Twillingate Sun under date of Oct 21st and later in the Daily News of Nov 3rd as follows

Frank Lind Dead;

A correspondent writing from Botwood says that a returned soldier is sure he saw Frank Lind dead on the field on July 1st. He passed him going out and noticed he was doubled up as though he had been hit in the stomach. The same man was later wounded and in crawling back passed the same place again and was sure there is no doubt that it was Lind and that he was dead.

As Frank is my brother and we are anxious for any news we may get of him I thought perhaps you may be able to get in touch with the returned soldier and further vouch for the truth of such. If you can do anything in this I shall feel very grateful I shall be glad if you can give me the name and address of returned soldier so I may communicate direct with him. Thanking you for any assistance you can give me

I Remain

Yours Respectfully
J M Lind

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 10, 2023.