



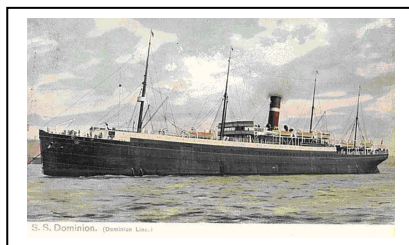
Private Alfred Reid (Regimental Number 761) is interred in Earlsfield (Wandsworth) Cemetery – Grave reference Nfld. 761.

His occupation previous to military service recorded as that of a blacksmith earning four dollars a week, Alfred Reid presented himself for medical examination on December 3, 1914, at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland. It was a procedure which was to pronounce him as...*Fit for Foreign Service*. He was a recruit of the Second Draft.

Just six days after having undergone this, Alfred Reid was to return to the *C.L.B. Armoury*, there to enlist – engaged at the private soldier's daily rate of a single dollar a day plus a ten-cent *Field Allowance*. It appears that he was also to attest on that same December 16.

Now for Private Reid, Number 761, there was to be a seven-week waiting period. How he occupied himself during that period is not recorded among his papers; he may, of course, have returned to work but this is only speculation.

On the fourth day of February of 1915, the first reinforcements – this was ‘C’ Company - for the Newfoundland contingent – it was not yet at battalion strength - which by this time was serving in Scotland (see further below), were to embark via the sealing tender *Neptune* onto the SS *Dominion* – the vessel having anchored to the south of St. John’s, off Bay Bulls, because of ice conditions.



The vessel was then to sail - and Private Reid thus departed Newfoundland for overseas service - a day later again, on February 5, for trans-Atlantic passage to the United Kingdom.

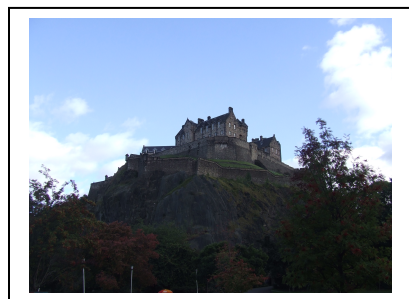


(Right above: The image of the steamer ‘Dominion’ - launched in 1894 as the ‘Prussia’ - is from the Old Ship Picture Galleries web-site. An older vessel, she was to be requisitioned during the latter part of the Great War as a store and supply ship. She survived the conflict to be scrapped in 1922.)

**There appears to be some confusion in some sources as to whether these troops were ‘C’ or ‘D’ Company. However, ‘D’ Company was to go overseas some time later on ‘Stephano’ to Halifax and then on ‘Orduña’ to Liverpool.*

(Right above: The photograph of personnel of ‘C’ Company on board the ‘Neptune’ on the way to the harbour at Bay Bulls is from the Provincial Archives.)

Having disembarked in the English west-coast port-city of Liverpool, the Newfoundlanders entrained for Edinburgh, the first Newfoundland Regiment contingent having by this time been posted to the historic Castle in Scotland’s capital city. There they were to provide the garrison, thus being the first unit from overseas ever to do so.



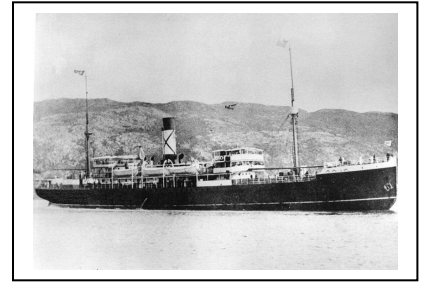
Private Reid and the other new-comers reported to duty at Edinburgh Castle on February 16.

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

* * * * *

Five to six months before that time, in the late summer and early autumn of 1914 there had been a period of training of some five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John’s for the newly-formed Newfoundland Regiment’s first recruits - to become ‘A’ and ‘B’ Companies - during which time the authorities had also been preparing for the Regiment’s transfer overseas.

This first Newfoundland contingent was to embark on October 3, in some cases only days after enlistment and/ or attestation. To become known to history as the *First Five Hundred* and also as the *Blue Puttees*, on that day they had boarded the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.



The ship would sail for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the 1st Canadian Division overseas, off the south coast of the Island.

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

(Right adjacent: *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, as recorded beforehand, it was to provide the first garrison from outside the British Isles – and where 'C' Company and Private Reid, as also cited beforehand, would arrive from Newfoundland on February 16 of 1915.

* * * * *

Some three months later, on May 11, and three weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit was ordered moved to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.

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

(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*)



**This was approximately fifteen hundred, sufficient to furnish two re-enforcement companies and a headquarters staff.*

(continued)

At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’, 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 the 1st Battalion of the Newfoundland Regiment, was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.

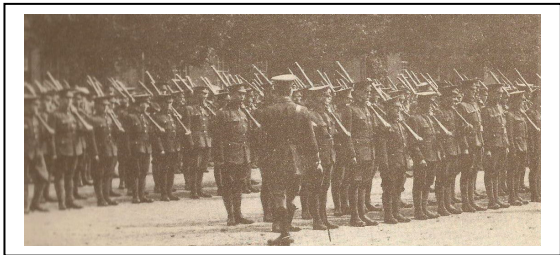
Meanwhile the two junior Companies, ‘E’ – last arrived at Edinburgh - and the aforementioned ‘F’, were ordered transferred to Scotland’s west coast, to Ayr, there to provide the nucleus of the newly-forming 2nd (Reserve) Battalion.



(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 during this period at Aldershot, on August 15, that Private Reid 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 only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist.*



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

On August 20, 1915, Private Reid and the Newfoundland unit embarked in the Royal Navy Harbour of Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks. 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 landed at *Suvla Bay* on the *Gallipoli Peninsula*.



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

(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: 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)



(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 of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011)



When the Newfoundlanders landed from their transport ship at Suvla Bay on that September night of 1915 they were to disembark into a campaign that was already on the threshold of collapse.

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

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



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

(Right: 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.***



During the short three-month period which now followed, things were to worsen at Gallipoli* for the British in general and the 1st Battalion of the Newfoundland Regiment in particular.

****The French know the place as 'Les Dardanelles' while the Turks call it 'Çanakkale'.***

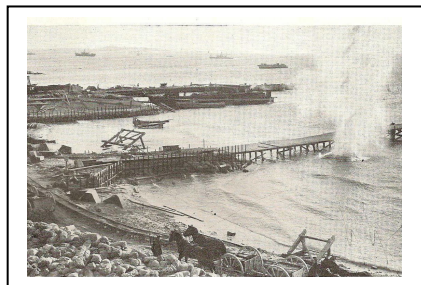
November 26 of 1915 would see perhaps the nadir of the Newfoundland Battalion's fortunes at Gallipoli; there was to be a freak rain-, snow- and ice-storm strike the Suvla Bay area and the subsequent floods had wreaked havoc amongst the forces of both sides. For several days, survival rather than the enemy was to be the priority.

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

At *Suvla Bay*, the British positions were daily becoming more and more untenable and thus on the night of December 19-20, the area was totally abandoned – 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 would the respite be of a long duration; the 1st Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.

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



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

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

This final operation took 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 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 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 would then immediately be transferred southward to the vicinity of *Suez*, a port at the southern end of the Canal which bears the same name, there to await further orders since, at the time, the subsequent destination of the British 29th Division had yet to be decided*.

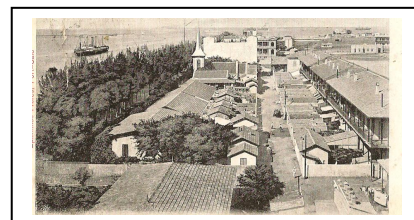
***Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was soon to become a theatre of war.**

(Right: 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 a two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and *other ranks* of the 1st Battalion 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)

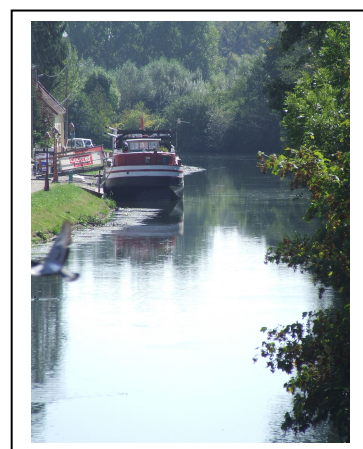
Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of *Pont-Rémy*, a thousand kilometres to the north of *Marseilles*. It had been a cold, miserable journey, the blankets provided for the troops having inexcusably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

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 was then ordered to move further up for the first time into forward positions on April 22.

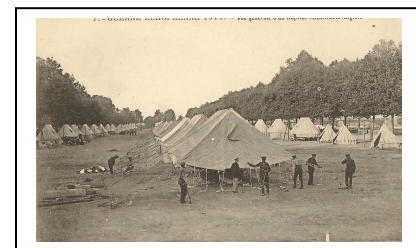
**It should be said that the Newfoundland Battalion and two-hundred men of the Bermuda Rifles who were serving at the time in the 2nd Lincolnshire Regiment Battalion, were then the only units at the Somme from outside the British Isles - true also on the day of the attack on July 1.*

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



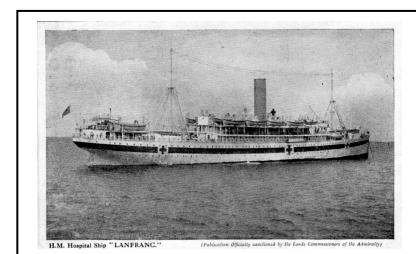
Having then been withdrawn at the end of that April to the areas of Mailly-Maillet and Louvencourt where they would be based for the next two months, the Newfoundlanders were soon to be preparing for the upcoming British campaign of that summer, to be fought on the ground named for the languid, meandering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

On the 31st day of May, 1916, Private Reid was admitted into the 39th Casualty Clearing Station at St. Ouen, suffering from measles and, on June 11, was reported as being...*dangerously ill*. The following day a further diagnosis was reported: enteric and/ or paratyphoid. He was still there when tuberculosis was also discovered.



(Right above: A British casualty clearing station – the one pictured here under canvas for mobility if and whenever the necessity were to arise – being established somewhere in France during the early years of the War. Other such medical establishments were often of a much more permanent nature. - from a vintage post-card)

It was on July 7 that Private Reid was subsequently forwarded from the 39th CCS to the 2nd Stationary Hospital at Abbéville and admitted there for further treatment and for his impending transfer back to the United Kingdom.



This was undertaken on July 25, on board His Majesty's Hospital Ship *Lanfranc*.

(Right above: *The image of HMHS Lanfranc in her war-time garb is from the Old Ship Picture Galleries web-site. Originally built for service between Great Britain and South America, she was requisitioned at the beginning of the conflict and converted into a hospital ship. On April 17, 1917, she was torpedoed and sunk with the loss of forty lives, twenty-two British injured and eighteen wounded German prisoners-of-war.*)

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Upon his arrival in England on the same July 25, Private Reid was admitted into the 3rd London General Hospital at Wandsworth two days later, on the 27th.

(Right: *The main building of what was to become the 3rd London General Hospital during the Great War had originally been opened on July 1st of 1859, as a home for the orphaned daughters of British soldiers, sailors and marines. – photograph from 2010*)



(Right below: *A party of Newfoundland patients dressed in hospital uniform but otherwise, unfortunately unidentified, here seen convalescing in the grounds of the 3rd London General Hospital at Wandsworth – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



The son of George Llewelyn Reid (also found as *Reed*), ship's carpenter, and Jessie Reid (née *Adams*)* – to whom he had allotted a daily allowance of fifty cents from his pay - of 17, Cook Street, St. John's, he was also brother to Charles**, Frederick-George, Ethel-May, Harold-Thomas, Arthur-Llewelyn and Annie***.



**The couple was married on June 26, 1882.*

Private Reid was reported as having *died of sickness* on August 18, at one-thirty in the morning, the cause of death recorded as a tubercular abscess of the lung.

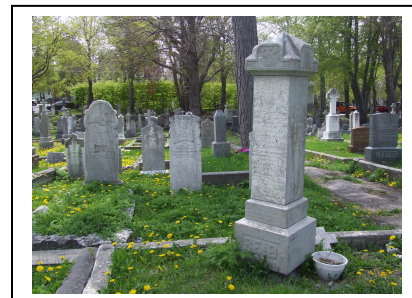
Private Reid, a soldier of 'C' Company, was buried in Earlsfield Cemetery on August 22.

Alfred Reid had enlisted at the *declared* age of nineteen years: date of birth at St. John's, Newfoundland, August 13, 1896 (from the Newfoundland Birth Register).

***His brother, Sergeant Charles Reid, Regimental Number 671, had been reported as having been killed in action just weeks previously, at Beaumont-Hamel, during the fighting of the first day of the Somme, July 1, 1916. He lies in Hawthorn Ridge Cemetery Number 2 in the grave shown above right. (Also see elsewhere in these files.)*

****This information comes from a single source and has not been confirmed.*

(Right: *This family memorial to the memory of Private Alfred Reid and his brother Sergeant Charles Reid stands in the Old Anglican Cemetery on Forest Road in St. John's. – photograph from 2015*)



(continued)

Private Alfred Reid 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).



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 8, 2023.