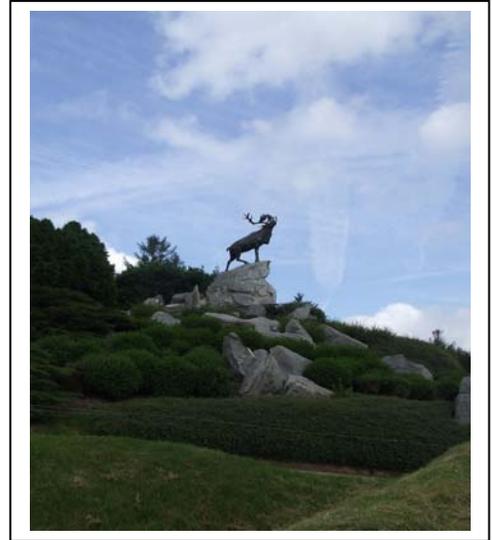


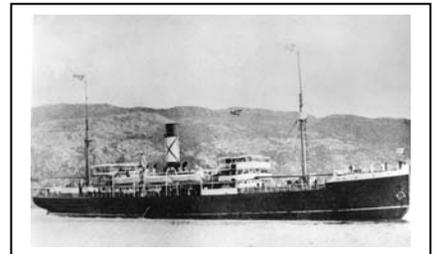


Lieutenant Stanley Charles Goodyear MC (Regimental Number 334), having no known last resting-place, is commemorated beneath the Caribou in Beaumont-Hamel Memorial Park.

His occupation prior to military service recorded as that of a logging-site contractor earning the substantial monthly sum of \$177.00, Stanley Charles Goodyear enlisted at the Church Lads Brigade Armoury in St. John's on September 8, 1914, a recruit of the First Draft.



Lance Corporal Goodyear – having received promotion from the rank of private only hours before - embarked for England on October 3 onto the Bowring Brothers' vessel *Florizel* (right). The ship did not sail, in fact, until the following day 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.



Florizel reached England on October 14, but once more the Newfoundlanders were obliged to wait: it was six days later, on October 20, that they finally disembarked in Devonport on the English south coast.



Once in the United Kingdom the Battalion spent 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 stripe on March 13; and finally at Stobs Camp near the town of Hawick. There he was further promoted to the rank of sergeant on June 14 before being sent south to undergo a final few weeks of training at Aldershot during the first weeks of August of 1915.



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

(Right above: *The Newfoundland Regiment parades at Stobs Camp and is presented with its Colours on June 10, 1915 – courtesy of Reverend Wilson and Mrs. Lillian Tibbo*)

(continued)

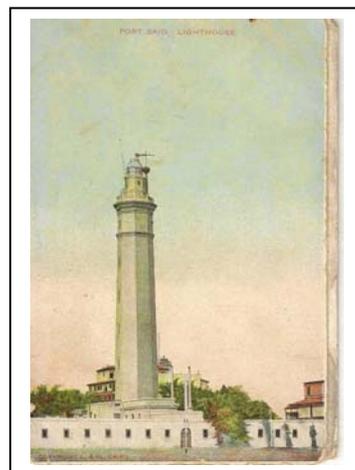
On August 20, 1915, Sergeant Goodyear embarked with 'A', 'B', 'C', and 'D', Companies onto the requisitioned trans-Atlantic liner *Megantic* (right) for the journey to the Middle East. After an unnecessarily prolonged voyage, 1st Battalion arrived in Cairo – via the port of Alexandria – on August 31.



It is not clear as to whether Sergeant Goodyear sailed for the fighting in Gallipoli on September 13, two weeks later, to subsequently return, or whether he remained behind in Cairo at this time. A single file records the above passage, but nothing documents his return to Egypt on a later date.

What *is* clear is that he worked in the transport section for the 1st 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 March 3 of 1916, having returned from western Egypt, Sergeant Goodyear sailed from Port Saïd, at the northern end of the Suez Canal, en route to the French Mediterranean port-city of Marseilles. 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 1st Battalion who disembarked in Marseilles from Egypt on March 22... although it was likely the former.



(Right above: *the old lighthouse at Port Saïd at the northern entrance to the Suez Canal – from a vintage post-card*)

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

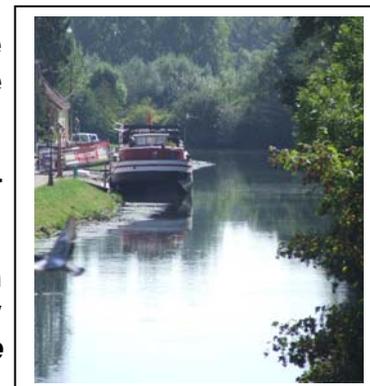
Some three days after the unit's disembarkation on March 22, the Battalion's train arrived at the small provincial town of Pont-Rémy. It had been a cold, miserable journey, the blankets provided for the 1st Battalion travelling unused in a separate wagon.



De-training at the station at two in the morning the Newfoundlanders still had a long march ahead of them before they would reach their billets at Buigny l'Abbé.

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

It is doubtful that any of those tired soldiers paid much attention to the slow-moving stream flowing under the bridge that they passed on their way from the station. Some three months later *the Somme* would be a part of their history.



On April 13, 1st Battalion marched into the village of Englebelmer* – perhaps some fifty kilometres in all from Pont-Rémy – where it was billeted, received re-enforcements and, after two days' time, was ordered forward to the British lines, there to work on improving the communication trenches.



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*.

(Above right: a part of the re-constructed trench system to be found in the Memorial Park at Beaumont-Hamel – photograph from 2007(?))

**If Sergeant Goodyear had spent time at the British Expeditionary Force Depot at Rouen, he almost inevitably would have reported to duty with 1st 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.*

Sergeant Goodyear 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 in charge of Regimental Transport.

On July 1, 1916, the first day of *the Somme*, Lieutenant Goodyear was included on the nominal roll of 1st Battalion but did not, however, 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, fourteen officers and eighty-three *other ranks*, held back in Louvencourt on that date, before being 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*.



(Right above: a part of the re-constituted battle-field in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2007(?))

**The majority of the personnel held in reserve or who were otherwise employed on that day were documented as being with 1st 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.*



(Right above: *Beaumont-Hamel is a commune, not a village (see below).* – 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, where the Newfoundland Memorial Park is today, was on land that separated Beaumont from Hamel.*

It is not clear if Lieutenant Goodyear was stationed with 1st Battalion in the *Ypres Salient*, Belgium, at the end of July. At some point he must have returned to the Regimental Depot at Ayr because he is next recorded as leaving Liverpool on September 27 en route back to Newfoundland via Quebec on His Majesty’s Transport *Scandinavian* (right).



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

It is recorded that Lieutenant Goodyear was back on the *Western Front*, attached to 1st Battalion strength as of March 14 of 1917. The Regimental War Diary makes no mention of a date of return, but perhaps this is due to his being attached to the transport section at the rear rather than to one of the four fighting companies.

After the recent infantry action at Sailly-Saillisel, the month of March was to be quiet time for the Newfoundlanders; having departed from the trenches, they were now spending their time near the communities of Meaulté and Camps-en-Amienois re-enforcing, re-organizing, and training for upcoming events. During this period they 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 (right), the latter on March 17, St. Patrick’s Day.



On March 29, 1st Battalion began to make its way – on foot – from Camps-en-Amienois to the north-east, towards the venerable medieval city of Arras and eventually beyond, in the direction of the village of Monchy-le-Preux.



(Right: *the remnants of the Grande Place in Arras at the time of the Great War – from Illustration*)

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



(Right above: *the Canadian National Memorial on Vimy Ridge – photograph from 2010*)

1st Battalion was to play its part in the *Battle of Arras*, a role that would begin at a 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, Monchy-le-Preux was to prove the most costly day of the Newfoundlanders' war, four-hundred eighty-seven casualties on April 14 alone.



(Right above: *The village of Monchy-le-Preux as seen today from the western – in 1917, the 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*)

On the late evening of April 23, after a further day of hard fighting, the remnants of 1st Battalion withdrew the dozen or so kilometres west to the cellars of the city of Arras where the unit was to be billeted. For the Newfoundlanders, the *Battle of Arras* was now over.



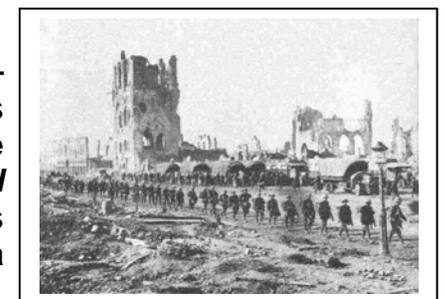
(Right: *Newfoundland troops just after the time of Monchy-le-Preux. – from The War Illustrated*)

May of 1917 was a period when the Newfoundlanders were moved hither and thither on the Arras front, in and out of the trenches. Apart from the ever-present artillery, there was little infantry activity – except for the marching. At the beginning of June, 1st Battalion retired from the line to Bonneville and spent its time re-enforcing, re-organizing and 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 in early May, likely the 7th, of 1917 – from The War Illustrated*)

The Newfoundlanders once again moved north into Belgium – at the end of June - and once again to the area of Ypres. This had been selected by the High Command as the theatre of the British summer offensive of 1917. Officially named the *Third Battle of Ypres*, the campaign came to be known to history as *Passchendaele*, borrowing that name from a small village on a ridge that was one of the British Army's objectives.



(Right above: *Troops file through the rubble of the medieval city of Ypres on their way to the front in the late summer of 1917. – from Illustration*)

It was during this period while 1st Battalion was serving in Belgium that Second Lieutenant Goodyear was elevated to the rank of First Lieutenant, the promotion being made at a time when the unit was behind the lines in training, on August 1.

(continued)

1st Battalion remained in Belgium until October 17, a small cog in the machinery of the British Army which floundered its way across the sodden countryside of Flanders. Notably it fought in two major engagements, at the *Steenbeek* on August 16, and at the *Broembeek* on October 9.



(Right: *an unidentified – perhaps unidentifiable – part of the Passchendaele battlefield in the autumn of 1917 – from Illustration*)

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

On the night of 9/10th 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 1st 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
10th (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 9th. 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.

(continued)

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
10th (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



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



(Right above: *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 3rd and last objective of the assault by 88th 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 age of twenty-six years.



(continued)

(Previous page: *The Broembek, usually a placid, meandering country stream, burst its banks in the fall on 1917, and transformed the surrounds into a quagmire. – photograph from 2010*)

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

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



Lieutenant Stanley Charles Goodyear MC was also entitled to (left to right) the 1914-1915 Star, as well as 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*)

