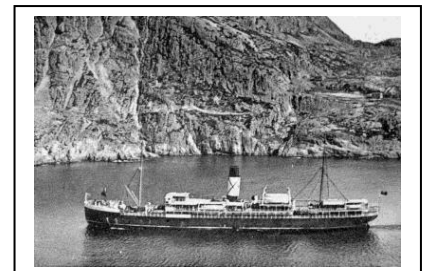




Private Stewart Malcolm Boone (Regimental Number 1219) lies in Ancre British Cemetery – Grave reference II. A. 16.

His occupation previous to his military service recorded as that of a fisherman working for a monthly \$50.00, Stewart Malcolm Boone presented himself for medical examination in Brigus on March 9, 1915. Having then travelled to the capital city, he enlisted three days later at the Church Lads Brigade Armoury in St. John's – engaged at the private soldier's rate



of \$1.10 per diem - on March 12, before attesting some two weeks later again, on March 25.

Private Boone of 'E' Company embarked in St. John's on board the Bowring Brothers' vessel *Stephano* (right above – from the *Provincial Archives*) some four weeks later again, on April 22, 1915.

(continued)

The ship sailed to Halifax where his contingent took ship on His Majesty's Transport *Missanabie* (right) – likely with Canadian troops - for the crossing to Liverpool – the ship departed Halifax on April 25. From Liverpool the Newfoundlanders travelled by train to Edinburgh where they arrived on May 2. 'E' Company was to have but a few days to savor the charms of the Scottish capital.



Only nine days later, on May 11, the entire Battalion was posted for training from Edinburgh to a tented Stobs Camp near the Scottish town of Hawick.



(Right: *the Regiment on parade at Stobs Camp on June 10, the day it received its Colours* – courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)

From Stobs, some thirteen weeks later again, in early August, 'A', 'B', 'C' and 'D', the senior Companies now become 1st Battalion, the Newfoundland Regiment, were transferred to Aldershot in southern England. There they were to undergo final preparations – and a royal inspection – before departing on active service to the Middle East and to the fighting on the Gallipoli Peninsula.

'E' and 'F' Companies – the latter having arrived at Stobs Camp on July 10 - were to be posted to the new Regimental Depot and were to form the nucleus of the newly-formed 2nd (Reserve) Battalion.

When he was apprised of his transfer seems not to be recorded, but Private Boone was one of the few from 'E' Company who were to swell the ranks of the units posted to Aldershot - thus he became a soldier of 'B' Company. It was during the period while he was at Aldershot, and as was the case with the great majority of the Newfoundland troops, that Private Boone was prevailed upon to re-enlist *for the duration of the war*. This he did on August 16*.

**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.*



On August 20, 1915, Private Boone took ship on board the requisitioned passenger liner *Megantic* (right above) for passage to the Middle East and to the fighting in Gallipoli where, a month later – of which two weeks had been spent billeted at the British barracks at Abbassia, near the Egyptian capital, Cairo - on September 20, 1st Battalion landed on the beach at Suvla Bay on the Gallipoli Peninsula.

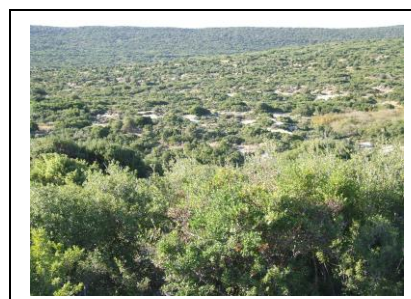


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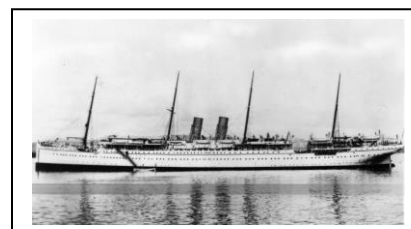
(Previous page black & white: *Newfoundland troops on board a troop-ship anchored at Mudros, either Megantic on August 29, Ausonia on September 18, or Prince Abbas on September 19 – Whichever the case, they were yet to land on Gallipoli. – from Provincial Archives*)



(Right above: *'Kangaroo Beach', where 1st Battalion landed on the night of September 19-20, 1915, is in the distance at the far end of Suvla Bay. The remains of a landing-craft are still visible in the foreground on 'A' Beach. – photograph from 2011*)



(Right: *almost a century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where Private Boone served during the fall of 1915 – photograph from 2011*)



On December 3, Private Boone was evacuated from Suvla and placed on board His Majesty's Hospital Ship *Caledonia* (right) and transported to Egypt. There he was then admitted to the 5th Canadian Stationary Hospital at Abbassia, Cairo, on December 17. He was suffering from frostbite and from trench-foot.



The next documentation a propos Private Boone reports him *with unit* on March 6. However, he must surely have been discharged from convalescence - since January 28 of the New Year, 1916, he had apparently been at the rest camp at Abbassia - on that date *to duty* to the *Base Depot at Alexandria**, rather than to 1st Battalion at Suez where the Newfoundland unit had been since the withdrawal from Gallipoli in mid-January.

(Right above: *Port Tewfiq at a time just before the Great War – from a vintage post-card*)

**Or otherwise he would have embarked in Port Tewfiq with 1st Battalion on March 14.*

On March 14, 1st Battalion sailed for France from Port Tewfiq at the southern end of the Suez Canal; meanwhile, only four



days later, on the 18th, the records show Private Boone sailing for France on HMT *Lake Manitoba* (following page) from Port Saïd at the *northern* end of the Suez Canal – there being a distance of about one-hundred seventy kilometres between the two ports.

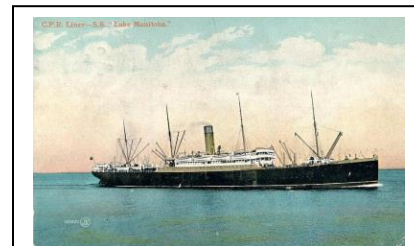
(Right above: *Port Saïd at a time just before the Great War* – from a vintage post-card)

(continued)

(Right: *the Canadian Pacific Railway liner Lake Manitoba was requisitioned for use as a troop transport during the war* – by courtesy of the *Old Ship Photos* web-site)

Private Boone disembarked from His Majesty’s Transport *Lake Manitoba* in the French Mediterranean port of Marseilles. He landed on March 26 – only four days after 1st Battalion had done so – but, being too late to join the parent unit there, was transferred to the British Expeditionary Force Base Depot outside the Norman capital city of Rouen.

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



There was a number of Newfoundland personnel who had taken passage on the same vessel, many of them having served in the transport section of three composite battalions in the area of the Egyptian western frontier. While Private Boone’s record seems not to document his return to 1st Battalion, the records of some of these other men do: the likelihood is that Private Boone did as *they* did.

On April 15, a detachment from Rouen of two-hundred eleven *other ranks* – accompanied by two officers – reported *to duty* with 1st Battalion already billeted in the village of Englebelmer, some three kilometres behind the lines of the *Western Front*. Most of the men arriving were from the Regimental Depot at Ayr, but a number had been attached from elsewhere. Almost certainly Private Boone was among that number.

Only two days prior, on April 13, 1st Battalion had *itself* marched into the village of Englebelmer – thus completing a month-long transfer from Egypt to the Western Front. There it was billeted, welcomed those re-enforcements from Rouen on the 15th and, on the evening of that same day, was ordered – along with the new-comers - to work in the communication trenches of the nearby British lines.

The Newfoundlanders were also soon to be preparing for the British campaign of that summer, to be fought on the ground named for the meandering river flowing through the region, *the Somme*.

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



The son of Sarah Jane Boone (née *Lawrence*) and William Thomas Boone*, former fisherman (deceased 1906?) – to whom he had allotted a daily allowance of fifty cents from his pay - of South River, Clarke's Beach, Private Boone was reported as having been *killed in action* at Beaumont-Hamel on July 1, 1916, while serving with 'B' Company during the fighting of the first day of *the Somme*.

Stewart Malcolm Boone had enlisted at twenty years of age.

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



Private Stewart Malcolm Boone 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).

