



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 fifty dollars, Stewart Malcolm Boone presented himself for medical examination in the Conception Bay community of Brigus on March 9, 1915. It was a procedure that would pronounce him as being...*Fit for Foreign Service*.

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Having then travelled to St. John's, capital city of the Dominion of Newfoundland, he enlisted three days later, on March 12, at the *Church Lads Brigade Armoury* on Harvey Road – engaged at the private soldier's rate of a single dollar per diem plus a daily ten-cent Field Allowance.

Thirteen days again after his enlistment, on March 25, he was undertake his attestation, to swear his *Oath of Allegiance*, the concluding official formality. At that moment Stewart Malcolm Boone thereupon became...*a soldier of the King*.

There now passed a lengthy period of four weeks before, on April 22, 1915, Private Boone, Number 1219, embarked in the harbour of St. John's for...*overseas service...with the two-hundred forty-nine officers and...other ranks...of 'E' Company* onto the Bowring Brothers' vessel *Stephano* en route for Halifax.

There appear to be no details of how or where he may have spent that intervening period before taking ship for...*overseas*; Private Boone may have returned home to South River, or perhaps even to work – but this is mere speculation.

Having left St. John's, on April 24 at eleven-thirty in the evening, the detachment began its trans-Atlantic passage on board the trans-Atlantic liner *SS Missanabie* from Nova Scotia to Liverpool. The vessel arrived in that English west-coast port-city on May 2 or 3 – the two dates are recorded although the second may well have been the date of disembarkation.

The Newfoundlanders on this occasion had sailed from Halifax in the company of the Canadian Army Service Corps *Railway Supply Depot*.



(Right above: *The image of 'Stephano' passing through the Narrows of St. John's Harbour is shown by courtesy of the Provincial Archives.*)

(Right: *The image of 'Missanabie' is from the Old Ship Picture Galleries website. The vessel was of the Canadian Pacific Line and, although transporting troops during the Great War, did so as part of her commercial services which continued during the conflict. On September 9, 1918, she was torpedoed and sunk off the south coast of Ireland with the loss of forty-five lives.*)



From Liverpool the contingent travelled northwards by train to the Scottish capital, Edinburgh where, on May 4, 'E' Company joined 'A', 'B', 'C' and 'D' Companies which had already taken up station as the garrison at the historic Castle, the first troops from outside the British Isles ever to do so.

(Right: *The venerable bastion of Edinburgh Castle dominates the Scottish capital from its hill in the centre of the city. – photograph from 2011*)



Private Boone's 'E' Company, however, was to have but a few days to savour the charms of the Scottish capital.

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Some seven months before that May 4, in the late summer and early autumn of 1914 there had been a period of training of 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 – these 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 a recruit's 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.



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

The ship had sailed 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: *Fort George, constructed in the latter half of the eighteenth century, still serves the British Army to this day. – photograph from 2011*)

Once having disembarked 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.

Only days after 'A' and 'B' Companies had taken up their posting there, on February 16 of 1915, 'C' Company – the first re-enforcements for the original contingent* - would arrive 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.

**This contingent, while a part of the Newfoundland Regiment, was not yet a battalion and would not be so for a further five months – as will be seen below.*

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Seven days after the arrival of Private Boone's 'E' Company in the Scottish capital, on May 11 the entire Newfoundland contingent was ordered elsewhere.

On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit was dispatched 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 would eventually receive 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*. On that date the newly-formed 1st Battalion of the Newfoundland Regiment was thus now available 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.*

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 *Camp 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.



(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.*)

Meanwhile the two junior Companies, ‘E’ – as seen, the 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.

Private Boone, however, although having left Newfoundland as a soldier of ‘E’ Company, was not to be posted to the Regimental Depot but to southern England.

When he had been apprised of this change in plans seems not to be recorded – nor why he was selected - 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. And it was during the period while he was at *Camp Aldershot*, and as was the case with the great majority of the Newfoundland troops there, 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. Later recruits signed on for the ‘Duration’ at the time of their enlistment.*

(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.)*



(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.)*



On August 20, 1915, Private Boone and his 1st Battalion had 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 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: 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: *A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla Bay, and where the 1st Battalion of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011)*



When the Newfoundlanders had 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 been proving to be little more than a debacle:

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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.



(Right above: *No-Man's-Land at Suvla Bay as seen from the Newfoundland positions – 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.*



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

(Right: *This is Anzac Bay in the fore-ground with the Salt Lake in the centre further away. The bottom of Suvla Bay is just to be seen on the left and adjacent to the Salt Lake, and further away again. The hills in the distance and the ones from which this photograph was taken were held by the Turks and formed a horse-shoe around the plain surrounding the Salt Lake - which was where the British and Newfoundlanders were stationed. – photograph from 2011*)



November 26 of 1915 was to 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 of that morning had wreaked havoc amongst the forces of both sides. For several days, survival rather than the enemy would 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, would be those afflicted by trench-foot and by frost-bite.

Private Boone was to be among that number.

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On December 3, Private Boone was evacuated from the Newfoundland positions at *Suvla Bay* and placed on board His Majesty's Hospital Ship *Caledonia* to be transported to Egypt. There he was thereupon admitted into to the 5th Canadian Stationary Hospital at Abbassia, Cairo, on December 17. He was suffering, as recounted above, from frostbite and from trench-foot.



(Right above: *The image of 'Caledonia' is from the Old Ship Picture Galleries web-site. The vessel launched in 1904 was a passenger-ship of the Anchor Line and before the Great War served commercial routes between Glasgow and New York. Requisitioned at the outbreak of hostilities in 1914 she was to serve mainly as a troop-transport but less frequently as a hospital ship. On December 4-5, 1916, while sailing from Salonika to Marseilles she was torpedoed and, while attempting to ram the U-boat, eventually sank.*)

(Right: *Cairo, the Egyptian capital city, at or about the time of the Great War – from a vintage post-card*)

Private Boone, likely in early January, was transferred from hospital to a rest camp also in the area of Abassia from where he was ordered to report...*to duty*...to the British Sidi Bishr Base Depot at Alexandria on January 28.



The next document found among his files reports Private Boone as being...*with unit*...on March 6. This is likely not true at least physically, since if he had been with the Newfoundland Battalion, at the time in camp at Port Suez (see further below), he would have travelled with it a week plus a day later when it began its journey to Marseille.

Private Boone, on the other hand, was to remain at the northern end of the Suez Canal and to make his way to France on a different vessel from that of the Newfoundland unit. Thus, if indeed at this time he *had* been...*with unit*..., it was to be only on paper.

On March 14, the 1st Battalion of the Newfoundland Regiment sailed for France from Port Tewfiq at the southern end of the Suez Canal; meanwhile, only four days later, on the 18th, the records document Private Boone as having sailed for France on His Majesty's Transport *Lake Manitoba* from Port Saïd at his end of the Suez Canal – there being a distance of about one-hundred seventy kilometres between the two ports.



He was not to be the only Newfoundlander to have done so (see below).

(Right: *The Canadian Pacific Railway liner 'Lake Manitoba' was a passenger ship of the 'Beaver Line' which as of 1901 sailed between Liverpool and Montreal in the summer and between Liverpool and Halifax in the winter when the St. Lawrence was closed. On August 4 of 1914, the day that Britain declared War, she was requisitioned for use as a troop transport during the war. Four years later, on August 26, 1918, she caught fire and was scuttled. Having been re-floated and re-fitted, she resumed the Atlantic service as a cargo ship.*)



Private Boone disembarked from *Lake Manitoba* in the French Mediterranean port of Marseille on March 26 – only four days after the Newfoundland Battalion had done so – but, being too late to join the parent unit there, he was transferred to the British Expeditionary Force Base Depot outside the Norman capital city of Rouen.

As related in a recent passage above, there had been a number of Newfoundland personnel who would take passage on the same vessel, many of them having served not at *Gallipoli* but in the transport sections of three composite battalions in the area of the Egyptian western frontier. While Private Boone's record seems not to document his eventual return to the Newfoundland Battalion, the records of some of these other men do just that: it is not unlikely that Private Boone was to do as *they* did.

On April 15 a detachment from Rouen of two-hundred eleven...*other ranks* – accompanied by two officers – reported...*to duty*...with the 1st Battalion, it by that time already billeted in the village of Englebelmer, some three kilometres behind the lines of the *Western Front*. Most of the men arriving from Rouen were soldiers of the 3rd Re-enforcement Draft from the Regimental Depot at Ayr, but a number had been attached from elsewhere.

Almost certainly Private Boone was one of them.

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By this time of Private Boone's departure to Egypt for medical attention those several months before, the situation at *Suvla Bay* was daily becoming more and more untenable, thus on the night of December 19-20, the British had abandoned the entire area – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard. Some of the Battalion personnel had 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 was to 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.

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* as it was 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.*

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(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. 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 arrived on the morrow and where the Newfoundlanders 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 above: 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 once again in 1940 for government service in the Second World War. In 1950 she was broken up.)

***Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was already becoming 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 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 were to board 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 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 over which they had then marched on their way from the station. But some three months later *the Somme* was to 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*.

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.

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On April 15, the day on which had arrived the aforementioned...*re-enforcements from Scotland via Rouen*...and those who had joined them there from Egypt, 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 to then be 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.*

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(Right below: *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, *la 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, perhaps just as depressing, the butchery of *the Somme* was to continue for four and a half months.



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

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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...?)

The son of William Boone, former fisherman (deceased October 11, 1906?) and of Sarah Jane Boone* (née Coveyduck, deceased April 15, 1921), – to whom he had allotted a daily allowance of fifty cents from his pay - of Salmon Cove, District of Port de Grave, he may have been brother to William Thomas and /or Arthur Rolands***.**

****On an allotment form dated April 10 of 1915 and made out by Private Boone to his mother, she is identified as Sarah Jane Lawrence (Boone).***

*****The couple was married on December 16, 1885.***

******There were apparently two married couples named William and Sarah Jane Boone in Salmon Cove at the time, the different family names of the two brides being Anthony and Coveyduck.***

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 a *declared* twenty years of age: date of birth in Salmon Cove, District of Port de Grave, December 2, 1895 (from the Newfoundland Birth Register).

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).

