



Private George Little Cuff (Regimental Number 630), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

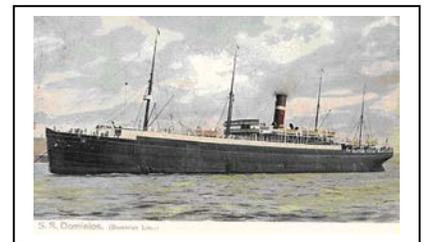


His occupation prior to military service recorded as that of a *fisherman* earning some three-hundred dollars per annum, George Little Cuff presented himself for medical examination in the community of Bonavista on December 9 of 1914. It was a procedure which was to pronounce him as being...*Fit for Foreign Service*. He was a recruit of the Second Draft.

Five days later George Little Cuff had travelled by train to St. John's, capital city of the Dominion of Newfoundland, where he was to report to the *Church Lads Brigade Armoury* on Harvey Road, there to enlist – engaged at the private soldier's daily rate of a single dollar a day plus a ten-cent *Field Allowance*. His papers record that he also attested on that same December 14.

Where Private Cuff was to spend the several weeks after his enlistment appears not to have been documented. There are a number of files of other recruits which show that those from outside St. John's were often boarded in the city while awaiting departure for *overseas service*. This arrangement was subsidized by the Newfoundland government even if it were a family member who was hosting the new soldier. But Private Cuff's papers reveal nothing.

On the fourth day of February of 1915, the first reinforcements – this was 'C' Company - for the Newfoundland contingent, 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 Cuff 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.*)



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**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.*

(Preceding page: 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.



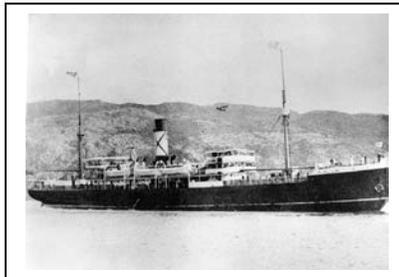
Private Cuff and the other new-comers reported to duty at Edinburgh Castle on February 16.

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

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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 – it was not yet at battalion strength - was to embark on October 3, in some instances 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: Fort George, constructed in the latter half of the eighteenth century, still serves the British Army to this day. – photograph from 2011)



(continued)

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 Cuff, as also cited beforehand, would arrive from Newfoundland on February 16 of 1915.

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Some three months later, on May 11, and three weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundlanders 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’.

**This was approximately fifteen hundred, enough to furnish 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’, 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 above: *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.*)

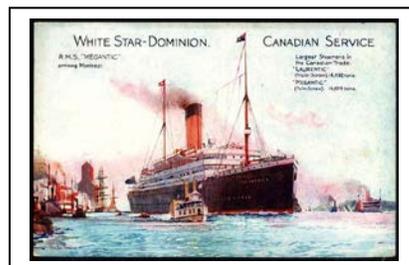
It was during this period at Aldershot, on August 15, that Private Cuff was prevailed upon to re-enlist, on this occasion for the *duration of the war**.

***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: 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 Cuff 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: *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.

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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*)

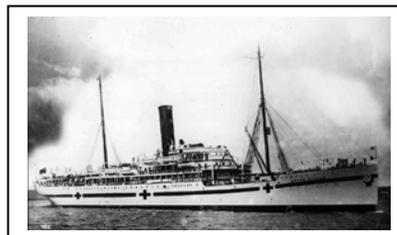
(Right: *An un-identified Newfoundland soldier in the trenches at Suvla Bay – from Provincial Archives*)



**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.*

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On October 20, 1915, Private Cuff was evacuated from *Suvla Bay* suffering with diarrhoea and – possibly forwarded via the Greek island of Lemnos – taken on board His Majesty's Hospital Ship *Dover Castle*. There the cause of his problems was diagnosed as the all-too-common dysentery.



(Right above: *The image of HMHS Dover Castle in her war-time hospital ship garb is from the Old Ship Picture Galleries web-site. Requisitioned early during the Great War, she served until May 26 of 1917 when she was torpedoed and sunk with the loss of seven members of her engine-room crew.*)

Admitted five days later into Citadel Military Hospital in Cairo on October 25, he was subsequently ordered to the 19th General Hospital on December 14 and, some two weeks later again, on to the Convalescent Hospital, Montaya, on December 27.

It was not to be until January 31 of the New Year, 1916, after five weeks of recuperation, that Private Cuff re-joined the Newfoundland Battalion, the unit by then returned to Egypt and stationed in the south of the country, at Suez.



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

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In the weeks and days following Private Cuff's departure from *Suvla Bay*, the British position there had become more and more untenable and thus on the night of December 19-20, they had abandoned the area – 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 had the respite been 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: *'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* – had now only been marking time until a complete withdrawal of the *Peninsula* could be undertaken.



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 above: *'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 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*.

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

And it was, of course, at this point, as seen in an above paragraph, that Private Cuff travelled almost the length of the *Suez Canal* to re-join his unit on that January 31, 1916.

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(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.

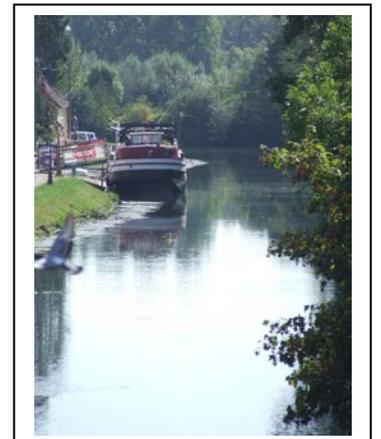


Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

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 reinforcements 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.

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 towards Y Ravine Cemetery which today stands atop what was on the day a 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.*

(Right: Wounded at the Somme being transported in hand-carts from the forward area for further medical attention – from *Le Miroir*)



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: *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...?*)



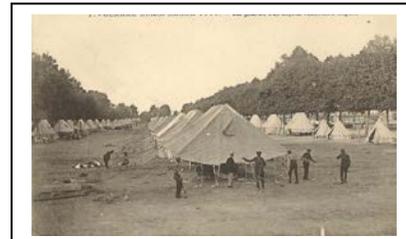
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On July 1 of 1916, the first day of *First Somme*, Private Cuff was wounded during the fighting at Beaumont-Hamel, injured by flying shrapnel entering the left thigh just above the knee. Evacuated from the field to the 87th Field Ambulance – likely an Advanced Dressing Station - and thence to an unspecified casualty clearing station, on the following day, July 2, he was forwarded to the 11th General Hospital at Dannes-Camiers where he was admitted on the morrow.

(Right above: *a part of the battlefield as it is today in the Newfoundland Memorial Park at Beaumont-Hamel: Some corkscrew pickets on which the wire was strung may be seen*. – photograph from 2007(?))



(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)



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(Preceding page: *The railway station serving the communities of Dannes and Camiers, and through which passed thousands of sick, wounded – and cured – servicemen en route to and from hospital during the Great War – from a vintage post-card*)

Six days later again, on July 9, Private Cuff was placed on board His Majesty's Australian Hospital Ship *Western Australia* for the short cross-Channel return passage to the United Kingdom.

(Right: *The image of HMAHS 'Western Australia' is from the Old Ship Picture Galleries web-site. Originally built for a Russian company, the ship was eventually bought by the Australian Government who then found her to be unsuitable. With the outbreak of the Great War the vessel was taken over by the Admiralty to be converted into a fast hospital ship. 'Western Australia' survived a U-boat attack and the Great War, whereupon she was sold to a foreign company.*)



Having arrived back on English soil he was transferred to and admitted into the 3rd London General Hospital in the south-west Borough of Wandsworth on July 10. There Private Cuff was to remain for just over two weeks, being discharged from there on July 26. He had been fortunate: Even though the shard of shrapnel had passed completely through his thigh, there had been no injury to either bone or to nerves.



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

Upon release from hospital in the United Kingdom, military personnel were customarily granted a ten-day furlough. Such was the case on this occasion with Private Cuff who, upon the completion of this period of leave from July 26 until August 4, was to report to the Regimental Depot at Ayr.

At the end of this summer of 1915, the once-Royal Borough of Ayr on Scotland's west coast was to begin to serve as the overseas base for the 2nd (Reserve) Battalion of the Newfoundland Regiment from where – as of November of 1915 and up until January of 1918 - re-enforcement drafts from home were to be despatched to bolster the 1st Battalion's numbers, at first to the Middle East and then later to the *Western Front*.

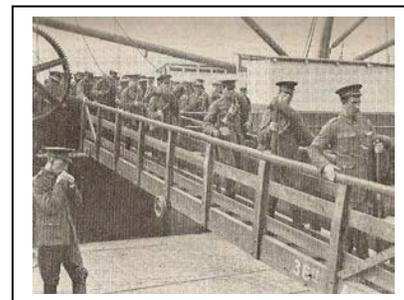


(Preceding page: *An aerial view of Ayr, likely from the period between the Wars: Newton-on Ayr, where were quartered the 'other ranks', is to the left of the River Ayr and the Royal Borough, where were housed the officers, is to the right.* – by courtesy of the Carnegie Library at Ayr)



(Right: *The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene* – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.

More than four months later, on December 30 of 1916, Private Cuff was a soldier of the 16th Re-enforcement Draft which passed through the English south-coast port of Southampton en route to Rouen, capital city of Normandy and site of the large British Expeditionary Force Base Depot. There the contingent disembarked on the morrow, December 31, the ultimate day of the year 1916. It then proceeded to the nearby Depot for final training and organization* before proceeding to a rendezvous with the parent 1st Battalion...*in the field.*



(Right above: *British troops disembark at Rouen en route to the Western Front.* – from *Illustration*)

**Apparently the standard length of time for this final training at the outset of the war had been ten days – although this was to become more and more flexible as the War progressed - in areas near Rouen, Étapes, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.*

During his time spent at the Depot at Rouen, on January 25, Private Cuff fell sick and was admitted into the 12th General Hospital to be treated for tonsillitis. He was discharged...*to duty...*from there on February 6 back to the Base Depot. Then, on February 24, he was one of a draft of forty *other ranks* which was to report *to duty* with the Newfoundland Battalion which, at the time, was in trenches at a place called Saily-Saillisel.

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In the aftermath of the events of the morning of July 1, 1916, and of Private Cuff's departure, such had then been the dire condition of the attacking British forces that it had been feared that a German counter-assault might well annihilate what had managed to survive of the British Expeditionary Force on *the Somme.*

The few remnants of the Newfoundland Battalion – and of the other depleted British units - had thus remained in the trenches perhaps fearing the worst, and at night searching for the wounded and burying the dead. It was to be July 6 before the Newfoundlanders were to be relieved from the forward area and to be ordered withdrawn to Englebelmer.



It had then been a further two days before the unit had marched further again to the rear area and to billets in the village of Mailly-Maillet.

(Preceding page: *The re-constructed village of Mailly-Maillet – the French Monument aux Morts in the foreground - is twinned with the community of Torbay, St. John's East. – photograph from 2009*)

There on July 11, a draft of one-hundred twenty-seven re-enforcements – a second source cites one-hundred thirty – had reported *to duty*. They had been the first to arrive following the events at Beaumont-Hamel but even with this additional man-power having arrived, the Regimental War Diary records that on the 14th of July, 1916, the 1st Battalion still numbered only... *11 officers and 260 rifles*...after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.

On July 27-28 of 1916, the 1st Battalion - still under establishment battalion strength at only five-hundred fifty-four strong, even after further re-enforcement – had moved north and entered into the *Kingdom of Belgium* for the first time.

It had been ordered to the *Ypres Salient*, one of the most dangerous pieces of real estate on the entire *Western Front*, there to continue to re-enforce and to re-organize after the ordeal of Beaumont-Hamel.

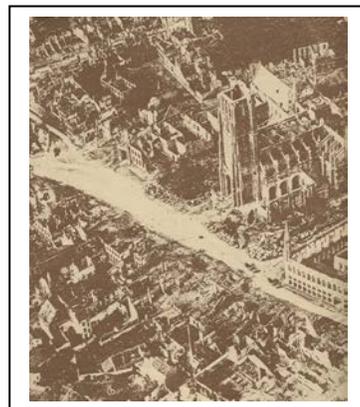
(Right: *The entrance to 'A' Company's quarters – obviously renovated since that time - in the ramparts of the city of Ypres when it was posted there in 1916 – photograph from 2010*)



The Salient – close to the front lines for almost the entire fifty-two month conflict - was to be relatively quiet during the time of the Newfoundlanders' posting there; yet they nonetheless incurred casualties, a number – fifteen? - of them fatal.

Then on October 8, after having served in Belgium for some ten weeks, the Newfoundland Battalion had been ordered to return south, back into France and back into the area of – and the battle of – *the Somme*.

(Right: *An aerial view of Ypres, taken towards the end of 1916: it is described as the 'Ville morte'. – from Illustration*)



Four days after that return to France, on October 12, 1916, the 1st Battalion of the Newfoundland Regiment had again been ordered to the offensive; it was to be at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.

The encounter had proved to be another ill-conceived and costly affair – two hundred and thirty-nine casualties all told - for little gain.



(Right above: *This is the ground over which the 1st Battalion advanced and then mostly conceded at Gueudecourt on October 12. Some few managed to reach the area where today stand the copse of trees and the Gueudecourt Caribou, on the far right horizon. – photograph from 2007*)

(Right: *The Caribou at Gueudecourt stands at the furthest point of the Newfoundland Battalion's advance of October 12, 1916. – photograph from 2012*)

The Newfoundland Battalion was not to be directly involved in any further concerted infantry action in the immediate area of Gueudecourt although, on October 18, it would supply two-hundred fifty men to act as stretcher-bearers in an attack undertaken by troops of two British regiments, the Hampshires and the Worcestershires, of the 88th Brigade.

(Right: *Stretcher-bearers not only shared the dangers of the battle-field with their arms-bearing comrades, but they often spent a longer period of time exposed to those same perils. This photograph was likely taken during First Somme. – from Illustration*)

On October 30, the Newfoundland unit had eventually been retired to rear positions from the Gueudecourt area. It had been serving in front-line and support positions for three weeks less a day.

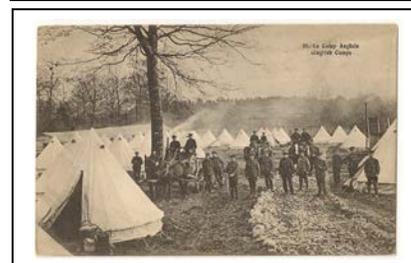
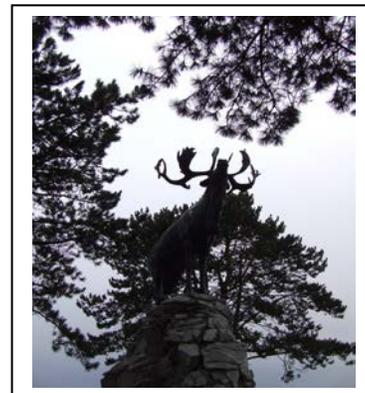
The Newfoundlanders were now to spend two weeks withdrawn to the area of Ville-sous-Corbie, re-enforcing and reorganizing. It was not to be until November 15 that the 1st Battalion began to wend its way back up to the front lines.

There it continued its watch in and out of the trenches of *the Somme* – not without casualties – during the late fall and early winter, a period broken only by another several weeks spent in *Corps Reserve* during the Christmas period, encamped well behind the lines and in close proximity to the city of Amiens.

(Right above: *A typical British Army Camp during rather inclement winter conditions somewhere on the Continent – from a vintage post-card*)

It had been on January 11 that the Newfoundland Battalion was to be ordered out of Corps Reserve and its lodgings at *Camps en Amienois* from where it would make its way on foot to the community of Airaines. From the railway station there it was to entrain for the small town of Corbie where it had thereupon taken over billets which it had already occupied for a short period only two months before.

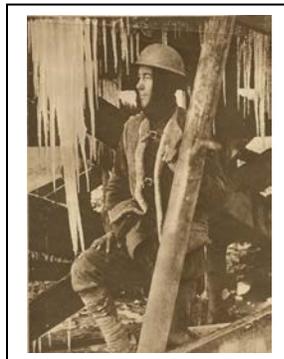
(continued)



After that recent six-week Christmas respite spent in *Corps Reserve* far to the rear, the Newfoundlanders were to *officially* return to *active service* on January 23, although they apparently had already returned to the trenches by that date and had incurred their first casualties – and fatality – of 1917.

Those casualties, however, were only some of those everyday thousands whom Douglas Haig casually referred to as *wastage* as the Newfoundland unit had not ventured from its trenches.

In fact, the sole infantry activity *directly* involving the Newfoundland unit during that entire period – from Gueudecourt in mid-October, 1916, until Monchy-le-Preux in mid-April of 1917 – was to be the sharp engagement at Sully-Saillisel at the end of February and the beginning of March, an action which would bring this episode in the Newfoundlanders' War – in the area of *the Somme* - to a close.



(Right above: *A soldier of the Lancashire Fusiliers, their unit to be relieved by the Newfoundlanders on March 1, enjoys his cigarette in the cold and ice of the trenches at Sully-Saillisel during the winter of 1916-1917. – from Illustration*)

(Right: *The fighting during the period of the Battalion's posting to Sully-Saillisel took place on the far side of the village which was no more than a heap of rubble at the time. - photograph from 2009(?)*)



After Sully-Saillisel the month of March had been a quiet time for the Newfoundlanders; having departed from the trenches, they were now to spend their time near the communities of Meaulté and Camps-en-Amienois re-enforcing, re-organizing, and in training for upcoming events. They had even had the pleasure of a visit from the Regimental Band, and also one from the Prime Minister of Newfoundland, Sir Edward Morris, the latter on March 17, St. Patrick's Day.



(Right above: *The Prime Minister of Newfoundland visiting the 1st Battalion of the Newfoundland Regiment, encamped at Meaulté – from The War Illustrated*)

On March 29, the Newfoundlanders had begun to make their way – on foot – from Camps-en-Amienois to the north-east, towards the venerable medieval city of Arras and eventually beyond, the march to finish amid the rubble 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*)

(continued)

(Right below: *The Canadian National Memorial which has stood atop Vimy Ridge since 1936 – photograph from 2010*)

On April 9 the British Army was to launch an offensive in the area to the north of *the Somme* battlefields; this was to be the so-called *Battle of Arras*, intended to support a major French effort elsewhere. In terms of the daily count of casualties – just over four thousand - this attack was to be the most expensive operation of the *Great War* for the British, its only positive episode to be the Canadian assault of *Vimy Ridge* on the opening day of the battle, Easter Monday, 1917.



And while the British campaign would prove an overall disappointment, the French *Bataille du Chemin des Dames* had been yet a further disaster.

(Right: *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*)



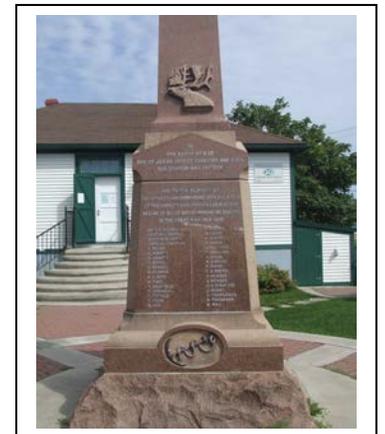
The 1st Battalion was to play its part during the *Battle of Arras*, a role that would begin at the place called Monchy-le-Preux on April 14 and which would finish ten days later, on April 23, perhaps a kilometre distant, at *Les Fosses Farm*. After Beaumont-Hamel, the ineptly-planned action at Monchy-le-Preux would prove to be the most costly day of the Newfoundlanders' war, four-hundred eighty-seven casualties all told on April 14 alone*.



**It was also an action in which a DSO, an MC and eight MMs were won by a small group of nine personnel of the Battalion – the Distinguished Service Order (DSO) awarded to the unit's Commanding officer. An MM for the same action was also presented to a private from the Essex Regiment .*

(Right above: *The Caribou at Monchy-le-Preux stands in the centre of the village atop the vestiges of a German strong-point. – photograph from 2012*)

The son of William Cuff, fisherman, and of Deborah Cuff (née *Little*)* – to whom he allotted a daily seventy cents from his pay before reducing it to fifty cents - of Bonavista, he was brother to Mary-Gertrude and to Emeline.



**The couple had married on June 9, 1884.*

Private Cuff was reported as having been *killed in action* on April 14, 1917, while serving with 'C' Company in the fighting at Monchy-le-Preux.

(Preceding page: *The sacrifice of Private Cuff is honoured on the War Memorial which stands in Bonavista. – photograph from 2012*)

George Little Cuff had enlisted at a declared twenty-one years of age: date of birth at Bonavista, Newfoundland, December 9, 1893 (from the Newfoundland Birth Register).



(The photograph of Private Cuff above right is from the Provincial Archives.)

Private George Little Cuff 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).



Miss Mary Stewart,
c/o Mrs. Guild,
2 James Street, Ayr
16/9/17

Dear Sirs

I would be most grateful if you could give me any more information regarding Pte George Cuff No 630 Newfoundland Rgt. I am most anxious as I heard that there was a Pte. Cuff, a Prisoner in Germany. I would be most obliged to you if you could let me know,

Yours very Respectfully
Mary S. Stewart