



Private Patrick Joseph Boland (Regimental Number 1601), lies buried in the north-west corner of Sannox Old Churchyard, Kilbride, on the Scottish Isle of Arran.

His occupation prior to military service recorded as that of a *steward* – either on a train or a steam-ship - earning a monthly forty dollars, Patrick Joseph Boland had previously spent one year serving with the Royal Canadian Regiment, during that time attaining the rank of lance corporal. His papers document him as having presented himself for medical examination at the *Church Lads Brigade Armoury* in St. John’s, capital city of the Dominion of Newfoundland on June 2, of 1915. It was a procedure which was to pronounce him as being...*Fit for Foreign Service*.

He was to return to the CLB Armoury on Harvey Road five days later, on June 7, on this second occasion to enlist, whereupon he was engaged at the private soldier’s daily rate of a single dollar to which was to be added a ten-cent per diem Field Allowance.

(continued)

On the same June 7*, he underwent attestation. At the moment of this final formality, the swearing of an oath of loyalty to the monarch, George V, Patrick Joseph Boland became...*a soldier of the King*.

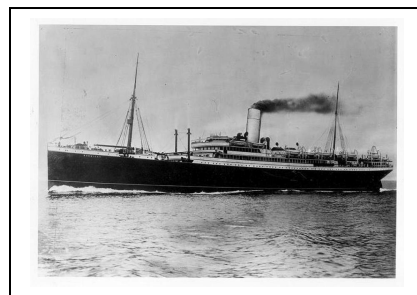
**A second source cites a highly unlikely June 4 as the date of attestation.*

There was now to be a lengthy waiting-period for the recruits of this draft, designated as 'G' Company, before it was to depart from Newfoundland for...*overseas service*.

Private Boland, Regimental Number 1601, was not to be called until October 27, after a period of twenty weeks and two days. Where he was to spend this time appears not to have been recorded although he possibly returned temporarily to his job, and more than likely remained for much of it with his wife and family on Bannerman Street in St. John's (see further below).

On the above-mentioned date 'G' Company left St. John's by train to traverse the island to Port aux Basques, the other passengers on board reportedly having included several naval reservists and also some German prisoners-of-war. The contingent then traversed the Gulf of St. Lawrence by ferry, and afterwards proceeded again by train from North Sydney as far as Québec City.

There the Newfoundlanders joined His Majesty's Transport *Corsican* for the trans-Atlantic voyage to the English south-coast naval establishment of Devonport where they arrived on November 9. The vessel had departed Montreal on October 30 with Canadian troops on board before stopping at Québec: the 55th Canadian Infantry Battalion and the Second Draft of the (1st?) Divisional Signals Company.



(Right above: *The image of Corsican is from the Old Ship Picture Galleries web-site. Launched in 1907 for the Allan Line, one of the largest private shipping companies of the time, she spent much of her early career chartered to the Canadian Pacific Line which in 1917 was to purchase the entire Allan Line business. She was employed as a troop-ship during much of the Great War which she survived – only to be wrecked near Cape Race on May 21, 1923.*)



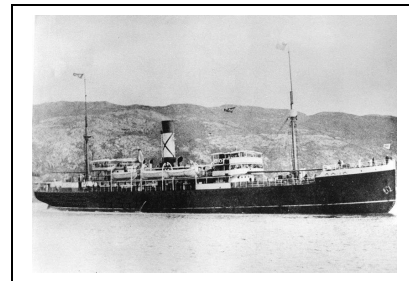
(Right above: *The once-busy Royal Navy facility and harbour of Devonport almost a century after the Great War – photograph from 2012(?)*)

By the morning of November 10, Private Boland's 'G' Company had again travelled by train, to Scotland where it had been billeted in huts in a military camp at Gales, not far removed from the evolving Newfoundland Regimental Depot at Ayr where accommodation for the new arrivals was as yet not available.

* * * * *

(continued)

More than a year prior to that November 10 of 1915, in the late summer and early autumn of 1914, the newly-formed Newfoundland Regiment's first recruits had undergone a period of training of five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's and elsewhere in the city, and were formed into 'A' and 'B' Companies.



During that same period the various authorities had also been preparing for the Regiment's transfer overseas.

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

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.

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 it was to provide the first garrison from outside the British Isles.

**It was to do so at Devonport through which 'G' Company was to pass eleven months later.*

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, and then 'E' Company five weeks less a day later again, on May 4*.



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

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

Seven days after the arrival of 'E' Company in the Scottish capital, on May 11 the entire Newfoundland contingent had been ordered elsewhere. On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit had been dispatched to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, close to the town of Hawick.



(Right above: *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 of Mrs. Lillian Tibbo)

Two months less a day later, on July 10, 'F' Company would march into *Stobs Camp*.

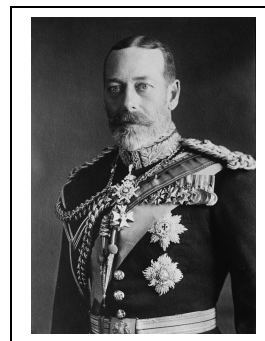
This had been an important moment: the Company's arrival was to bring the Newfoundland Regiment's numbers up to some fifteen hundred, establishment strength* of a battalion which could be posted on...*active service*.

**A number sufficient to furnish four 'fighting' companies, two re-enforcement companies and a headquarters staff.*



(Right: *The men of the Regiment await their new Lee-Enfield rifles.* – original photograph from the *Provincial Archives*)

From *Stobs Camp*, some three weeks after the arrival of 'F' Company, in early August 'A', 'B', 'C' and 'D', the four senior Companies, having now become the 1st Battalion of the Newfoundland Regiment, had been transferred to *Aldershot Camp* in southern England. There they were to undergo final preparations – and a royal inspection – before the Battalion's departure to the Middle East and to the fighting on the *Gallipoli Peninsula*.



(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.)

The later arrivals to the United Kingdom, 'E' and 'F' Companies, were to be posted to the new Regimental Depot and were eventually to form the nucleus of the soon to be formed 2nd (*Reserve*) Battalion of the Newfoundland Regiment.

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 what was to become 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*.

(continued)

(Right above: *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)



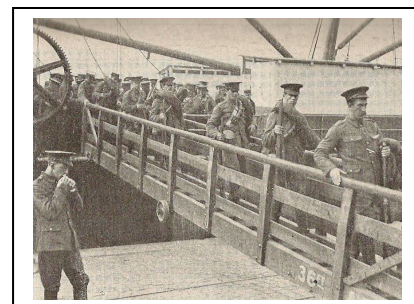
(Right: *The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene* – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.



This then had been the situation: the new Regimental Depot had still been in the throes of its establishment when Private Boland and 'G' Company were to arrive in Scotland on November 10 of 1915; thus the new-comers were required to be quartered at Gailes, some sixteen kilometres further up the coast.

It was not until some eight months after this time that Private Boland was to set forth from Ayr for *active service* on the Continent. From June 9 of 1916, until July 10, he had been hospitalized with an abdominal infection at the 4th Scottish General, Glasgow, all of which must surely have delayed his departure.

On July 16, the 9th Re-enforcement Draft from Ayr, Private Boland among its ranks, boarded a ship in the English south-coast port of Southampton on July 16 for the short cross-Channel journey. The Newfoundlanders then disembarked in Rouen on the following day to make their way to the major British Expeditionary Force Base Depot which had been established near that city. There they spent time in final training and organization* before being ordered to join the parent unit *in the field*.



(Right above: *British troops at an earlier period of the War 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.*

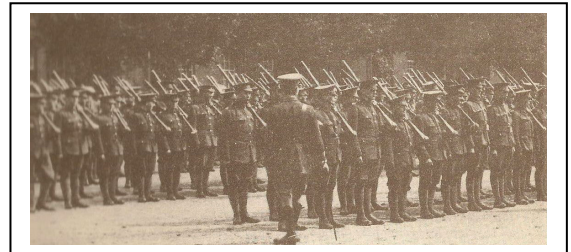
Private Boland reported...*to duty...*with the 1st Battalion on July 29, one of a small contingent of twelve *other ranks* to do so on that date, in the Belgian town of Poperinghe where the Newfoundland unit *itself* had arrived from France only the day before.

* * * * *

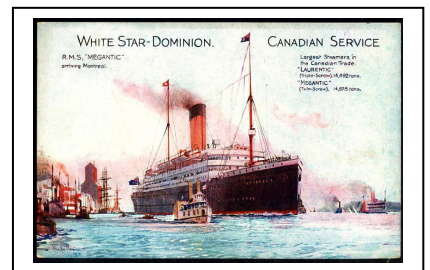
(continued)

A year before the above-mentioned time, and more than four months before Private Boland's arrival in Scotland, in that summer of 1915 'E' and 'F' Companies had been beginning training at Ayr. At the same time, the four senior companies, 'A', 'B', 'C' and 'D', of the Newfoundland Regiment, by then the 1st Battalion, had thereupon been attached to the 88th Infantry Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force and dispatched to...active service.

(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 of 1915, the Newfoundland 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 of the 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 was to serve during the fall of 1915 – photograph from 2011)

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

Not only in the area where the Newfoundland Battalion would now 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:

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: *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.*

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

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



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

(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*)



By this time the situation there had daily been becoming more and more untenable, thus on the night of December 19-20, the British had abandoned the entire area of *Suvla Bay* – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard.

(continued)

Some of the Battalion personnel had thereupon 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 would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.

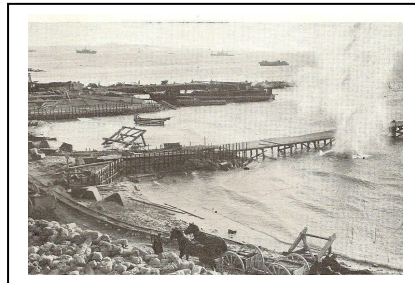
(Right: Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture. – photograph from 2011)



The British, Indian and *Anzac* forces – the Australian and New Zealand Army Corps was also to serve at *Gallipoli* – had by now simply 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.*

(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 had docked early on the morrow and where the Newfoundlanders had 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*.

**Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was already becoming a theatre of war.*

(continued)

(Preceding page: *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.*)

(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 adjacent: *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 back up 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*)

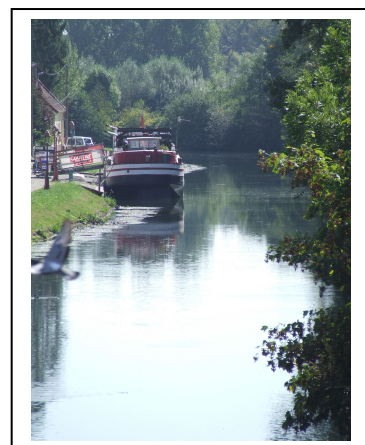


Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

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 which they had then traversed on their way from the station. But some three months later *the Somme* was to have become a part of their history.



(Preceding page: *A languid River Somme as seen from the bridge at Pont-Rémy – photograph from 2010*)

On April 13, the entire 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*.

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 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.*

(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, *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 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(?)*)

(continued)



**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 greatest disaster ever in the annals of the British Army...and, perhaps just as depressing, the carnage 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)

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...?*)

After the events of the morning of July 1, 1916, such had then been the dire condition of the attacking British forces that it had been feared that any 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.

(Right: *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)



(continued)

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 report 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 was still to number 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 – maybe even fewer - even after further re-enforcement – had moved north and entered into the *Kingdom of Belgium* for the first time.

There on the following day, and as seen in an earlier paragraph, it was in the town of Poperinghe that Private Boland and his small re-enforcement draft from Ayr via Rouen was to report...*to duty*...with the Newfoundland Battalion.

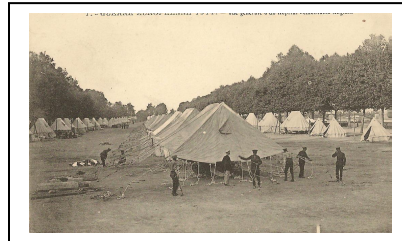
* * * * *

The 1st Battalion had been ordered into the *Ypres Salient*, one of the most dangerous pieces of real estate on the entire *Western Front* – although it was relatively quiet during this period - 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*)



Private Boland, however, did not remain with the Newfoundland unit...*in the field*...in Belgium for long: he is reported as having been admitted into the 10th Casualty Clearing Station established at the time at the Rémy Sidings just south of Poperinghe on August 9, and there diagnosed as with a suspected case of enteric.



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

* * * * *

It was apparently paratyphoid B – a form of enteric - and he was transferred for further treatment into the 14th Stationary Hospital at Boulogne on August 12. Private Boland was returned to the United Kingdom two weeks later, on August 26, on board His Majesty’s Australian Hospital Ship *Western Australia*.



(continued)

(Preceding page: *The image of 'Western Australia' clad in her war-time hospital-ship garb is from the Old Ship Picture Galleries web-site. The ship had been built for the Russian government and had been named 'Mongolia' but was then bought by the government of the state of Western Australia, whence the name. At the outset of the Great War she was converted into a hospital ship and played this role throughout the conflict.*)

Upon his arrival in England he was sent to Addington Park War Hospital in the southern outskirts of London and admitted on the 27th, the following day. He was not to be discharged from there until October 10 when he was transferred to the Enteric Depot at Woldingham, from where on November 14, he was to travel back to the Regimental Depot in Scotland.

Private Boland was then granted a ten-day period of furlough from that same November 14 until the 23rd day of the month. He apparently chose to spend that leave at or close to the Depot, in Scotland, and, in speaking to his cousin, Corporal James Boland, Regimental Number 765, he mentioned that he was on his way to Glasgow: that was on November 16.

And then Private Boland disappeared.

It was not until thirty minutes past mid-day on December 21, more than a month afterwards, that Private Boland's body was found, washed ashore at Brodick, the main port on the Isle of Arran, further up the coast from Ayr. He had apparently drowned. He was buried two days later, on the 23rd, on the island, by the Reverend James Brown of the small community of Corrie.

Private Boland was the son of Michael J. Boland (also found as *Bolen*), carpenter, and of Elizabeth Boland (née *Quigley**, deceased by the time of her son's death). His address in St. John's 64, Bannerman Street, he was also husband to Frances** (née *Hawes*) whom he had married in Halifax, Nova Scotia, on July 21, 1907, and to whom he had allotted a daily allowance of eighty cents from his pay. The couple had parented four children: Annie Frances; Madeleine; Francis Patrick; and Geraldine.



****His parents had married on May 18, 1879.***

Patrick Joseph Boland had enlisted at a *declared* thirty-one or thirty-two years of age: date of birth in St. John's, Newfoundland, March 3, 1900 (from the *original* Roman Catholic Birth Register).

*****By December 29, 1916, her address was 158, Upper Water Street, Halifax, but perhaps only temporarily.***

(Right above: *Private Boland's grave is in the background on the very right-hand side. – photograph from 2013*)

(continued)

Private Patrick Joseph Boland was entitled to the British War Medal (left) and to the Victory Medal (Inter-Allied War Medal).



Corrie
Isle of Arran
23rd Dec., 1916

My Dear Sir:-

I take the liberty of writing to say that this afternoon I attended as officiating clergyman at the funeral of No. 1601 Pte. Patrick J. Boland, 2/1st Newfoundland Regiment, whose body was washed ashore here on the 21st instance.

I saw him put into his coffin and officiated at the burial services here and at the grave in Sannox Churchyard. A few of the villagers showed their sympathy by turning out to the funeral and assisting at the burial according to the Custom of the District. Pte. Boland's comrades may care to know that everything was done decently & reverently, and that his body now rests in one of the loveliest spots on the Island.

Our sympathy goes out to his relatives and comrades in the sad circumstances of his death.

I am,
Yours sincerely/
James Brown*

* James Brown, Established Church Minister of Corrie

The above dossier has been researched, compiled and produced by Alistair Rice. Please email any suggested amendments or content revisions if desired to criceadam@yahoo.ca. Last updated – February 5, 2023.