



Second Lieutenant Albert Taylor, MC & Bar, DCM, (Regimental Number 1554*) is interred in Duhallow A.D.S. (Advanced Dressing Station) Cemetery – Grave reference IV. G. 18.

****Officers who were eventually promoted from the ranks may be identified from their Regimental Number. Other officers who were not from the ranks received the King's Commission, or in the case of those in the Newfoundland Regiment, an Imperial Commission, and were not considered as enlisted. These officers thus had no Regimental Number allotted to them.***

(continued)

And since officers did not enlist, they were not then required to re-enlist ‘for the duration’, even though, at the beginning, as a private, they had volunteered their services for only a limited time – twelve months.

His occupation prior to enlistment recorded as that of a *fisherman*, Albert Taylor was recruited during the Fifth Draft, having enlisted at the Church Lads Brigade Armoury on Harvey Road – engaged at the daily private soldier’s rate of a single dollar plus a ten-cent per diem *Field Allowance* and *for the duration of the war* - in St. John’s, capital city of the Dominion of Newfoundland on May 17, 1915.

According to his files, he apparently only then presented himself for medical examination some four days later, on May 21. It was a procedure which was to pronounce him as...*Fit for Foreign Service.*

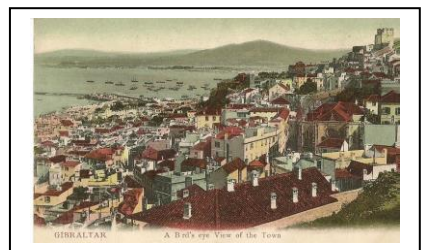
The records *a propos* Private Taylor seem a little unclear from June 12 onwards, this being the date on which he assigned a portion of his pay to his mother while he was still in St. John’s. Various records now indirectly suggest that he was to cross the Atlantic for overseas service in either late June – only days after having penned the above-mentioned document - or at the end of October of that same year.

He may have embarked on June 20 onto His Majesty’s Ship *Calgarian* with ‘F’ Company and eighty-five naval reservists to depart from St. John’s for what was to be not quite a direct passage to the United Kingdom.

(Right above: *The image of ‘Calgarian’ is from the Old Ship Picture Galleries web-site. A modern vessel recently built for service with the Allan Line, she had been requisitioned in September of 1914 to serve with the Royal Navy as an armed merchant cruiser. Having survived most of the conflict, including the Halifax explosion of December, 1917, she was torpedoed and sunk off the Irish coast on March 1, 1918.)*



Apparently the ship took nineteen days to make what was usually the journey of about a week. Not only was *Calgarian* escorting three submarines, but she sailed by way of the Portuguese Azores and then Gibraltar – some of the Newfoundlanders even having the time to cross the straits to spend a few hours in North Africa. She reached Liverpool on July 9.



(Right above: *Gibraltar in pre-War days: The Spanish mainland is in the background. – from a vintage postcard)*

Upon arrival, ‘F’ Company was sent by train to Scotland, to Stobs Camp, where the other companies, ‘A’, ‘B’, ‘C’, ‘D’ and ‘E’, of the Newfoundland Regiment had been in training since May 11. With the addition of the latest arrival, the unit now had the necessary establishment battalion strength to be ordered on active service.



(Preceding page: *The Newfoundland Regiment parades at Stobs Camp and is presented with its Colours on June 10, 1915, a month before the arrival of 'F' Company. – courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)

At the beginning of August the four senior Companies were transferred to southern England, to Aldershot, for some three weeks of final training - and a royal inspection - in preparation for *active service* at the eastern end of the Mediterranean Sea, at Gallipoli.

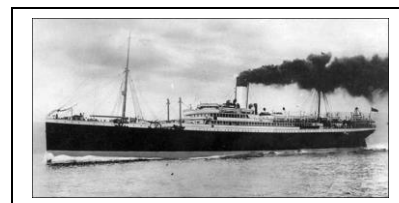
The later arrivals, 'E' and 'F' Companies, were instead posted to the new Regimental Depot to form the nucleus of the newly-formed 2nd (Reserve) Battalion.

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The second possible itinerary that Private Taylor took to reach the Regimental Depot was to at first travel westward by train and ship then train again.

'G' Company was to leave St. John's on October 27 to travel across the Island to Port aux Basques. Having then crossed the Cabot Strait by ferry, it continued on to Quebec City from North Sydney by rail once more.

There it boarded His Majesty's Transport *Corsican* – likely on October 31 – and sailed – back past the south coast of Newfoundland - to the English south-coast Royal Navy establishment and harbour of Plymouth-Devonport where the vessel docked on November 11.

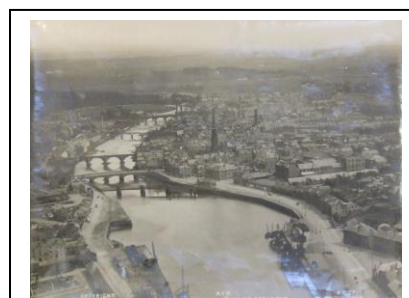


(Right above: *The image of the Allan Line steamship Corsican, requisitioned for use as at troop-transport during the Great War, is from the Provincial Archives web-site.*)

From Devonport 'G' Company then travelled by train northwards to cross the Anglo-Scottish border *en route* to the Regimental Depot.

* * * * *

At the end of the 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*.



(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*)



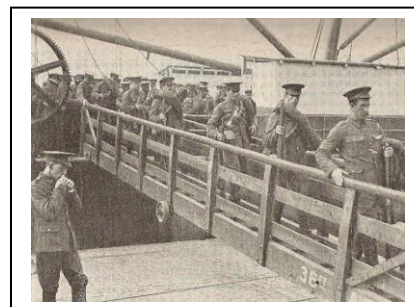
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(Preceding page: *The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.*

Private Taylor was now to remain at Ayr until the autumn of 1916. During this period he was apparently to serve in three of the 2nd (Reserve) Battalion Companies: 'F', 'G' – commanded by Lieutenant Norris, and 'H' – under the command of Captain Rowsell.

It would also appear that during this time while at Ayr, Private Taylor was promoted; a single financial record dated April 10 of 1916 designates him as L/C (*Lance Corporal*) Taylor, but there are no accompanying details. Nor appears there any mention of further elevation in status until his departure six months later for *active service* on the Continent (see immediately below).

On October 3, 1916, the 11th Re-enforcement Draft from Ayr – with *Sergeant* Taylor among its ranks - embarked in the English south-coast port of Southampton for the short voyage across the English Channel to the Norman capital city of Rouen and to the large British Expeditionary Force Base Depot nearby. There the Newfoundlanders underwent final training and organization* before moving to their rendezvous with the parent unit.



(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 was 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 to the troops as the Bull Rings.*

Sergeant Taylor reported *to duty* with the large draft of two-hundred sixty-six *other ranks* from Rouen which arrived at the transport lines of the 1st Battalion on October 12th. It was the day of the action at Gueudecourt (see further below) and those transport lines were as far as the draft was to go.

The new arrivals were to play no role in the events of the day and, according to the Newfoundland War Diarist, would in fact remain where they were for the following three days before being posted into the forward trenches and attached to the depleted companies which inhabited them, on the 15th.

It would seem that Sergeant Taylor was now to become an NCO of 'A' Company.

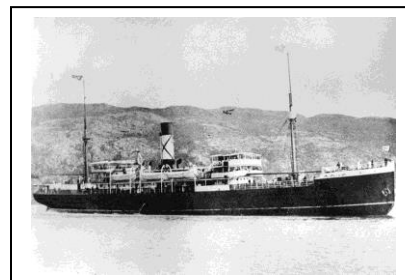
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Some thirty weeks before Sergeant Taylor was to report *to duty* with the 1st Battalion at Gueudecourt – and some five-thousand kilometres distant - in the late summer and early autumn of 1914 in Newfoundland, there had been a period of training of some four-five weeks on the shores of *Quidi Vidi Lake* in the East End of St. John's, capital city of the Dominion, for the 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 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.



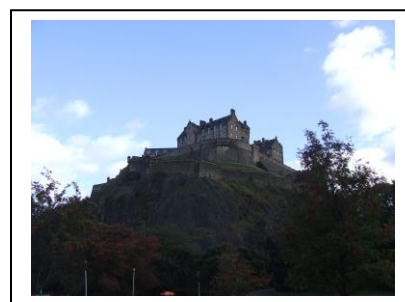
The ship would sail for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the 1st Canadian Division overseas, off the south coast of the Island.

(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*)

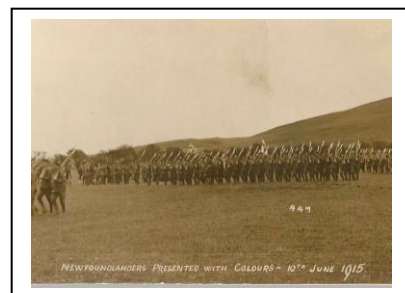
In the United Kingdom this first Newfoundland contingent was to train in three venues during the late autumn of 1914 and then the winter of 1914-1915: firstly in southern England on the Salisbury Plain; then in Scotland at *Fort George* – on the Moray Firth close to Inverness; and lastly at Edinburgh Castle where the unit was to provide the first garrison from outside the British Isles.



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

Some three months later, on May 11, and some seven weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundlanders unit – by now, 'A' and 'B' Companies re-enforced by 'C', 'D', and 'E' - was ordered moved to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.

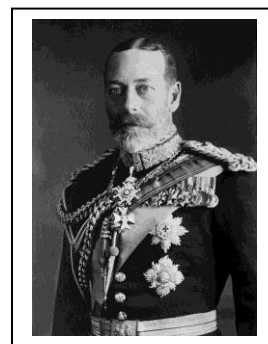
It was to be at *Stobs Camp* that the Newfoundland contingent received the re-enforcements from home – the aforementioned 'F' Company which arrived on July 10, 1915 - that would bring its numbers up to those of British Army establishment battalion strength*. The now-formed 1st Battalion of the Newfoundland Regiment, as mentioned on a previous page, was thus rendered eligible to be sent on 'active service'.



**This was approximately fifteen hundred, enough to provide four 'fighting' companies, two re-enforcement companies and a headquarters staff.*

(Preceding page: *A further photograph of the Newfoundland Regiment on parade at Stobs Camp 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 designated the 1st Battalion, was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.



Meanwhile the two junior Companies, the later-arrived ‘E’ and aforementioned ‘F’, were ordered transferred to Scotland’s west coast, to Ayr, there to become 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.)*



(Right above: *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 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 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)*

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(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 below: 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 would disembark into a campaign that was already on the threshold of collapse.

Not only in the area where the Newfoundland Battalion were 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 below: 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.***

November 26 would see the nadir of the Newfoundland Battalion's fortunes at Gallipoli; a freak rain-, snow- and ice-storm was to 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, were those afflicted by trench-foot and by frost-bite.

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On the night of December 19-20, the British had abandoned the area of *Suvla Bay* – 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.*

(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 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 were then to be immediately 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.*

(Preceding page: *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 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 Marseilles, on March 22.



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

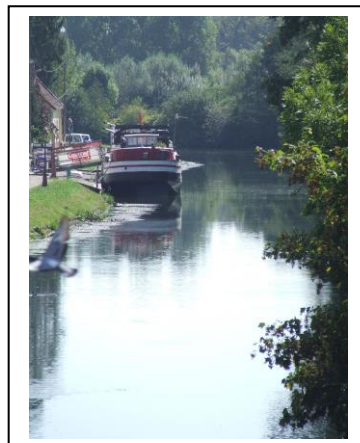
Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseilles. It had been a cold, miserable journey, the blankets provided for the troops having inexcusably 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 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*.

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: 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(?))



****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 butchery of *the Somme* was to continue for the next four and a half months.

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(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 a German counter-assault might well annihilate what had managed to survive of the British Expeditionary Force on *the Somme*.



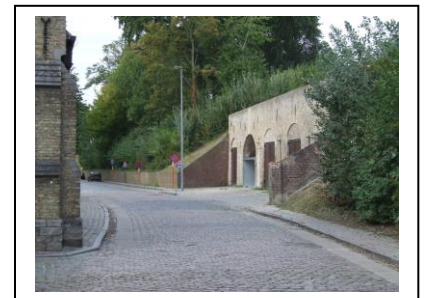
The few remnants of the Newfoundland Battalion – and of the other depleted British units - had thus remained in the trenches perhaps fearing the worst, and at night searching for the wounded and burying the dead. It was to be July 6 before the Newfoundlanders were to be relieved from the forward area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

(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)



There on July 11, a draft of one-hundred twenty-seven reinforcements – 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.

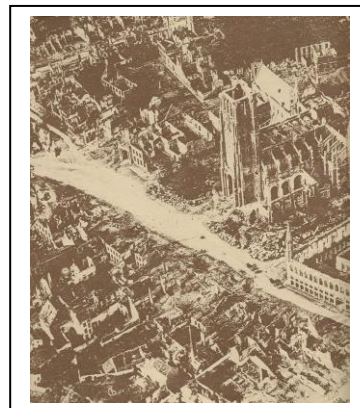
It had been ordered to the *Ypres Salient*, one of the most dangerous pieces of real estate on the entire *Western Front*, there to continue to re-enforce and to re-organize after the ordeal of *Beaumont-Hamel*.

(Preceding page: *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*.

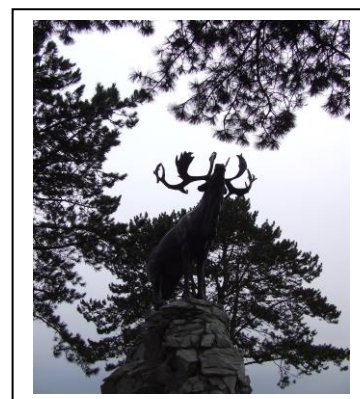
The encounter had proved to be another ill-conceived and costly affair – two hundred and thirty-nine casualties all told - for little gain.

(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)

And it had been during the time of this encounter at *Gueudecourt*, as seen further above, that *Sergeant Taylor* and his re-enforcement from *Rouen* had reported to duty at the *Newfoundland Battalion’s* transport lines.



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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, the unit would provide some 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 was eventually withdrawn to rear positions away from the Gueudecourt area. By that time it had been serving in front-line and support positions for three weeks less a day.

The Newfoundlanders were now to spend the next two weeks stationed in the area of the community of Ville-sous-Corbie, there to re-enforce and reorganize. 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: *A typical British Army Camp during rather inclement winter conditions somewhere on the Continent – from a vintage post-card*)

It was not until January 11 that the Newfoundland Battalion would be ordered back on *active service* and out of *Corps Reserve* and its lodgings at *Camps en Amienois*. From that place 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.

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.

(continued)

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 Sailly-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.

(Preceding page: 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 Sailly-Saillisel during the winter of 1916-1917. – from *Illustration*)

(Right: *The fighting during the period of the Battalion's posting to Sailly-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 Sailly-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: *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*)



(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* was to be 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 .*

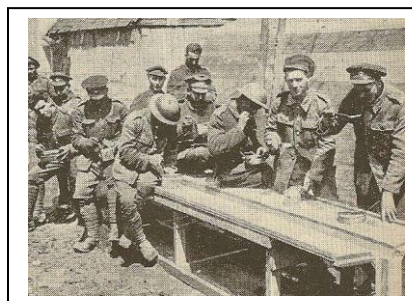
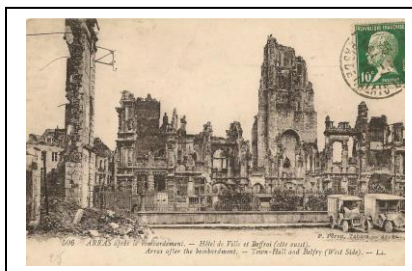
After this further debacle the remnants of the Newfoundland Battalion had remained in the area of Monchy-le-Preux. Its casualty count had been high enough to warrant that it and the Essex Regiment, which had also incurred heavy losses, be amalgamated into a composite battalion until such time as incoming re-enforcements would allow the two units' strengths to once more resemble those of bona fide battalions.

Given the huge casualty numbers, one of the many priorities for the senior officers was of course the replacement of junior officers and non-commissioned officers. It was almost certainly for that reason that Sergeant Taylor of 'A' Company on April 16 was again promoted, now to be the Company Sergeant Major (*Acting*).

The final action in which the Newfoundland Battalion was to be involved during the five-week long *Battle of Arras* would be the engagement of April 23 at *Les Fosses Farm*. This was in fact an element of a larger offensive undertaken at the time by units of the British 5th, 3rd and 1st Armies. It was apparently not to be a particularly successful venture, at least not in the area of the 1st Battalion, several of the adjacent units reporting having been driven back by German counter-attacks, actions accompanied by heavy losses.

Late on that same evening the Newfoundlanders had retired to the relative calm of Arras.

(Right above: *The City Hall of Arras and its clock-tower in 1919 after some four years of bombardment by German artillery – from a vintage post-card*)



(continued)

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

That month of May was to be a period when the Newfoundlanders would move hither and thither on the *Arras Front*, marching into and out of the trenches. While there was to be the ever-present artillery-fire, concerted infantry activity, particularly after May 15 – *officially* the last day of the *Battle of Arras* – would be limited, apart from the marching.

At the outset of June, the 1st Battalion retired from the line to Bonneville, there to spend its time again re-enforcing, re-organizing and in training for the upcoming British offensive of the summer – and as it transpired, the autumn as well.



And it was in the middle of that month, on the 14th while the Newfoundland Battalion was still at Bonneville, that Company Sergeant Major (*Acting*) Taylor of ‘A’ Company was confirmed in that rank.

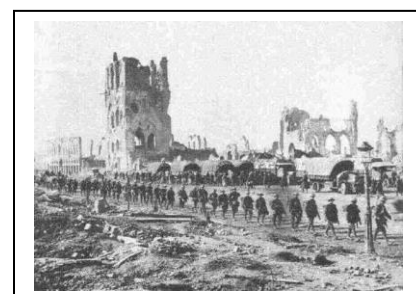
(Right above: *Newfoundland troops on the march in the community of Berneville – not Bonneville - in early May, perhaps the 7th, of 1917 – from The War Illustrated*)

The Newfoundlanders were then soon to be once again moving north into Belgium – at the end of June - and once again into the vicinity of Ypres and...*the Salient*, their first posting to be to the banks of the *Yser Canal* just to the north of the city.



(Right: *The Yser Canal at a point in the northern outskirts of Ypres almost a century after the 1st Battalion of the Newfoundland Regiment, manned its eastern bank: East is to the right – photograph from 2014*)

This low-lying area, Belgian *Flanders*, the only part of the country unoccupied by German forces, had been selected by the High Command to be the theatre of the British summer offensive of 1917.



(Right: *Troops arriving from the railway station in single file, march past the vestiges of the historic Cloth Hall and through the rubble of the medieval city centre of Ypres on their way to the front in the late summer or early autumn of 1917. – from Illustration*)

Officially designated as the *Third Battle of Ypres*, the campaign was to come to be better known to history simply as *Passchendaele*, having adopted that name from a small village on a not-very high ridge to the north-east that later was to be cited as having been – *ostensibly* - one of the British Army’s objectives.



(Preceding page: *An unidentified – perhaps unidentifiable – part of the Passchendaele battlefield in the autumn of 1917 – from Illustration*)

(Right below: *The village of Passchendaele as seen from the air in 1916, after two years of war – from Illustration*)

The 1st Battalion of the Newfoundland Regiment was to remain in Belgium until October 17, a small cog in the machinery of the British Army. This had been or was also to be the case with the Australians, the New Zealanders and the Canadians, all of whose troops had floundered or would soon flounder their way across the sodden and shell-torn countryside of Belgian Flanders.



Notably the Newfoundland Battalion at *Passchendaele* was to fight in two major engagements: at the *Steenbeek* on August 16; and at the *Broembeek* (see both immediately below) on October 9. At the former it incurred nine *killed in action*, ninety-three *wounded*, and one *missing in action*; at the *Broembeek* the cost was to be higher: forty-eight *killed or died of wounds*, one-hundred thirty-two *wounded* and fifteen *missing in action*.



(Right: *This is the area of the Steenbeek – the stream runs close to the line of trees - and is therefore near to where the Newfoundland Battalion fought the engagement of August 16, 1917. It is some eight kilometres distant from a village called Passchendaele. – photograph from 2010*)

For his conduct in the latter action, at the *Broembeek*, Company Sergeant Major Taylor* was a recipient of the Military Cross ‘...for conspicuous gallantry and devotion to duty. At Boesinghe Sector on 9th October, 1917, his captain was killed beside him by a machine gun which was a short distance away. He at once attacked the machine gun with one other man and put it out of action. His personal example and courage throughout the day were of the greatest possible asset to the Company. He personally killed with the bayonet a large number of the enemy.’ - London Gazette, 26/11/17



***At the time it was unusual that the Military Cross be awarded to anyone other than an officer, the Military Medal being the equivalent decoration for gallantry received by non-commissioned officers and other ranks. This was still the practice during the Second World War.**

(Page following, top: *In the autumn of 1917, the Broembeek, normally an innocuous, meandering stream, had overflowed its banks, and had transformed its surrounds into a quagmire. – photograph from 2010*)

It was to be only two days after this last-mentioned confrontation that the 1st Battalion had marched to the railway station at Elverdinghe, from there to be transported to *Swindon Camp* in the area of Proven. Having remained there for five days to be both re-enforced and bombed, on the morning of October 17 the unit was once more to board a train.

By ten-thirty that same evening, the Battalion had arrived just to the west of the city of Arras and would now march the final few kilometres to its billets in the community of Berles-au-Bois.

(Right: *The once-village of Passchendaele as seen from the air in 1917, after the battle of that name – from Illustration*)

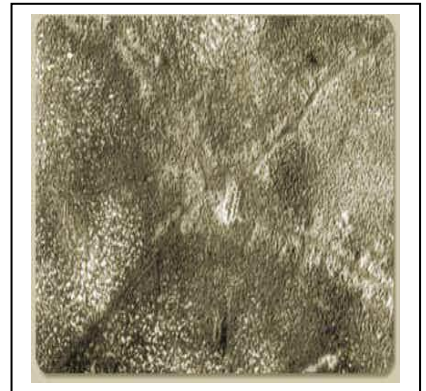
Company Sergeant Major Taylor, however, was neither to march to Elverdinghe nor to take the train from Proven to the area of Arras. He had been granted a ten-day furlough to the United Kingdom from October 13 to 23, a period of leave about which no further information appears to have been documented.

The Newfoundlanders had still been there, at Berles-au-Bois, four weeks and two days after their arrival when, on November 17, the 1st Battalion would be ordered once again onto a train, on this occasion to travel in a south-easterly direction to the town of Peronne. From there it had begun to move further eastward, now on foot, towards the theatre of the battle now imminent.

(Right: *London – in fact the City of Westminster – in the area of Marble Arch, in or about the year 1913, just prior to the Great War – from a vintage post-card*)

On November 19, while still on the move, the unit had been issued as it went with...*war stores, rations and equipment*. For much of that night it had marched up to the assembly areas from where, at twenty minutes past six on that morning of November 20 – *Zero Hour* – the Newfoundland unit, not being in the first wave of the attack, was to move forward into its forming-up area. From those forward position, some hours later, at ten minutes past ten, bugles blowing, the 1st Battalion had advanced to the fray.

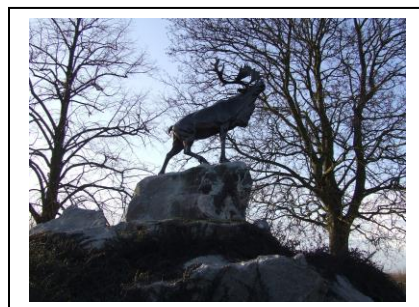
This new offensive – apparently initially conceived to be no more than a large-scale raid - the so-called *Battle of Cambrai*, was to officially last for just two weeks and a day, from November 20 until December 4, the Newfoundlanders to be directly involved at all times during that period.



(Preceding page: *The Canal St-Quentin at Masnières, the crossing of which and the establishment of a bridgehead being the first objectives for the Newfoundlanders on November 20, the first day of the Battle of Cambrai – photograph from 2009)*

The battle was to begin well for the British who had used tanks on a large scale for the first time, but opportunities had been squandered. There were to be no troops available to exploit what was, admittedly, a hoped-for yet unexpected success, and by the close of the battle, the Germans had counter-attacked and the British had relinquished as much – more in places - territory as they had originally gained.

The 1st Battalion had once again been dealt with severely, in the vicinity of Marcoing, Masnières - where a Caribou stands today - and in the area of the Canal St-Quentin which flows through both places: of the total of five-hundred fifty-three officers and men who had advanced into battle, two-hundred forty-eight had become casualties by the end of only the second day*.



(Right above: *The Caribou at Masnières stands on the high ground to the north of the community. The seizure of this terrain was the final objective of the 1st Battalion on November 20; however, whether its capture was ever achieved is at best controversial. – photograph from 2012)*

***At five-hundred fifty-three all ranks – not counting the aforementioned ten per cent reserve - the 1st Battalion of the Newfoundland Regiment even at the outset of the operation was operating at just over fifty per cent of establishment strength: not that it would have been any consolation had it been known, but a goodly number of battalions in all the British and Dominion forces – with perhaps the exception of the Canadians - were encountering the same problem.**



(Right above: *A number of graves of soldiers from the 1st Battalion of the Newfoundland Regiment in Marcoing Military Cemetery. Here, as is almost always the case elsewhere, the Commonwealth War Graves Commission, has identified them as being Canadian. – photograph from 2010)*

On November 30 - a day on which the Germans began to take control of the battle and by the end of which the Newfoundland Battalion had been reduced to a strength of just eight officers and about two-hundred other ranks - Company Sergeant Major Taylor was to incur gun-shot wounds to the left side and to the neck. He was admitted into the 21st Casualty Clearing Station at Ytres on the following day.



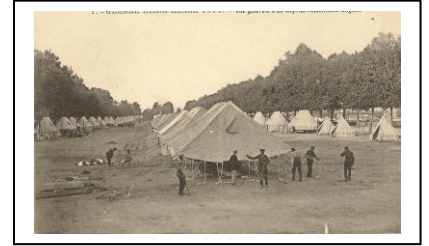
(Right above: *Transferring sick and wounded from a field ambulance to the rear through the mud by motorized ambulance and man-power – from a vintage post-card)*

(continued)

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On the morrow again, December 2, Company Sergeant Major Taylor was transferred from the 21st C.C.S. to the 20th General Hospital established in the coastal area of Dannes-Camiers.

(Right: 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)



(Right below: the railway station at Dannes-Camiers through which thousands of sick, wounded and convalescent military personnel passed during the Great War – from a vintage post-card)

CSM Taylor was discharged to the 6th Convalescent Depot in the French coastal town of Étaples on December 6, from there then to be released to the *Details Camp* at Rouen perhaps as early as December 8. He was reported as being back *with Battalion* on December 20 and, two days later, on December 22, as having been promoted to the rank of (*Acting*) Regimental Sergeant Major.



* * * * *

After the exertions of *Cambrai*, in early December the Newfoundlanders were to be withdrawn from the line, the 1st Battalion of the Newfoundland Regiment by then numbering the strength of only a single company - whereas a full battalion comprises four. The unit then remained in the vicinity of Humbercourt, to the west of Arras, until December 18 when it was to march to Fressin, some fifty kilometres to the north-west. There the unit would spend both Christmas and New Year. The weather obliged and would even allow the Newfoundlanders some snow - a bit too much at times apparently.

(Right above: *By 1918 Ypres was looking like this; some of these broken buildings had been a school which had served as a shelter for troops in the earlier days of the conflict.* – from a vintage post-card)



(Right above: *Some of the countryside in-between Zonnebeke and Passchendaele (today Passendale) in the vicinity of where the Newfoundlanders were stationed in March and early April of 1918* – photograph from 2011)

(continued)

At the beginning of January of 1918, after that snowy Christmas period spent to the south-west – then north-west - of Arras and withdrawn from the front, the Newfoundlanders of the 1st Battalion were to return to Belgium, to the *Ypres Salient*, for a third time. There, like the other British and Empire troops in the area, they would now spend much of their time building and strengthening defences.

In the meantime, the Germans had been preparing for a final effort to win the War: the Allies were exhausted and lacking man-power after their exertions of 1917 - the British had fought three campaigns and some units of the French Army had mutinied - and the Germans had available the extra divisions that their victory over the Russians in the East had gifted them. It was expected that they would launch a spring offensive - which they did. In the sector where the 1st Battalion was stationed, the blow was not to fall until April.

Thus, while they were waiting, the Newfoundlanders were to continue to dig.

The Germans then did as was expected of them: Ludendorff's armies had already launched a powerful thrust on March 21, the first day of that spring of 1918, having struck at first in the area of and just south of, *the Somme*, there to overrun the battlefields of 1916 and beyond; for a while their advance had seemed unstoppable.

For a number of reasons, after two weeks it had begun to falter and would eventually halt; but then, just days afterwards, a second offensive, *Georgette*, was to be launched in the northern sector of the front, in Belgian Flanders, where the Newfoundlanders had been stationed: the date April 9. Within only two days the situation of the British had become desperate*.



(Right above: *British troops on the retreat in Flanders in April of 1918 – from Illustration*)

**There were also to be several assaults by the Germans on French forces during that spring. They all met with varying degrees of success at the outset, but eventually they would be thwarted by Petain's divisions, aided at times by the newly-arriving Americans.*

On the day after the first heavy bombardments, April 10, and as the Germans approached the towns of Armentières and Nieppe, troops were to be deployed to meet them. The Newfoundlanders, having been due to come out of the line and to move back to the area of *the Somme*, were instead to board buses at three o'clock in the afternoon, thereupon to be directed southward, towards the border town of Nieppe. They were to be in action, attempting to stem this latest offensive, three hours later.



(Right above: *The area of La Crèche - the buildings in the background - where the Newfoundlanders de-bussed on April 10 to meet the Germans in the area of Steenwerck and its railway station – photograph from 2010.*)

(continued)

The British had been pushed back to the frontier area of France and Belgium. On the 12th of April the Newfoundland Battalion, fighting in companies rather than as a single entity, was to make a series of desperate stands.

On April 12-13 – the dates in the 1st Battalion’s War Diary are not clear - during the defensive stand near the De Seule crossroads on the Franco-Belgian border, one platoon of ‘C’ Company was obliterated while trying to check the German advance. The remainder of ‘C’ Company had taken up defensive positions along a light railway line and, with ‘A’ Company, had stopped a later enemy attack. ‘B’ and ‘D’ Companies – in a failed counter-attack on that evening – had been equally heavily involved.

(Right: Ground just to the east of Bailleul where the 1st Battalion was to be in action during the period April 12 to 21 – photograph from 2013)



The period from April 10 to 21 was to be a difficult eleven days for all of the 1st Battalion’s personnel. Nevertheless, somehow, the German breakthrough was never to materialise and the front was finally stabilised*.

**The 88th Brigade – and therefore the Newfoundland Battalion – was to be seconded to the 34th Division from the 29th Division during this critical period.*



(Right: These are the De Seule crossroads, lying astride the Franco-Belgian frontier, also the scene of fierce fighting involving the 1st Battalion on April 12 -13, 1918. Today there stand several houses and a convenience store. – photograph from 2009(?))

On April 18, 1st Battalion was posted to a sector of the front line on the Franco-Belgian border to the south-east of the village of Croix de Poperinghe. After three days the Newfoundlanders were relieved by French troops.

On April 24, Regimental Sergeant Major Taylor was granted an Imperial Commission and an accompanying appointment to the rank of second lieutenant. On that same day, the 1st Battalion also said its farewells to its comrades-in-arms of 88th Brigade and 29th Division and on the following day there had been a recessional parade.

The Newfoundland unit would later be deployed to another infantry Division, but for the summer of 1918 it was to move a world away from Flanders where it had just fought during the crisis of the German spring offensive. The much-reduced 1st Battalion was now to be stationed on the west coast of France. On April 29, the Newfoundlanders took train in Belgium for Étaples, where they arrived at eleven o’clock in the late evening.



(Right above: Haig, Commander-in-Chief of the British Expeditionary Force at the time of the Battalion’s posting to GHQ. – from Illustration)

(continued)

The end of spring and the summer of 1918 was now to pass peaceably enough for most of the personnel of the 1st Battalion, Newfoundland Regiment. For the months of May, June – Lieutenant Taylor was granted leave in the United Kingdom from June 6 to 21 - and until early July, the unit had been posted to Écuire, to the Headquarters of Douglas Haig, Commander-in-Chief of the British Expeditionary Force in Europe.

The cosmetic honour of this new role, however, masked the reality that the 1st Battalion of the Newfoundland Regiment was no longer capable of serving in the field.

**Although few at home cared to admit it publicly, the problem was that 1st Battalion had run out of reserves and was unable to continue as a fighting entity. It was to be September before even a battalion of reduced strength could return to active service. At home, mandatory military service was initiated – conscription by another name – but with limited results.*

The posting to Écuire completed, for most of July and all of August the Newfoundlanders were encamped in much the same area, close to the coastal village of Équihe – itself not far removed from the large Channel port of Boulogne – and far to the rear of the fighting, of which there had been plenty elsewhere. Still woefully under-manned, the 1st Battalion was now to await re-enforcements before being attached to its new infantry formation.



(Right above: *the small coastal village of Équihe at or about the time of the Great War - from a vintage post-card*)

The Newfoundlanders – while still not at establishment battalion strength - were to return to the fray on Friday, September 13, as one of the three battalions of the 28th Brigade of the 9th (Scottish) Division. The Newfoundland Battalion was once more to serve on the Belgian front where, some six weeks later, having advanced out of the *Ypres Salient*, it was to finish its war on October 26 at a place called Inghoyghem (today *Ingoogem*).

(Right: *British troops and German prisoners in Flanders during the Hundred Days – from Illustration*)

On September 28, the Belgian Army and the British Second Army broke out of their positions, overrunning the enemy lines. It was the start, for them, of the *Hundred Days Offensive**. On the following day, the Newfoundlanders were fighting at the Keiberg Ridge. After almost four years of stalemate, it was once again a conflict of movement.



**This offensive would prove to be the final campaign of the Western Front and would terminate with the Armistice of November 11. It had begun further to the south on July 18 on the French front on the River Marne, followed on August 8 by an onslaught by British and Empire troops near Amiens in what would also become known as Third Somme. Then, on August 26, the main Arras to Cambrai road had become the axis of the offensive in the region of Picardie.*

The Bar to his Military Cross (in effect, a second Military Cross) was now awarded to Second Lieutenant Taylor after the action at the afore-mentioned Keiberg Ridge '*...for conspicuous bravery and devotion to duty during the attack on Keiberg Ridge on 29th September, 1918.*



The right flank of the Belgian Army was held up by a six-inch gun firing at them with open sights. This gun had a machine gun protecting it on either flank. The left of the Royal Newfoundland Regiment was also stopped. 2nd Lieut. Taylor, grasping the situation at once led his platoon forward by short rushes, and under covering fire the left flank Company captured the gun and also the two machine guns. This officer showed great coolness and dash during this advance he continually exposed himself.' - London Gazette, 1/2/19.

Likewise, the periodic Distinguished Conduct Medal was conferred '*...for conspicuous gallantry and devotion to duty. He has performed consistent good work and has always carried out his duties in a highly efficient manner.*' – London Gazette 17/4/18



The decorations would be later presented to his parents at ceremonies in Newfoundland.

By October 1 the Newfoundland Battalion had already advanced to positions in the area of the community of Ledeghem where it was to relieve the 10th Battalion of the Royal Scots. Any further movement was now precluded as the situation on the 9th Division's right was proving to be unstable.

The German resolve now appeared to be stiffening as several heavy artillery barrages showed, and although preparatory orders were received to continue the advance, final orders were not to be forthcoming and the Newfoundland force remained where it was. On October 4 the Battalion began to retire, relieved by a Scottish unit.

It was not to be until October 14 that the Newfoundlanders, having been rested for a week, returned to the front to move forward on that same day to the attack once more. Little progress had been made on the 9th Division front during the ten days preceding and the village of Ledeghem had not yet fallen.

Excerpt from the 1st Battalion War Diary entry for October 14, 1918: *Attacked from north of Ledeghem. Captured many prisoners, 8 guns & 94 machine guns. Smoke barrage & fog combined to make it impossible to see two yards until Neerhof was reached where fog lifted and Batt. was found to be in touch and in position. Lieut. F.M. Burke was killed just after advancing over heights...and 2/Lt. Taylor M.C., DCM fatally wounded...*



(continued)

(Preceding page: *The re-constructed village of Ledeghem, Belgium – photograph from 2009*)

The Newfoundlanders were to continue to push along the northern bank of the Lys River - Canal, itself north of the city of Courtrai (today *Kortrijk*) which they would bypass. The advance of that October 14 was successful in gains - but the cost once more had been high: only three hundred reported for muster at dawn on the following morning.

On that October 14, Second Lieutenant Taylor was wounded in the head by rifle fire – another report says *sniper fire* – perhaps a distinction without a difference. He was subsequently taken from the field and admitted into the 11th Casualty Clearance Station at perhaps Moulle, perhaps Brielen. There he was tended for three days.



(Right: *The Caribou at Courtrai – today Kortrijk – commemorates the eventual crossing of the Lys Canal on October 19-20, 1918, and the sacrifices of the Hundred Days Offensive. – photograph from 2012*)

The only son of George Taylor, fisherman, and of Sarah Taylor – to whom he had allotted a daily sixty cents from his pay - of Charleston (also known as *Southern Harbour*), Bonavista Bay, he was also brother to sisters Phoebe and Blanche*.



**Although in a letter his mother refers to a family of six.*

Second Lieutenant Taylor was reported as having *died of wounds* on October 17, 1918, succumbing in the same 11th Casualty Clearing Station.

Albert Taylor had enlisted at twenty-one years of age.

(Right: *Private Taylor is standing alongside another unidentified member of the Regiment. – photograph from Provincial Archives*)

From, O. C.
1/Bn. Royal Nfld. Regt.
Dec. 20/18.

2/nd. Lt. Taylor was wounded on Oct. 14th during the advance of the Battalion subsequent to the capture of Ledeghem. He was hit by a sniper in the head and from the nature of his wound it was apparent from the first that there was little hope of his recovery. He was sent down to a C.C.S. and died there on Oct. 17th. There is no record here as to where he is buried...



(Preceding page: *The sacrifice of Albert Taylor is honoured on the Summerville War Memorial* – photograph from 2009(?))

Second Lieutenant Albert Taylor, MC & Bar, DCM, was entitled to the British War Medal and to the Victory Medal (Inter-Allied War Medal) (right).



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 10, 2023.