



Private Gilbert Walters (Regimental Number 620), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.



A former student at Bishop Field College in St. John's and a member of the Church Lads' Brigade, his occupation prior to military service is recorded as that of a Church of England *teacher* - even though Gilbert Walters is also cited in other sources as still being a *student* at the time of his enlistment.

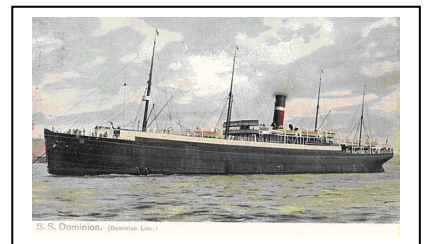
Gilbert Walters presented himself for medical examination at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland on December 8 of 1914. It was a procedure which was to pronounce him as being...*Fit for Foreign Service*. He was to be a recruit of the Second Draft.

Six days later he was to return to the *C.L.B. Armoury*, there to enlist – engaged at the private soldier's daily rate of a single dollar a day plus a ten-cent *Field Allowance*. It appears that he also attested on that same December 14.

Where Private Walters was to spend the several weeks after his enlistment appears not to have been documented. There are several files of other recruits which show that those from outside St. John's were often boarded in the city while awaiting departure for *overseas service*. This arrangement was subsidized by the Newfoundland government even if it was a family member who was hosting the new soldier.

Gilbert Walters apparently had at least a brother living in St. John's (see further below) but if there was some arrangement between the two, his papers do not record it.

On the fourth day of February of 1915, the first reinforcements – this was 'C' Company - for the Newfoundland contingent, which by this time was serving in Scotland (see further below), were to embark via the sealing tender *Neptune* onto the SS *Dominion* – the vessel having anchored to the south of St. John's, off Bay Bulls, because of ice conditions.



The vessel then sailed - and Private Walters thus departed Newfoundland for *overseas service* - a day later again, on February 5, for trans-Atlantic passage to the United Kingdom.

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(Preceding page: *The image of the steamer 'Dominion' - launched in 1894 as the 'Prussia' - is from the Old Ship Picture Galleries web-site. An older vessel, she was to be requisitioned during the latter part of the Great War as a store and supply ship. She survived the conflict to be scrapped in 1922.*)

**There appears to be some confusion in some sources as to whether these troops were 'C' or 'D' Company. However, 'D' Company was to go overseas some time later on 'Stephano' to Halifax and then on 'Orduña' to Liverpool.*

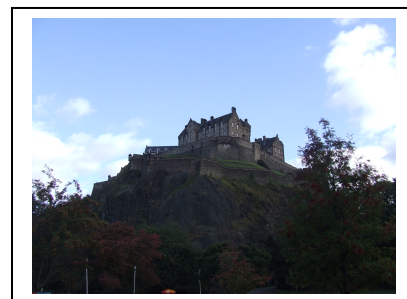
(Right: *The photograph of personnel of 'C' Company on board the 'Neptune' on the way to the harbour at Bay Bulls is from the Provincial Archives.*)



Having disembarked in the English west-coast port-city of Liverpool, the Newfoundlanders entrained for Edinburgh, the first Newfoundland Regiment contingent having by this time been posted to the historic Castle in Scotland's capital city. There they were to provide the garrison, thus being the first unit from overseas ever to do so.

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

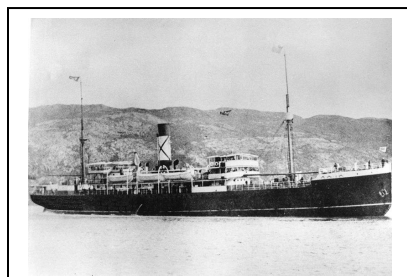
(Right: *Edinburgh Castle dominates the city from its position on the summit of Castle Hill. – photograph from 2011*)



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Five to six months before that time, in the late summer and early autumn of 1914 there had been a period of training of some five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's for the newly-formed Newfoundland Regiment's first recruits - to become 'A' and 'B' Companies - during which time the authorities had also been preparing for the Regiment's transfer overseas.

This first Newfoundland contingent 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.*)



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(Preceding page: *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, as recorded beforehand, it was to provide the first garrison from outside the British Isles – and where ‘C’ Company and Private Walters, as also cited beforehand, would arrive from Newfoundland on February 16 of 1915.

* * * * *

Some three months later, on May 11, and three weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundlanders unit was ordered moved to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.

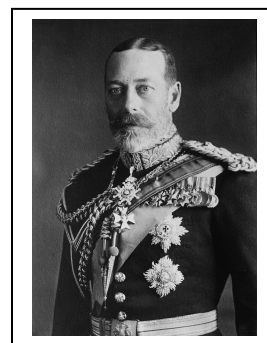
It was to be at *Stobs Camp* that the Newfoundland contingent received the reinforcements from home – ‘F’ Company which arrived on July 10, 1915 - that would bring its numbers up to that of British Army establishment battalion strength*. The now-formed 1st Battalion of the Newfoundland Regiment was thus rendered eligible to be sent on ‘active service’.

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

(Right: The Newfoundland Regiment marches past on the training ground at Stobs Camp and is presented with its Colours on June 10, 1915. – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)



At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’, were then sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot. This force, now the 1st Battalion of the Newfoundland Regiment, was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.



Meanwhile the two junior Companies, ‘E’ – last arrived at Edinburgh - and the aforementioned ‘F’, were ordered transferred to Scotland’s west coast, to Ayr, there to provide the nucleus of the newly-forming 2nd (Reserve) Battalion.

(Right above: George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India – the photograph is from Bain News Services via the Wikipedia web-site.)

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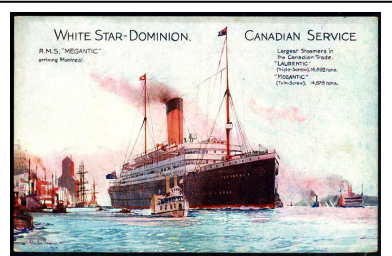
It was most likely during this period at *Camp Aldershot*, on or about August 14, that Private Walters was to be prevailed upon to re-enlist, on this occasion for the *duration of the war**.

**At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist.*

(Right: Some of the personnel of 'A', 'B', 'C' and 'D' Companies of the 1st Battalion of the Newfoundland Regiment at Aldershot in August of 1915, prior to its departure to active service on the Gallipoli Peninsula – from *The Fighting Newfoundlander* by Col. G.W.L. Nicholson, C.D.)



On August 20, 1915, Private Walters and the Newfoundland unit embarked in the Royal Navy Harbour of Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks. There, a month later – having spent some two weeks billeted in British barracks in the vicinity of the Egyptian capital, Cairo - on September 20, the 1st Battalion landed at *Suvla Bay* on the *Gallipoli Peninsula*.



(Right above: *The image of Megantic, here in her peace-time colours of a 'White Star Line' vessel, is from the Old Ship Picture Galleries web-site.*)



(Right: *Kangaroo Beach, where the officers and men of the 1st Battalion, Newfoundland Regiment, landed on the night of September 19-20, 1915, is to be seen in the distance at the far end of Suvla Bay. The remains of a landing-craft are still clearly visible in the foreground on 'A' Beach. – photograph taken in 2011*)



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

(Right: *A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where the 1st Battalion of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011*)



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When the Newfoundlanders landed from their transport ship at *Suvla Bay* on that September night of 1915 they were to disembark into a campaign that was already on the threshold of collapse.

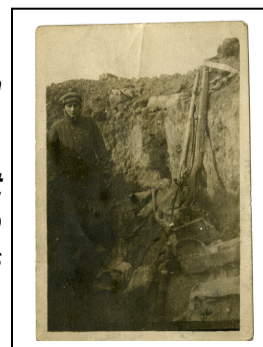
Not only in the area where the Newfoundland Battalion was to serve but, even ever since the very first days of the operation in April of 1915, the entire *Gallipoli Campaign*, including the operation at *Suvla Bay*, had proved to be little more than a debacle:

Flies, dust, disease, the frost-bite and the floods – and of course the casualties inflicted by an enemy who was to fight a great deal better than the British High Command* had ever anticipated – were eventually to overwhelm the British-led forces and those of the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.



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

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



**Many of the commanders chosen were second-rate, had been brought out of retirement, and had little idea of how to fight – let alone of how to win. One of the generals at Suvla, apparently, had handed in his resignation during the Campaign and had just gone home.*

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On October 3 Private Walters was evacuated from *Suvla Bay* – possibly by ferry via the Greek island of Lemnos - and placed on board His Majesty's Hospital Ship *Galeka*. He had been diagnosed as suffering from enteric and typhoid and thus, week later, on October 10 he was to be admitted into the 21st General Hospital in the Egyptian port-city of Alexandria.



(Right above: *The image of the ship Galeka is from the Old Ship Picture Galleries web-site. Built in 1899 for the Union-Castle Mail Steamship Company, the vessel was requisition for use in the Great War as a troop carrier before conversion to a hospital ship. In October of 1916 she struck a mine while entering Le Havre, losing nineteen lives – she was beached but was a total loss.*)

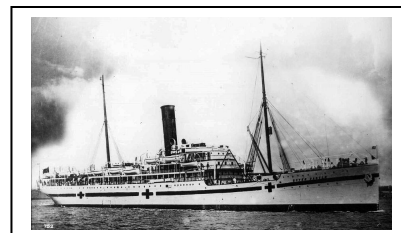


(Right: *The rue de la Gare de Ramleh, a main thoroughfare in the city of Alexandria, at or about the time of the Great War* – from a vintage post-card)

From there, on November 24, he was invalided back to the United Kingdom, on this occasion on board HMHS *Dover Castle*.

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



Once having returned to England, Private Walters - as with many wounded and sick Newfoundlanders - was admitted, in his case, on December 5, 1915, into the 3rd London General Hospital in the south-west Borough of Wandsworth. After treatment and then a six-week-long furlough – for enteric patients it was usually six weeks compared to ten days for most other conditions - commencing on February 21*, Private Walters was posted to the Regimental Depot at Ayr where he reported to duty on April 2 of 1916.

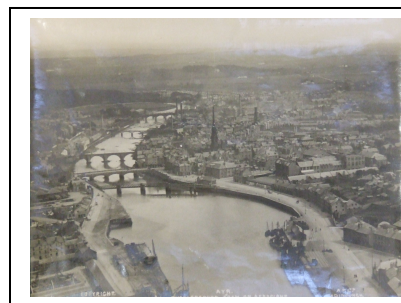


(Right above: The main building of what was to become the 3rd London General Hospital during the Great War was originally opened on July 1st of 1859, as a home for the orphaned daughters of British soldiers, sailors and marines. – photograph from 2010)



(Right above: Newfoundland patients dressed in hospital uniform but otherwise unfortunately unidentified – but perhaps with Private Walters among them? – here seen convalescing in the grounds of the 3rd London General Hospital at Wandsworth – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)

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



(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)



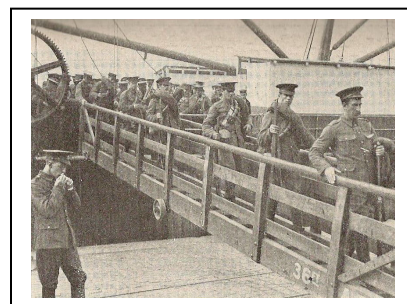
(Right: The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.

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Here at Ayr, on July 20 of 1916, Private Walters underwent three more tests to ascertain that he had been cured of enteric – the results were apparently negative.

On August 24 of 1916, Private Walters – as a soldier of the 10th Re-enforcement Draft from Ayr - passed through the English south-coast port of Southampton en route to Rouen, the capital city of Normandy and to the site of the large British Expeditionary Force Base Depot, where the contingent arrived on the following day for ultimate training and organization* before moving to its rendezvous with the Newfoundland Battalion.

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



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

On September 7, Private Walters re-joined the 1st Battalion which by then had been posted to the *Ypres Salient* in Belgium to re-enforce and to re-organize; he was undoubtedly one of the draft of twenty-five *other ranks* which the Regimental War Diary records as having reported there *to duty* from Rouen on that particular day.



Private Walters was to spend his first night in Belgium in the ruins of the city of Ypres.

(Right above: *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*)

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In the meantime, during the period of the first months of Private Walters' absence from his unit, the situation had been worsening at *Suvla Bay*. November 26 of 1915 would see perhaps the nadir of the Newfoundland Battalion's fortunes at Gallipoli; there was to be a freak rain-, snow- and ice-storm strike the *Suvla Bay* area and the subsequent floods 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.

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*.

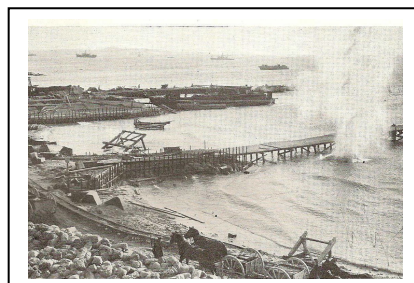
(Right: *Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture. – photograph from 2011*)



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*)



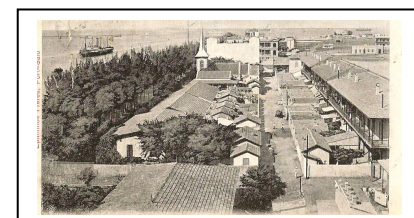
Immediately after the British had evacuated the entire *Gallipoli Peninsula* in January of 1916, the Newfoundland Battalion was to be ordered to the Egyptian port-city of Alexandria, to arrive there on the 15th of that month. The Newfoundlanders were then to be immediately transferred southward to the 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*.



(Right above: *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*)

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

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(Preceding page: *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 above: *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*.

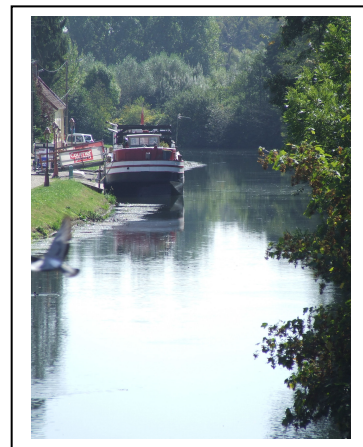
It is doubtful if many of those tired soldiers were to pay much attention to the slow-moving stream flowing under the bridge over which they had then marched on their way from the station. But some three months later *the Somme* was to become a part of their history.

(Right below: *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 reinforcements from *Scotland* via *Rouen* and, in two days' time, would be introduced into the communication trenches of the *Western Front*.

Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British unit* before the entire Newfoundland unit was 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.*



(Preceding page: *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 largest 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.

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

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



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In fact, Beaumont-Hamel was a commune – it still exists today – at the time comprising two communities: Beaumont, a village on the German side of the lines, and Hamel which was behind those of the British. No-Man’s-Land, on which the Newfoundland Memorial Park lies partially today, was on land that separated Beaumont from Hamel.

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 Maily-Maillet.

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

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

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

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

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



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

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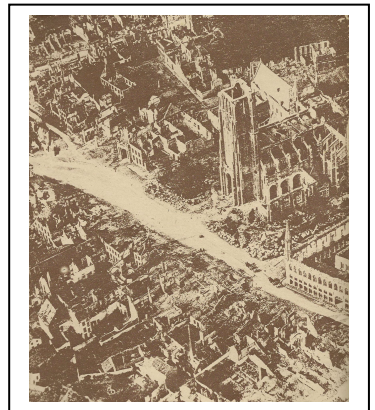
And it during this time, on September 7, a day when the Newfoundland Battalion was manning the front line in the *Railway Wood Sector* – and reportedly being heavily bombarded by enemy trench mortars, that Private Walters and his small re-enforcement draft had arrived to report...*to duty*.



(Right: *Railway Wood almost a century after the events of these paragraphs. The small white monument barely visible to the right is to the memory of the twelve Royal Engineer tunnellers buried alive in the depths.* – photograph from 1915)

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*)



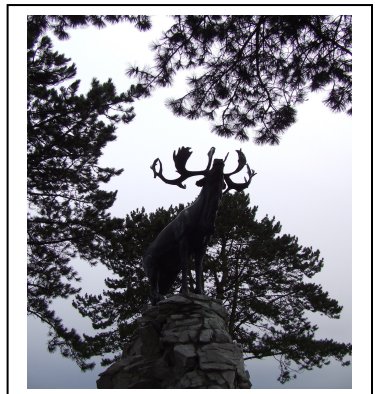
Four days after that return to France, on October 12, 1916, the 1st Battalion of the Newfoundland Regiment had again been ordered to the offensive; it was to be at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.

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. In the middle of the trees among which it stands are remnants of the trenches which the unit was attacking* – photograph from 2012)



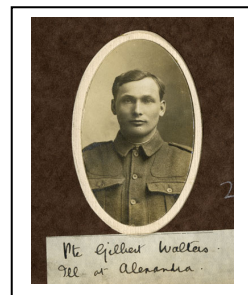
He was the son of John Walters, former general dealer (deceased June 23, 1918) and of Mary Walters (née *Courtney*, deceased perhaps March 21, 1907) of Champneys East, Trinity Bay North (formerly Salmon Cove East).

Private Walters was also brother to William James Walters, working at *Ayre & Sons* retail store on Water Street, St. John’s, to whom he had allotted a daily allowance of sixty cents from his pay; to Joseph (Number: 1855), who was wounded at Monchy-le-Preux, who

attained the rank of sergeant, and who later received his dead brother's medals; and to Ernest Harold who also served with the Regiment (Number: 2017).

(The photograph of Private Walters taken while he was ill at Alexandria during the fall of 1915 is from the Provincial Archives.)

Private Walters was at first reported as *missing in action* on October 12, 1916, while serving with 'C' Company during the fighting at Gueudecourt during *First Somme*. Officially *presumed dead* some thirty weeks later, Private Walters' record was subsequently amended – the reason seems to be un-recorded - so as to read *killed in action or died of wounds on or shortly after 12/10/16*.



Gilbert Walters had enlisted at a *declared* thirty years of age: date of birth in Salmon Cove East – today Champneys East – Newfoundland, July 6, 1886 (from the Newfoundland Birth Register).

Private Gilbert Walters was entitled to the 1914-1915 Star, as well as to the British War Medal (centre) and to the Victory Medal (Inter-Allied War Medal) (right).



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 9, 2023.