

Lance Corporal Maurice Comor (Regimental Number 725) is buried in the family plot in the Jewish Cemetery in the English west-coast town of Blackpool – Grave reference N 144.

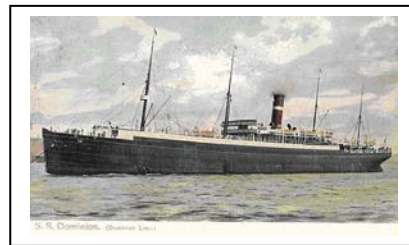
His occupation previous to military service recorded as that of a *salesman* earning eighty dollars a month, Maurice Comor presented himself for medical examination on December 14, 1914, at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland. It was a procedure which was to pronounce him as...*Fit for Foreign Service*. He was a recruit of the Second Draft.

Only a single day later, Maurice Comor 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 was also to attest on that same December 15.

Now for Private Comor, Number 725, there was to be a seven-week waiting period. Where he was to spend it has not been recorded – likely he continued to work – but he was back in St. John's as of January 17 of the New Year, 1915.

On January 17 and until and including February 3, he was to board with a Mrs.(?) L. O. Flaherty of 71, Military Road. It was the Newfoundland tax-payer who, at a dollar a day, subsidized the seventeen days in question.

On the fourth day of February of 1915, the first reinforcements – this was ‘C’ Company - for the Newfoundland contingent – it was not yet at battalion strength - which by this time was serving in Scotland (see further below), were to embark via the sealing tender *Neptune* onto the SS *Dominion* – the vessel having anchored to the south of St. John’s, off Bay Bulls, because of ice conditions.



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

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



**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 above: 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.



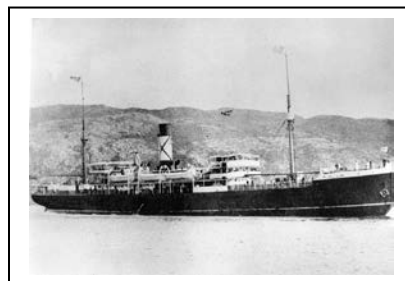
Private Comor and the other new-comers reported to duty at Edinburgh Castle on February 16.

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

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

This first Newfoundland contingent 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 adjacent: *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 Comor, 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 Newfoundland unit was ordered moved to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.

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



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

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

(continued)

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

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

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



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



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

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 above: *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.***



During the short period which now followed, things were to worsen at *Gallipoli for the British in general and the 1st Battalion of the Newfoundland Regiment in particular.**

****The French know the place as 'Les Dardanelles' while the Turks call it 'Çanakkale'.***

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.

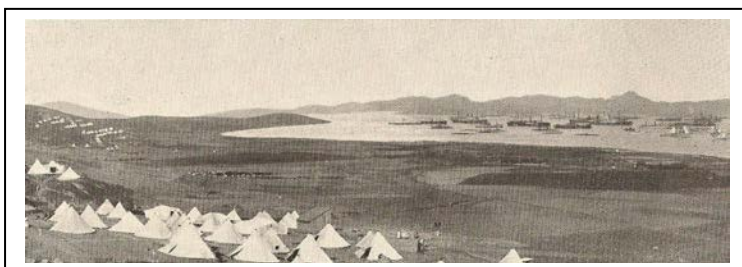
There were to be many casualties on both sides, some of them, surprised by the sudden inundation of their positions, fatalities who had drowned in their trenches – although no Newfoundlanders were to be among that number. Numerous, however, were those afflicted by trench-foot and by frost-bite.

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Private Comor was one of those to fall victim to those inclement weather conditions. On December 3, he was evacuated from the Battalion positions into the 26th Casualty Clearing Station at *Suvla Bay*, suffering from both trench-foot and frostbite. On December 4, he was transferred from the 26th CCS by ferry to the 3rd Australian General Hospital at *Mudros Bay* on the Greek island of Lemnos.

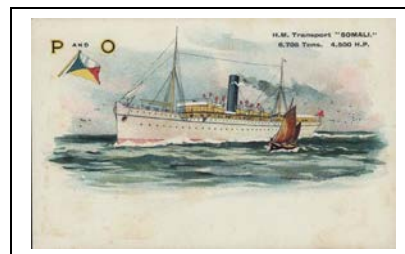
Admitted there on the same December 4, he was next forwarded to the Lowland Convalescent Depot on the 17th.

(Right: *By the end of 1915 medical units – for the most part under canvas - had almost entirely encircled Mudros Bay. – from Illustration*)



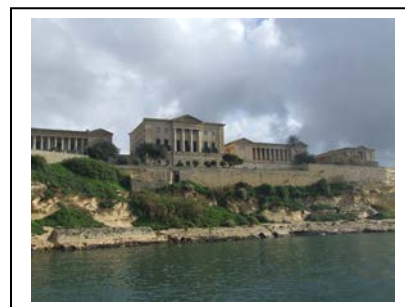
Towards the end of December, Private Comor was embarked onto His Majesty's Hospital Ship *Somali* to be transferred to the British-held Mediterranean island of Malta. On December 29 he arrived there, to be admitted into the St. John Military Hospital.

(Right: *Built as a cargo-passenger vessel for the Peninsular & Oriental Steam Navigation Company and launched in 1901, she was requisitioned in February of 1915 to serve as a hospital ship. In the following year her role was to change to that of a troop-transport in which capacity she finished her war service. The image of her in P&O livery is from the Old Ship Picture Galleries web-site.*)



(Right adjacent: *One of the many Royal Navy medical facilities on the island of Malta, disused and abandoned since the island's independence in 1964 – photograph from 2011*)

Apparently having remained there to undergo treatment until April 11, Private Comor was discharged from the St. John Military Hospital to Ghain Tuffieha Convalescent Camp; then, on April 16, five days later, he was transferred to Valetta Hospital - then perhaps on to St. Michael's Hospital. This latter move was apparently done to enable him to attend certain feast-days at the nearby Jewish Synagogue.

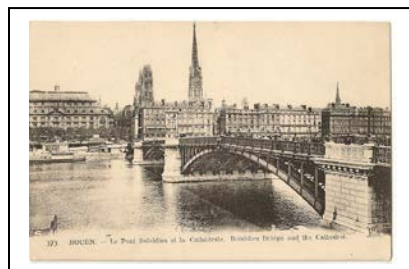


From Malta Private Comor must have at some time travelled back to Egypt because he is recorded as having embarked and to have sailed from Alexandria on June 10 before he was to arrive in the French Mediterranean port of Marseilles on June 18.

From there it his papers suggest that he was immediately posted to the British Expeditionary Base Depot in Rouen in order to facilitate his re-union with the Newfoundland Battalion.

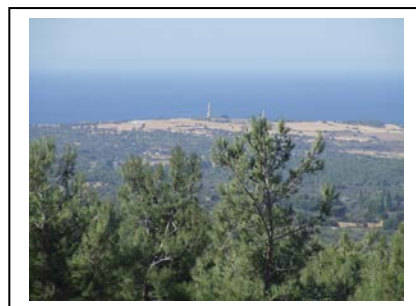
(Right below: *The River Seine seen here flows through the centre of the French city of Rouen and under the watchful eye of the venerable gothic cathedral. – from a vintage post-card*)

On July 12 of that 1916, only days after the debacle of the first day of *First Somme* and the catastrophe of Beaumont-Hamel, a detachment - comprised mostly of men of the 7th Reinforcement Draft from Ayr - of one-hundred twenty-seven *other ranks*, Private Comor among that number – reported from Rouen *to duty* with the 1st Battalion in the village of Mailly-Maillet.



* * * * *

Meanwhile, after Private Comor's had departed for medical treatment to the island of Lemnos, and the final few days had passed at *Suvla Bay*, the British position there was to become more and more untenable and thus on the night of December 19-20, they had abandoned the area – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard.



Some of the Battalion personnel were to be evacuated to the nearby island of Imbros, some to Lemnos, further away; but in neither case had the respite been of a long duration; the 1st Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.



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

(Right above: *'W' Beach at Cape Helles as it was only days before the final British evacuation – from Illustration*)

The British, Indian and *Anzac* forces – the Australian and New Zealand Army Corps was also to serve at *Gallipoli* – had by then only been marking time until a complete withdrawal of the *Peninsula* could be undertaken.

This final operation had taken place on the night of January 8-9, the Newfoundland Battalion to furnish part of the British rear-guard on this second occasion also.

**Lieutenant Owen Steele of St. John's, Newfoundland, is cited as having been the last soldier of the Mediterranean Expeditionary Force to step into the final small boat to sail from the Gallipoli Peninsula.*

(Right below: *'W' Beach almost a century after its abandonment by British forces in January of 1916 and by the Newfoundlanders who were to be the last soldiers off the beach: Vestiges of the wharves in the black-and-white picture are still to be seen. – photograph from 2011)*

Immediately after the British had evacuated the entire *Gallipoli Peninsula* in January of 1916, the Newfoundland Battalion was to be ordered to the Egyptian port-city of Alexandria, to arrive there on the 15th of that month. The Newfoundlanders had then immediately been transferred southward to the vicinity of Suez, a port at the southern end of the Canal which bears the same name, there to await further orders since, at the time, the subsequent destination of the British 29th Division had yet to be decided*.



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

(Right: *The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1st Battalion of the Newfoundland Regiment were among the last to leave on two occasions, at both Suvla Bay and Cape Helles. – photograph taken from the battleship Cornwallis from Illustration)*



(Right: *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 had boarded His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage through the *Suez Canal* en route to France. The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseilles, on March 22.



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

Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train had found 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.

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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 have become a part of their history.

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

On April 13, the 1st Battalion 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 had then been ordered to move further up for the first time into forward positions on April 22.

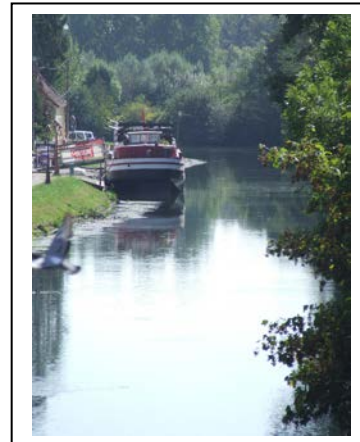
**It should be said that the Newfoundland Battalion and two-hundred men of the Bermuda Rifles who were serving at the time in the 2nd Lincolnshire Regiment Battalion, were then the only units at the Somme from outside the British Isles - true also on the day of the attack on July 1.*

(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 had then soon been 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.*

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



There are other numbers of course: the fifty-seven thousand British casualties incurred in four hours on that same morning of which nineteen-thousand were recorded as having been *killed in action or died of wounds.*

It was to be the largest disaster ever in the annals of the British Army...and, perhaps just as depressing, the carnage of *the Somme* was to continue for the next four and a half months.

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



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

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



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.

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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 below: *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 manpower 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.*



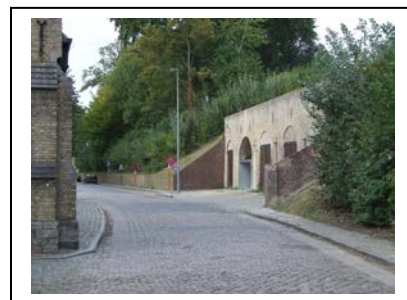
This re-enforcement draft had been, of course, the one cited in a previous paragraph and of which Private Comor had been a soldier.

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On July 27-28 of 1916, the Newfoundland Battalion - still at only fifty per-cent establishment battalion strength at five-hundred fifty-four strong, even after further re-enforcement again – was ordered to move north and to enter 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.

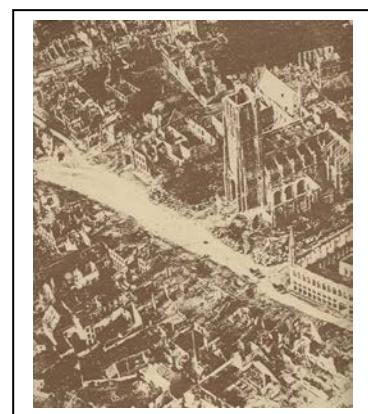
(Right: *The entrance to 'A' Company's quarters – obviously renovated since that time - in the ramparts of the city of Ypres when it was posted there in 1916 – photograph from 2010)*



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.

It was during the early days of this period spent in Belgium, on August 8, that Private Comor would receive promotion to the rank of lance-corporal.

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*.



(continued)

(Preceding page: *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.

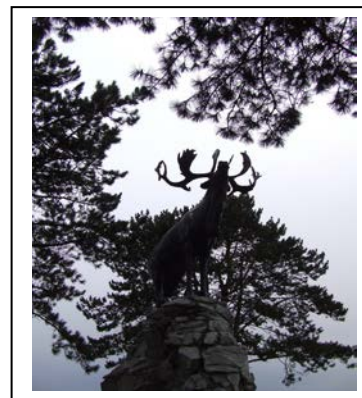


The encounter had proved to be another ill-conceived and costly affair – two hundred and thirty-nine casualties all told - for little gain.

(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*)

On that October 12, Lance Corporal Comor was wounded while serving with 'C' Company. Having incurred shrapnel wounds to the lumbar area of his back and also to his spine, he was at first evacuated to the 16th Corps Main Dressing Station before, two days later, being forwarded to an unspecified casualty clearing station. On October 18, he was further transferred to the 5th General Hospital in Rouen.



(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*)



It was at this point decided to invalid him from the Continent back to the United Kingdom and thus Lance Corporal Comor was placed on board His Majesty's Hospital Ship *Carisbrook Castle* for the return passage on October 20.

(Right: *Carisbrook Castle was an elderly vessel built in 1894 to replace a sailing-ship of the same name. In her younger days she ran the London to Cape Town service before being retired in 1910. The Great War saw the ship recalled two days prior to the onset and requisitioned as a hospital ship before having her role changed to that of a troop-ship. She survived the war to be laid up in 1922. The image of Carisbrook Castle in war-time garb is from the Old Ship Picture Galleries web-site.*)



Upon arrival back in England, Lance Corporal Comor was admitted into the Royal Victorian Hospital at Netley on England's south coast. He remained there for the succeeding five months, at first apparently showing some progress in the rehabilitation of his paralysed right leg and the partially paralysed left one. Unfortunately, as the feeling returned to at least to one lower limb, so did the pain, and it became necessary to administer morphine.



(Right above: *The Royal Victorian Hospital at Netley* – from a vintage post-card)

Nevertheless, by that March of 1917, his general health was reported as...*better*; the wounds were healing as were his bed-sores; the pain was lessening and the morphine dosage decreased; and he...*looks better in face*. On March 19 it was even recommended that he...*return to own home*.

However, on just the following day, March 20, Lance Corporal Comor was transferred to the 2nd Western General (*Alexandra Park*) Hospital at Stockport. And there he was to remain until December of that year.

The son of Henry Comor and Anna Comor – owners of a small hotel - of 5, Brighton Parade, Blackpool, England, he also had at least one sibling, a brother, A. A. Comor, living in Gander Bay at or about the time of his enlistment*.

**The 1911 English Census records a Comor family living in Blackpool: the particulars are parents Samuel Henry and Anna Comor; children resident – Katie (born in Berlin), William and Albert-Edward (both born in Middlesex).*

Private Comor was reported as having *died of wounds* in hospital on December 5, 1917. He was buried privately in the family plot.

Maurice Comor had enlisted at a *declared* twenty-one years of age.

Lance Corporal Maurice Comor 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).



(continued)

725 L/Cpl. M. Comor

1st Newfoundland Regt.
2nd Western General Hospital
Alexandra Park
Stockport
June 1st

Dear Sir/ Will you kindly send on the balance of my money to my Father, Mr. H. Comor, 5 Brighton Parade, Blackpool. Thank God since I left Netley I have made a little progress, but I am afraid it will be a long time before I am fit again. Hoping you will do this little favor I remain

Yours Obeitenly
M. Comor