



Sergeant James Edward Moore (Regimental Number 2189) lies in Grove Town British Cemetery, Meaulté – Grave reference II. N. 46.

His occupation prior to military service recorded as that of a paper-maker at the *Anglo-Newfoundland Development Company* in Grand Falls, James Edward Moore was a recruit of the Tenth Draft. Having presented himself for medical examination at the Church Lads Brigade Armoury on Harvey Road in St. John's on February 19, 1916, he then enlisted – engaged at the daily private soldier's rate of \$1.10 – on February 29 – 1916 was a leap year – also attesting on the same day.

It was the 28th of August before he embarked for passage to the United Kingdom. When he did so, Private Moore had already received two promotions: to the rank of lance corporal on May 9; and to that of acting sergeant a month later, on June 9. Whether he became Corporal Moore in the interim is not recorded but is maybe unlikely.



It was on His Majesty's Transport *Sicilian** (previous page) that Sergeant Moore was to make the trans-Atlantic crossing to the United Kingdom, the third such voyage that the ship was to make in 1916, the Newfoundlanders likely sharing the vessel with Canadian personnel**. At the time, Sergeant Moore was the senior non-commissioned officer of the 9th Platoon, Section 1, of 'C' Company of 3rd Battalion***.

**Some sixteen years previously - as of 1899 when she was launched – the vessel had served as a troop-ship and transport carrying men, animals and equipment to South Africa for use during the Second Boer War.*

***Sicilian had been re-fitted in 1906 to carry just under twelve-hundred passengers, thus her journey to St. John's in March of 1916 was likely followed by the short passage to Halifax to embark Canadian military personnel. Likewise, in July, she had sailed from Montreal on July 16 with Canadians to embark the Newfoundlanders awaiting passage overseas.*

****3rd Battalion was based in St. John's, whereas 2nd (Reserve) Battalion – 'E', 'F', 'G' and 'H' Companies - was stationed in the United Kingdom. 1st Battalion was the edge of the sword – 'A', 'B', 'C' and 'D' Companies – and was posted to the front.*

Upon arrival in the United Kingdom, the ship docked in the south-coast naval port of Devonport from where the Newfoundlanders entrained for the journey north to Scotland and to the Regimental Depot where each newcomer was delegated to one of the four resident companies - and the where the somewhat confusing title of 'C' Company was abandoned.

The Regimental Depot had been established during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland, there to serve as a base for the 2nd (Reserve) Battalion. It was from there – as of November of 1915 and up until January of 1918 – that the new-comers arriving from home were despatched in drafts, at first to Gallipoli and later to the Western Front, to bolster the four fighting companies of 1st Battalion.



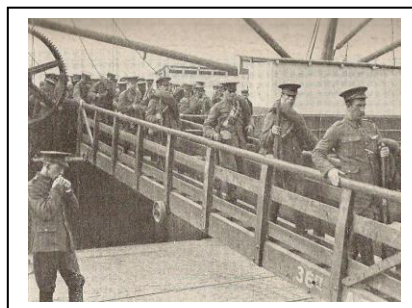
(Right above: *an aerial view of Ayr – probably from the period between the Wars: Newton-upon-Ayr is to the left of the River Ayr and the Royal Borough is to the right. – courtesy of the Carnegie Library at Ayr*)

During the winter of 1915-1916 the men of the 2nd (Reserve) Battalion had been lodged in several venues, at a nearby military camp at Gailies, but also as far afield as Paisley Barracks, some sixty-five kilometres distant. However, by the spring of 1916 the difficulty had been overcome by housing the men in a requisitioned school, in a tented community and in the Ayr Racecourse Grandstand, all in the district of Newton-upon-Ayr.



(Previous page: *the new race-course at Ayr - opened in 1907 – where the men of the Regiment were sometimes billeted and where they replaced some of the turf with a vegetable garden; part of the present grandstand is original – photo from 2012*)

The 14th Re-enforcement Draft – Sergeant Moore one of its non-commissioned officers - passed through the English south-coast port of Southampton on November 30 of 1916 on its way to the Continent and to the Western Front. It disembarked in the Norman capital of Rouen on the next day, December 1, and spent time at the large British Expeditionary Force Base Depot located there, in final training and organization*, before making its way to a rendezvous with 1st Battalion.

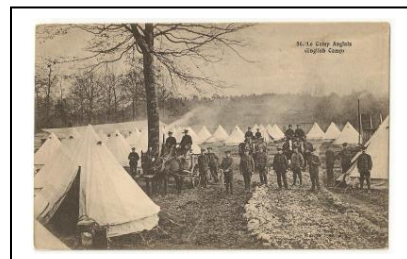


(Right above: *British troops disembark at Rouen on their way to the Western Front. – from Illustration*)

**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.*

When that rendezvous was effected it was late in the day of December 11 – which is likely why it is recorded in the Regimental War Diary as occurring on the 12th. The parent unit had retired from the front on December 8, but many of the men had been seconded for work at Carnoy and Fricourt.

Those spared had marched on to Méricourt l'Abbé which is where the one-hundred seventy-three *other ranks* from Base Depot – Sergeant Moore among that number - reported to duty. The newcomers were just in time for the six-week Christmas period to be spent well behind the lines in *Corps Reserve*, encamped near the city of Amiens.



(Right above: *a typical British Army Camp during a winter period somewhere in France – from a vintage post-card*)

After that welcome Christmas-time respite away from *the Front*, the Newfoundlanders of 1st Battalion *officially* returned to *active service* on January 23, although they had been back in the trenches already by that date and had by then also incurred their first casualties – and fatality – of 1917.

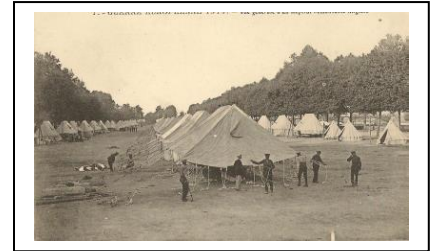
On January 28, 1917, five days after that official return to active service, 1st Battalion was ending its first tour of the New Year in the trenches. The Regimental War Diary reports that *...‘C’ Co. were out helping to bring in wounded & carrying up materials for consolidating purposes...enemy shelled the whole area very heavily in the evening. Batt moved to Intermediate Line. Casualties 7 killed 17 wounded.*



One of the wounded was Sergeant Moore.

(Previous page: *Guillemont Road Cemetery and the area around where Sergeant Moore was wounded on January 28, 1917 – photograph from 2010*)

On the following day, January 29, he was evacuated to the 55th (2/2 London) Casualty Clearing Station at Grovetown, Meaulté, for medical attention to shoulder injuries incurred while serving with 'C' Company, wounds inflicted by gun-fire.



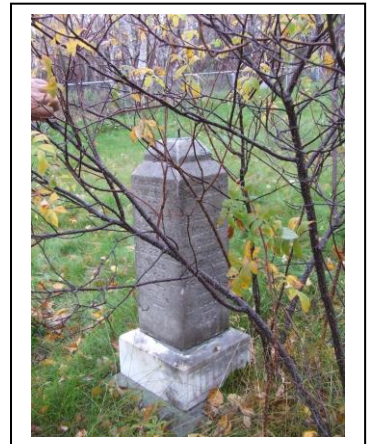
On February 1, three days later, Sergeant Moore was reported to be, in fact, improving.

(Right above: *a British casualty clearing station – the one pictured here under canvas for mobility if and when the necessity arose – being established somewhere in France during the early years of the War – from a vintage post-card*)

The son of William Moore – to whom he had allocated a daily allowance of seventy cents from his pay - and Margaret Moore (deceased on March 25 of 1903) of 8, Bank Road, Grand Falls, he was also brother to at least Margaret who had died in 1901 aged two years.

Sergeant Moore was reported to have *died of wounds* in the 55th (2/2 London) CCS on February 8, 1917.

He was buried by the Reverend J. A. Bampid(?) of the 34th CCS. At home it was the Reverend J.W. Finn who was requested to bear the news to his family.



James Edward Moore had enlisted at the age of eighteen years and nine months.

(Right above: *A family memorial which commemorates the sacrifice of Sergeant James Moore – and other members of his family – stands in the Old Valley Road Cemetery in Grand Falls. – photograph from 2014*)

(Right: *The sacrifice of Sergeant Moore is honoured on the War Memorial in the community of Grand Falls-Windsor. – photograph from 2010*)



Sergeant James Edward Moore was entitled to the British War Medal (on left) and also to the Victory Medal (Inter-Allied War Medal).

