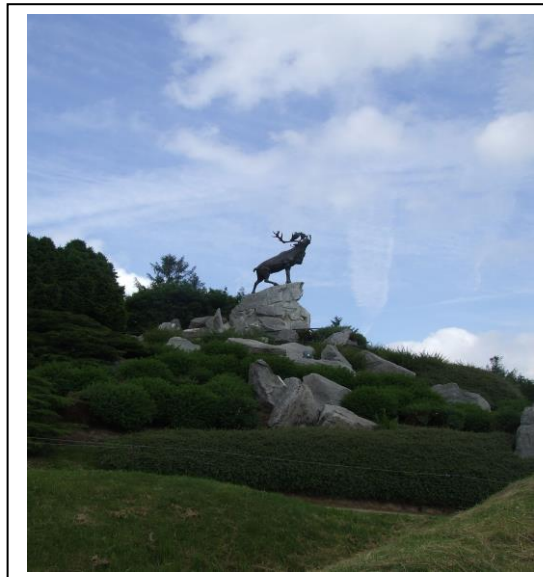




Private Edward Alexander Morris (Regimental Number 1894), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

His occupation prior to military service recorded as that of a clerk with the family company, *I. C. Morris Sail Works*, Edward Alexander Morris was a recruit of the Sixth Draft. He presented himself at the *Church Lads Brigade Armoury* in St. John's, capital city of the Dominion of Newfoundland, on October 6 of 1915 for a medical examination. It was a procedure which was to pronounce him as being...*fit for Foreign Service*.



Two days following that medical assessment, on October 8, he returned to the same venue, the *CLB Armoury* on Harvey Road, where he was next to enlist. Edward Alexander Morris was thereupon to be engaged at the daily private soldier's rate of a single dollar, to which was to be added a ten-cent per diem Field Allowance.

And it was then to be only twenty-four hours afterwards again that there was to take place the final formality of his enlistment: attestation. On that October 9, he pledged his allegiance to the reigning monarch, George V, at which moment Edward Alexander Morris became...*a soldier of the King*.

A final waiting-period was now in store for the recruits of this draft, designated as 'G' Company, before they were to depart from Newfoundland for...*overseas service*.

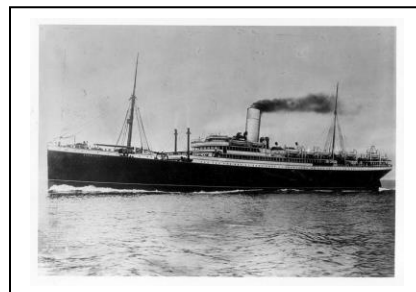
Private Morris, Regimental Number 1894, was not to be again called upon until October 27, after a period of two weeks and four days. Where he was to spend this intervening time appears not to have been recorded although he possibly returned temporarily to his work-but, of course, this is only speculation - and may well have been able to spend time with family and friends at his given address of Freshwater Road in St. John's\*.

*\*It is likely that some of the recruits, those whose home was not in St. John's or close to the city, or those who had no friends or family to offer board and lodging, were quartered in the curling rink at Fort William in St. John's, a building which at that time was to serve as a barracks.*

(continued)

On the above-mentioned date of October 27, 'G' Company left St. John's by train to cross the island to Port aux Basques, the other passengers on board reportedly having included several naval reservists and also some German prisoners-of-war. The contingent then traversed the Gulf of St. Lawrence by ferry – documented as having been the *Kyle* - and afterwards proceeded again by train from North Sydney as far as Québec City.

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



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

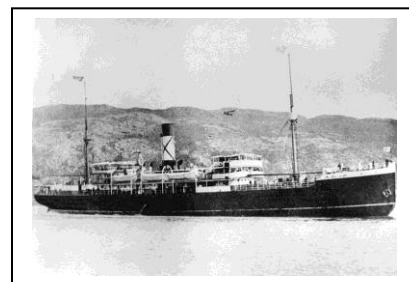


(Right: *The once-busy Royal Navy facility and harbour of Devonport almost a century after the Great War – photograph from 2012(?)*)

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

\* \* \* \* \*

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



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

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

(continued)

This first Newfoundland contingent was to embark on October 3, in some cases only days after a recruit's enlistment and/ or attestation. To become known to history as the *First Five Hundred* and also as the *Blue Puttees*, on that day they had boarded the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.

The ship had sailed for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the 1<sup>st</sup> Canadian Division overseas, off the south coast of the Island.

(Right below: *Fort George, constructed in the latter half of the eighteenth century, still serves the British Army to this day. – photograph from 2011*)

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



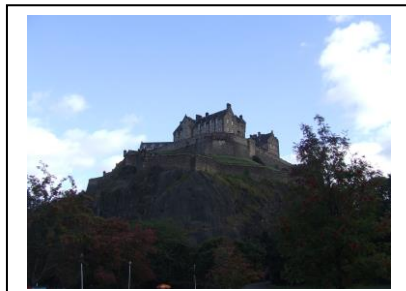
*\*It was to do so at Devonport through which 'G' Company would pass eleven months later.*

Only days after 'A' and 'B' Companies had taken up their posting there, on February 16 of 1915, 'C' Company – the first re-enforcements for the original contingent - would arrive directly – through Liverpool of course - from Newfoundland. On the final day of the month of March it had been the turn of 'D' Company to arrive – they via Halifax as well as Liverpool – to report...*to duty...*at Edinburgh, and then 'E' Company five weeks less a day later again, on May 4\*.

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

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

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



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



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

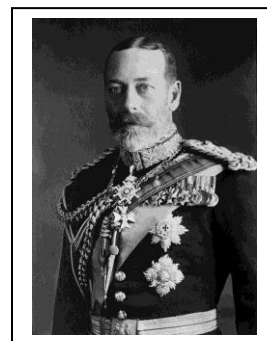
This had been an important moment: the Company's arrival was to bring the Newfoundland Regiment's numbers up to some fifteen hundred, establishment strength\* of a battalion which could be posted on...active service.



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

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

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



(Right 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.*)

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

(Right: *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 below: *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.*



The Regimental Depot had been established during the summer and the early autumn of 1915 in the Royal Borough of Ayr on the west coast of Scotland, there to serve as a base for the newly-forming 2<sup>nd</sup> (Reserve) Battalion. It was from there – as of November of 1915 – that the new-comers were to be sent in drafts, at first to *Gallipoli* and then subsequently to the *Western Front*, to bolster the four fighting companies of the 1<sup>st</sup> Battalion\*.

(continued)

***\*The first such draft was, in fact, to depart from Ayr for service on the Gallipoli Peninsula days after the arrival in Scotland of Private Morris' 'G' Company, on November 15.***

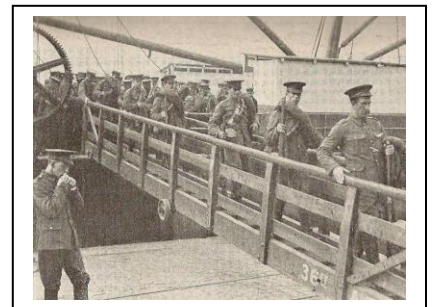
This then had been the situation facing the new-comers: the new Regimental Depot had still been in the throes of its establishment when Private Morris and his comrades-in-arms of 'G' Company were to arrive in Scotland on November 10 of 1915; thus, as related in a preceding paragraph, the new-comers were required to be quartered at Gales, some sixteen kilometres further up the coast – but apparently more than sixty kilometres distant by road.

Then, some twenty-eight weeks after having reported to Gales those several months before in November of 1915, on May 24 of the spring of 1916 - and three weeks before his eventual departure on *active service* – he was prevailed upon to re-enlist...*for the duration of the War*\*. By this time he had also risen in rank, promoted to the rank of Lance Corporal on March 30.

***\*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 a limited period of a single year. As the War progressed, however, this would likely cause problems and they were encouraged to re-enlist. Later recruits signed on for the 'Duration' at the time of their original enlistment.***

By the time that he, Lance Corporal Morris, was eventually to sail from the United Kingdom to...*active service*...he had witnessed the departure of *five* re-enforcement drafts from Ayr: In mid-November the First – already cited in an earlier paragraph - had sailed for the Middle East to serve at *Suvla Bay* on the *Gallipoli Peninsula*; the Second had been a convoluted adventure – the draft had taken ship in mid-March for Egypt but upon arrival there had been obliged to turn around for a return voyage as far as the French Mediterranean port-city of Marseille. From that time on, however, the drafts were all to proceed directly across the English Channel to France.

It was on June 14 of 1916, that the 6<sup>th</sup> Re-enforcement Draft – with Lance Corporal Morris among its ranks - passed through the English south-coast port of Southampton en route to the Continent. On the following day, the 15<sup>th</sup>, it disembarked in Rouen, the capital city of Normandy and the site of the large British Expeditionary Force Base Depot where the contingent was now to spend time in final training and organizing\* before moving on to a rendezvous with the parent 1<sup>st</sup> Battalion of the Newfoundland Regiment.

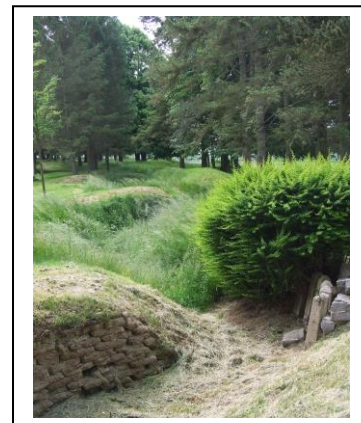


(Right above: *British troops disembark at an earlier time in the War at Rouen en route to the Western Front. – from Illustration*)

***\*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, Étaples, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.***

A draft of sixty-six men from Rouen – Lance Corporal Morris one of that number - would arrive to join the parent unit at Louvencourt on June 30\*. At 9:15 on that same evening, most of the Newfoundlanders – minus the ten per cent Reserve Company but including many of the new-comers - marched from there to their assigned...*forming-up place trenches i.e. rear line of trenches in our usual sector* (from the 1<sup>st</sup> Battalion War Diary).

(Right: *Just inside the entrance to the Newfoundland Memorial Park is to be found the re-constituted forming-up trench from where the 1<sup>st</sup> Newfoundland Battalion attacked on the morning of July 1. – photograph from 2010*)



*\*Had the attack gone ahead on June 30 as initially had been planned, those men might not have been flung into the imminent maelstrom. Bad weather – fog which had restricted aerial surveillance – had decided the High Command to postpone the attack for one day.*

\* \* \* \* \*

A year prior to this juncture, in the early summer of 1915, the Regimental Depot in Scotland had only just been beginning to evolve: both ‘E’ and ‘F’ Companies had only then been beginning their time of training at Ayr; as for Edward Alexander Morris, he was as yet still waiting at home for enlistment and attestation, and he still had well over two months to wait before the call was to come to sail overseas to the United Kingdom.

The aforementioned four senior companies, ‘A’, ‘B’, ‘C’ and ‘D’, of the Newfoundland Regiment, having now become the 1<sup>st</sup> Battalion had at this same time been attached to the 88<sup>th</sup> Infantry Brigade of the 29<sup>th</sup> Division of the (British) Mediterranean Expeditionary Force and had been dispatched to...*active service*.

(Right: *Some of the personnel of ‘A’, ‘B’, ‘C’ and ‘D’ Companies of the 1<sup>st</sup> 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 1<sup>st</sup> Battalion was to land at *Suvla Bay* on the *Gallipoli Peninsula*.

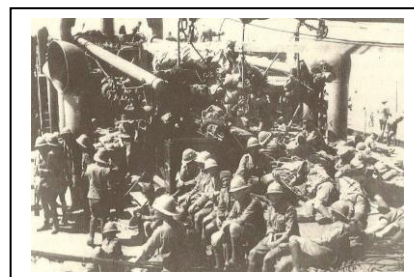


(continued)

(Preceding page: *The image of Megantic, here in her peacetime 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 1<sup>st</sup> 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 1<sup>st</sup> Battalion was to serve during the fall of 1915 – photograph from 2011)*



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

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



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

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

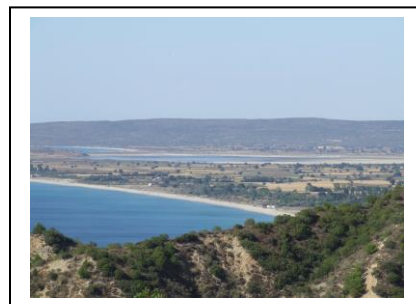
November 26 would see what perhaps was to be the nadir of the Newfoundland Battalion's fortunes at *Gallipoli*; there was to be a freak rain, snow and ice-storm strike the *Suvla Bay* area and the subsequent floods had wreaked havoc amongst the forces of both sides. For several days, survival rather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



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

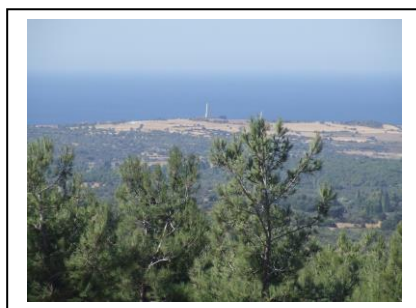
There were to be many casualties on both sides, some of them, surprised by the sudden inundation of their positions, fatalities who had drowned in their trenches – although no Newfoundlanders were to be among that number. Numerous, however, had been those afflicted by trench-foot and by frost-bite.

(Right: *This is Anzac Bay in the fore-ground with the Salt Lake in the centre further away. The bottom of Suvla Bay is just to be seen on the left and adjacent to the Salt Lake, and further away again. The hills in the distance and the ones from which this photograph was taken were held by the Turks and formed a horse-shoe around the plain surrounding the Salt Lake - which was where the British and Newfoundlanders were stationed. – photograph from 2011*)



*\*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.*

By this time the situation there had daily been becoming more and more untenable, thus on the night of December 19-20, the British had abandoned the entire area of *Suvla Bay* – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard. Some of the Battalion personnel had thereupon been evacuated to the nearby island of *Imbros*, some to *Lemnos*, further away, but in neither case was the respite to be of a long duration; the 1<sup>st</sup> 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*)

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



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

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

(continued)



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



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

Immediately after the British evacuation of the *Gallipoli Peninsula*, the Newfoundland unit had been ordered to the Egyptian port-city of Alexandria - and beyond. On January 14, the Australian Expeditionary Force Transport *Nestor* had arrived there with the 1<sup>st</sup> Battalion on board. The vessel was to sail just after mid-day on the 16<sup>th</sup>, on its way southwards down the Suez Canal to Port Suez where she had docked early on the morrow and where the Newfoundlanders had landed and marched to their encampment.

There they were to await further orders since, at the time, the subsequent destination of the British 29<sup>th</sup> Division had yet to be decided\*.

***(Right: The image of the Blue Funnel Line vessel Nestor is from the Shipspotting.com web-site. The vessel was launched and fitted in 1912-1913 and was to serve much of her commercial life until 1950 plying the routes between Britain and Australia. During the Great War she served mainly in the transport of Australian troops and was requisitioned once again in 1940 for government service in the Second World War. In 1950 she was broken up.)***



***(Right: The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1<sup>st</sup> 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 already becoming a theatre of war.***

***(Right: Port Tewfiq, adjacent to Port Suez at the south end of the Suez Canal, at a time 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 1<sup>st</sup> Battalion were to board His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage back up through the *Suez Canal* en route to France. The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseille, on March 22.

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

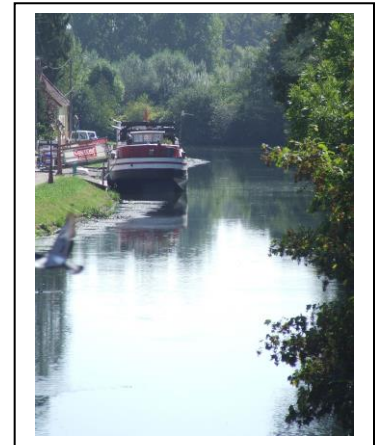


Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

It had been a cold, miserable journey, the blankets provided for the troops having inexcusably travelled unused in a separate wagon. Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

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

On April 13, the 1<sup>st</sup> 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*.



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

Just days following the Newfoundland Battalion's arrival on the *Western Front* in mid-April, 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 2<sup>nd</sup> 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 beginning of that month of May 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.

And it was, as related in an earlier paragraph, on the very eve of the onset of that campaign that Private Morris' draft of sixty-six men dispatched from the Base Depot at Rouen, arrived to report to the 1<sup>st</sup> Battalion at Louvencourt.

\* \* \* \* \*

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 front lines down the hill towards the Y Ravine Cemetery visible in the distance and which today stands atop a part of the German front-line defences of the time: 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 carnage of *the Somme* was to continue for 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...?)*



(continued)

***\*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 separating Beaumont from Hamel.***

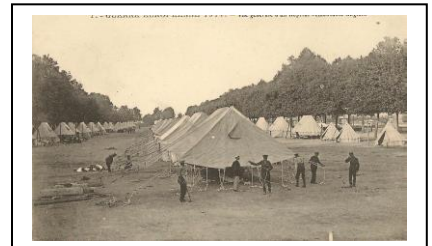
\* \* \* \* \*

Evacuated from the field to the 87<sup>th</sup> Field Ambulance on July 2 – had he spent the night lying out in the open? – a wounded Lance Corporal Morris was subsequently transferred to an unspecified casualty clearing station having incurred what were apparently *slight* injuries to the left side of the neck inflicted by gun-fire – likely flying shrapnel



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

On the morrow, June 3, he was forwarded to the 11<sup>th</sup> General Hospital at Dannes-Camiers. On the following day again he was admitted into the 6<sup>th</sup> Convalescent Depot at Étaples where he remained until the 20<sup>th</sup> or 21<sup>st</sup> of July when he was ordered returned...*to duty*...with the Newfoundland Battalion.



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



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

The Newfoundlanders of the 1<sup>st</sup> Battalion were temporarily in the community of Acheux when the draft of one-hundred twenty-six re-enforcements, a detachment which included Lance Corporal Morris, arrived from Rouen on July 21.

\* \* \* \* \*

After the events of the morning of July 1, 1916, and during the short period during which Lance Corporal Morris was to be receiving treatment for his wounds\*, such had then been the dire condition of the attacking British forces that it had been feared that any German counter-assault might well annihilate what had managed to survive of the British Expeditionary Force on *the Somme*.

(continued)

*\*It should be remembered that these were the days before the advent of sulphur drugs or then anti-biotics when infection was often more to be feared than the wound itself – a danger that also applied to diseases, tonsillitis or the ‘flu for example which have been rendered innocuous today. That is why the smallest scratch off-times required weeks of medical attention.*

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.

There were then 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 above: *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 11-12, 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, the Regimental War Diary records that on the 14<sup>th</sup> of July, 1916, the 1<sup>st</sup> Battalion was still to number only...*11 officers and 260 rifles...after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.*

Of course, the 1<sup>st</sup> Battalion of the Newfoundland Regiment had not been the only unit in the British Army to have incurred horrific losses on July 1, 1916, even though it had indeed been one of the most devastated. But even with its depleted numbers, the Battalion was needed and, after that first re-enforcement, it had almost immediately again been ordered to man the trenches of the front line: as of the above-cited July 14 the Newfoundlanders began another tour in the trenches – with the numbers recorded in the paragraph above - where...*we were shelled heavily by enemy’s 5.9 howitzers and a good deal of damage was done to the trenches* (excerpt from the 1<sup>st</sup> Battalion War Diary).

Days later a second draft, arrived on July 21, had been that with which Lance Corporal Morris had re-joined the Battalion at Acheux.

\* \* \* \* \*

On July 23<sup>rd</sup> the unit moved even further back, to the rural town of Beauval, there to await orders to another posting and to meet the visiting Prime Minister of Newfoundland, Sir Edward Morris. In the meantime his name-sake, Lance Corporal Morris, had assumed the duties of a cook with ‘A’ Company.

(continued)

On July 27-28 of 1916, the Newfoundland Battalion - still under establishment battalion strength at only five-hundred fifty-four strong – maybe even fewer - even after still further re-enforcement – had been transported northwards and entered into the *Kingdom of Belgium* for the first time.

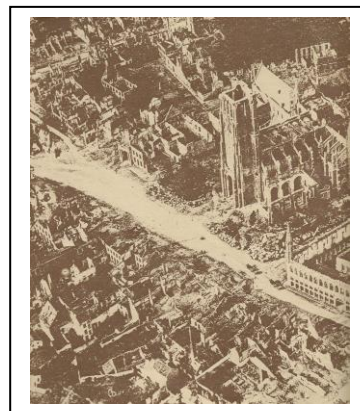
(Right: *The entrance to ‘A’ Company’s quarters – obviously renovated since that time - in the ramparts of the city of Ypres when it was posted there in 1916 – photograph from 2010*)



The unit 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.

*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 would incur casualties, a number – fifteen? - of them fatal.

(Right: *An aerial view of Ypres, taken towards the end of 1916: it is described as the ‘Ville morte’.* – from *Illustration*)



\* \* \* \* \*

It was during this posting to Belgium that Lance Corporal Morris was once more in need of medical care. On September 18 he was dispatched to the 15<sup>th</sup> Casualty Clearing Station at Hazebrouck and diagnosed as suffering from *pleurodynia*, a pain from the muscles between the ribs. Four days later, on September 22, he was forwarded for further treatment to the 20<sup>th</sup> General Hospital at Dannes-Camiers.

On October 30 he entered the 6<sup>th</sup> Convalescent Depot at Étaples before being transferred on to the 5<sup>th</sup> Convalescent Depot just twenty-four hours later. From there Lance Corporal Morris was discharged to the Divisional Base Depot at Rouen on November 20.

(Right below: *An extensive medical centre during the Great War, Étaples also had the task of hosting the largest British Military Cemetery in France, some twelve thousand graves which include some of military personnel and civilians of the Second World War, a task which continues over a century later.* – photograph from 2009)

Apparently all did not go well at the Base Depot for it was there, on December 2, that Lance Corporal Morris was obliged to relinquish his lance-corporal’s stripe for...*neglect of duty* – no further details appear to be documented among his files. Private Morris returned on December 5...*to duty*...to serve with ‘A’ Company - and perhaps back to his post as a cook although this is not altogether clear.



How much he therefore was to see of the military activity that followed during the next ten months – until mid-October of 1917 - may only perhaps be surmised.

\* \* \* \* \*

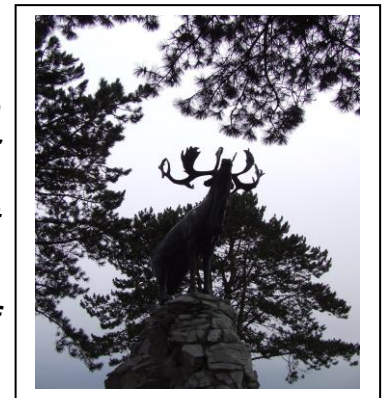
During this further period of Lance Corporal Morris' absence for medical reasons, on October 8, after having served in Belgium for some ten weeks, the Newfoundland Battalion had been ordered to return south and had been transported back into France, and back into the area of – and the...*First Battle of – the Somme.*

Just four days after the unit's return to France from Belgium, on October 12 of 1916, the 1<sup>st</sup> Battalion of the Newfoundland Regiment had again been ordered to take to the offensive; it was at a place called Gueudecourt, the vestiges of a village lying some dozen or so kilometres to the south-east of Beaumont-Hamel.



The encounter was to prove 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 1<sup>st</sup> 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)

The Newfoundland Battalion was not then to be directly involved in any further concerted infantry action in the immediate area of Gueudecourt although, on October 18, it had furnished 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 88<sup>th</sup> Infantry Brigade of which the Newfoundland unit was a battalion.



(Right above: *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 had eventually retired to rear positions from the Gueudecourt area. By then it had been serving continuously in front-line and support positions for three weeks less a day.

The Newfoundlanders were now to spend two weeks retired to the area of Ville-sous-Corbie, there to re-enforce and to reorganize. It was not to be until November 15 that the Battalion had begun to wend its way back to the front lines.

(continued)

It was then of course, after almost three weeks into this final posting to the trenches of the year 1916 that on December 5 Private Morris had re-joined the Newfoundland unit.

\* \* \* \* \*

Thus the 1<sup>st</sup> Battalion continued its watch in and out of the trenches of *the Somme* – not without casualties – during the late fall and the following winter, a period broken only by another several weeks commencing December 11-12 to be spent in *Corps Reserve* during the Christmas period, encamped well behind the lines and in close proximity to the city of Amiens.



(Right above: A typical British Army Camp during rather inclement winter conditions somewhere on the Continent – from a vintage post-card)

Those Christmas festivities having been completed – turkey dinner washed down with...*real ale*...apparently – it was not to be until a further sixteen days had passed, January 11, that the Newfoundland Battalion would be ordered out of *Corps Reserve* and from its lodgings at *Camps en Amienois* to make its way on foot to the town of Airaines.

From the railway station there it entrained for the small town of Corbie where it thereupon took over billets which it had already occupied for a short period only two months before. Days later again the unit continued its progress back up to the forward area and to...*active service*. That recent six-week Christmas respite spent far to the rear now a thing of the past, 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.

It was now the beginning of the winter period. As had been and was to be the case of all the winter periods of the *Great War* – that of 1916-1917 would be a time of relative calm, although cold and uncomfortable – there was a shortage of fuel and many other things for most of the combatants of both sides. It was a time of sickness, and the medical facilities were kept busy, particularly, so it seems - from at least Canadian medical documentation - with thousands of cases of dental work.

This period also provided the opportunity to undergo training and familiarization with the new practices and the recent weaponry of war; in the case of the Newfoundland Battalion these exercises were to be at least partially undertaken in the vicinity of the communities of Carnoy and Coisy.

On February 18 the 1<sup>st</sup> Battalion began a five-day trek back from Coisy to the forward area where it went back into the firing-line on February 23, relieving a unit of the 1<sup>st</sup> Lancashire Fusiliers. It was at a place called Saily-Saillisel and the reception offered by the Germans was to be lively: after only two days the Battalion had incurred four dead, nine wounded and three gassed without there having been any infantry action. The Newfoundlanders were withdrawn on February 25...to return three days later.





They carried with them orders for a...*bombing raid*...on the enemy positions at Sailly-Saillisel...to be carried out on March 1.

(Preceding page: *A soldier of the Lancashire Fusiliers, his unit to be relieved by the Newfoundlanders on March 1, enjoys his cigarette in the cold of the trenches at Sailly-Saillisel during the winter of 1916-1917. – from Illustration*)

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 that 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.



(Right above: *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 was 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 even had the pleasure of a visit from the Regimental Band come from Ayr, 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 1<sup>st</sup> Battalion of the Newfoundland Regiment, encamped at Meaulté – from The War Illustrated*)

On March 29, the Newfoundlanders began 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, in early 1916 – from Illustration*)

On April 9 the British Army then launched 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.



(continued)



(Right above: *The Canadian National Memorial which has stood atop Vimy Ridge since 1936 – photograph from 2010*)

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 below: *The village of Monchy-le-Preux as seen in 1917, from the western, 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 1<sup>st</sup> 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 had proved 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 remained in the area of Monchy-le-Preux for but a few days. 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.

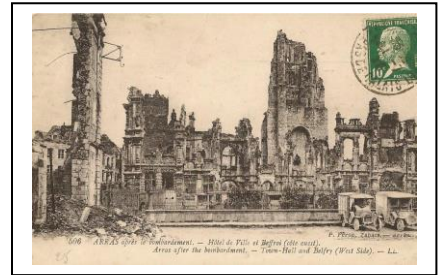
When the other thirty-nine *other ranks* of a re-enforcement contingent from Rouen reported to the 1<sup>st</sup> Battalion on April 18, they were to be just in time to march the dozen kilometres or so from Arras up to the line to take over trenches from the Dublin Fusiliers. They had even then been only two hundred twenty in number plus twelve officers now to serve with some two hundred of the Essex Regiment in the aforementioned composite force. Those of the 1<sup>st</sup> Battalion spent the 19<sup>th</sup> salvaging equipment and burying the dead. They then remained there until the 23<sup>rd</sup>.



(Right above: *Windmill Cemetery stands about mid-way between Monchy-le-Preux – about three hundred metres behind the photographer – and Les Fosses Farm – three hundred metres to the right along the main road to Arras.– photograph from 2007*)

The final action in which the Newfoundland Battalion was to be involved during the five-week long *Battle of Arras* was the engagement of April 23 at *Les Fosses Farm*. This was in fact to be an element of a larger offensive undertaken at the time by units of the British 5<sup>th</sup>, 3<sup>rd</sup> and 1<sup>st</sup> Armies.

It had apparently not been a particularly successful venture, at least not in the sector of the 1<sup>st</sup> Battalion, several of the adjacent units reporting having been driven back by German counter-attacks, actions which had been accompanied by heavy losses.



And the Newfoundlanders also had sustained further casualties: ten...*killed in action*, three ...*missing in action*, and forty-eight...*wounded*.

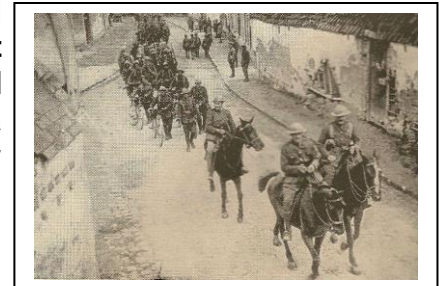
Late, on that same evening of April 23, the Newfoundlanders retired the dozen or so kilometres to the relative calm of Arras.



(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*)

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

The *Battle of Arras* was now proceeding to its costly and inconclusive close in mid-month, but the Newfoundland unit was not to be further involved in any further co-ordinated offensive action – it was too exhausted; this now would be a period when the Battalion was to be moving in a circular fashion on the Arras front, in and out of the trenches.



On May 7 it was on the move once again and marching to different billets in Berneville where it was to be the subject of a war journalist and photographer.

(Right above: *Newfoundland troops on the march in the community of Berneville – as cited immediately above - in early May, perhaps the 7<sup>th</sup>, of 1917 – from *The War Illustrated**)

At the outset of June, the 1<sup>st</sup> 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.

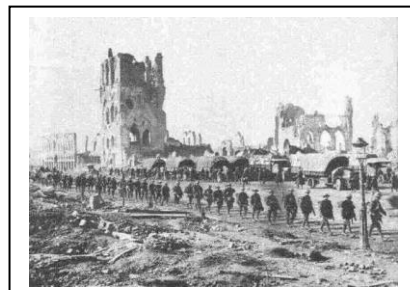


The Newfoundlanders were then soon once again to be moving north into Belgium – at the end of June - and once again into the vicinity of Ypres and...*the Salient*, their first posting to be to the banks of the *Yser Canal* just to the north of the city.

(Right above: *The Yser Canal at a point in the northern outskirts of Ypres almost a century after the 1<sup>st</sup> 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.



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

The 1<sup>st</sup> 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.



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

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 had incurred nine *killed in action*, ninety-three *wounded*, and one *missing in action*; at the *Broembeek* the cost would be higher: forty-eight *killed or died of wounds*, one-hundred thirty-two *wounded* and fifteen *missing in action*.

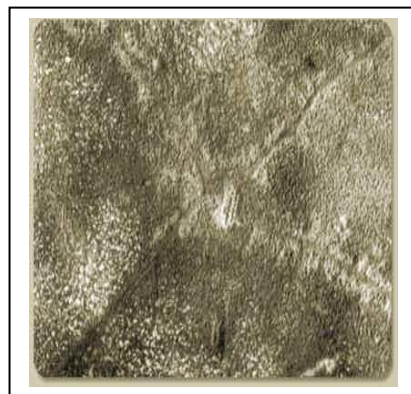
(Right above: *This is the area of the Steenbeek – the stream runs close to the line of trees - and is therefore near to where the Newfoundland Battalion fought the engagement of August 16, 1917. It is some eight kilometres distant from a village called Passchendaele. – photograph from 2010*)

(continued)

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

After the fighting at the Steenbeek, the Newfoundland unit remained in the forward area until August 24 when it withdrew on four successive days to finish at *Penton Camp*, well to the rear to the north-west of the town of Poperinghe.

There were then to be four weeks of relative calm which was to begin on August 28, and which had continued while the British forces re-enforced and re-organized following a debut to the battle which had gone less well than the High Command had optimistically anticipated.



The Newfoundland Battalion would go back to war during the last days of a fine September – but as the fighting started once more...so did the rain.

The offensive recommenced for the Newfoundland Battalion on September 25, although the unit had incurred four wounded two days prior to that date due to long-range artillery fire. Back in the forward trenches they prepared for their next concerted attack on German positions. It was to come about some two weeks later and it came at the *Broembeek*.

(Right: *An innocuous, placid stream as shown here, in 1917 the Broembeek was a torrent which would flood the surrounding terrain, transforming it into a quagmire. – photograph from 2009*)



It was to be only two days after the confrontation of October 9 of 1917 at the *Broembeek* that the Newfoundland Battalion marched to the railway station at Elverdinghe, from where it was to be transported to *Swindon Camp* in the area of the community of Proven. Having remained there for five days to be both re-enforced and bombed, on the morning of October 17 the unit once more boarded a train.

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

On October 19, two days after the Battalion's departure from Belgium and its arrival at Berles-au-Bois, that Private Morris turned in his cooking utensils and reverted to the more traditional role of a private soldier, to resume with 'A' Company in his role of infantryman. He had apparently been serving in a culinary capacity on this occasion from July 2 – even though it appears that the military authorities may have neglected to pay him latterly for his expertise.

The Newfoundlanders were still there, at Berles-au-Bois, four weeks and two days later when, on November 17, the 1<sup>st</sup> Battalion was again to 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 began to move further eastward, now on foot, towards the theatre of the battle now imminent.

On November 19, while still on the move, the unit was issued as it went with... *war stores, rations and equipment*. For much of that night it then 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 1<sup>st</sup> Battalion of the Newfoundland Regiment advanced to the fray.

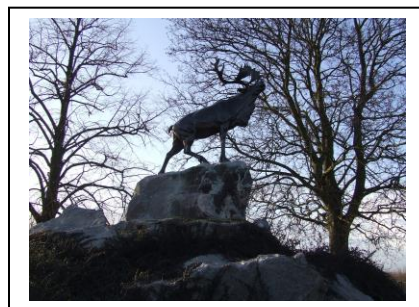


(Right above: *The Canal St-Quentin at Masnières, the crossing of which and the establishment of a bridgehead being the first objectives for the Newfoundlanders on November 20, the first day of the Battle of Cambrai – photograph from 2009*)

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 having been directly involved at all times during that period.

The battle was to begin well for the British who used tanks on a large scale for the first time, but opportunities were again squandered. There had been no troops made available to exploit what had been a hoped-for - yet admittedly 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 Newfoundland 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 1<sup>st</sup> 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 1<sup>st</sup> 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.*



(continued)

(Preceding page: *A number of graves of soldiers from the 1<sup>st</sup> 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*)

The son of Isaac Benjamin Chesley Morris– to whom he had allocated a daily allowance of sixty cents from his pay and to whom he had willed his everything - of the *I.C. Morris Sail Works* of 17 Adelaide Street in the city, and of Frances (*Fanny*) Frederica Elizabeth Morris (née *Shaw*\*, deceased of tuberculosis on September 22, 1895) of 96, Freshwater Road (his father's later address, Queen Street) in St. John's, he was also brother to Hilda, Belinda-Margaret, Eva, Rupert-Roy (died in infancy) and Rupert.

*\*The couple was married on August 5, 1884. Isaac Morris later married Rachel Cull of Fogo, on June 1, 1899, with whom he had five daughters: thus Edward Alexander Morris was step-sister to Edith, Kina, Mildred, Meta and Ida..*

Private Morris\*\* was reported as having been...*killed in action*...on December 3, 1917, while serving with 'A' Company during the fighting retreat close to the French villages of Masnières and Marcoing.

(Right: *A family memorial which stands in the General Protestant Cemetery in St. John's commemorates the sacrifice of Private Morris. – photograph from 2015*)



Edward Alexander Morris had enlisted at a *declared* twenty-two years of age: date of birth in St. John's, Newfoundland, August 28, 1895 (from the Newfoundland Birth Register).

*\*\*Correspondence at and about the time of his death variously refers to both Private and Lance Corporal Morris; however, there seems to be no documentation a propos his regaining his lost rank.*

Private Edward Alexander Morris was entitled to the British War Medal (on left) and also to the Victory Medal (Inter-Allied War Medal).



Major W F Randell  
Department of Militia

Jan 26, 1918

Dear Sir:

We beg to thank you for your communication of the 25<sup>th</sup> inst., in reference to the parcel\* at the Record Office, for my late son Private E. A. Morris No1894; and in reply we wish to say that you can give the parcel to some other lad.

Sincerely Yours truly,  
J C Morris

**\*The parcel contained skin-boots.**

**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](mailto:criceadam@yahoo.ca). Last updated – February 4, 2023.**