



Private Robert Morris (Regimental Number 1354) lies buried in Lancashire Landing Cemetery at Cape Helles, Gallipoli – Grave reference: L. 28.

His occupation prior to military service recorded as that of a *labourer* earning a monthly fifty dollars, Robert Morris presented himself for medical examination on March 31 of 1915 at the *Church Lads Brigade Armoury* in St. John's, capital city of the Dominion of Newfoundland. It was a procedure which would pronounce him as being...*Fit for Foreign Service*.

A single day following, on April 1, he returned to the *CLB Armoury* on Harvey Road, there to enlist – engaged at the private soldier's rate of a single dollar per diem, plus a daily ten-cent *Field Allowance*.

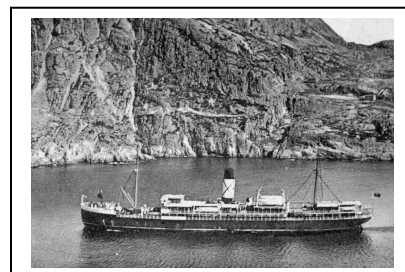
It was to be on the day of his enlistment, April 1, that he was also to undertake his attestation, to swear his *Oath of Allegiance*, the concluding official formality. At that moment Robert Morris became...*a soldier of the King*.

There was now to pass a period of exactly three weeks before, on April 22, 1915, Private Morris, Number 1354, embarked in the harbour of St. John's for...*overseas service*...with

the two-hundred forty-nine officers and...*other ranks*...of 'E' Company onto the Bowring Brothers' vessel *Stephano* en route for Halifax.

There appear to be no details of how or where he may have spent that final three-week period before taking ship for...*overseas service*; Private Morris may have returned temporarily to work – or perhaps, although more unlikely, to his home in Great Jervis, Hermitage Bay - but this is mere speculation.

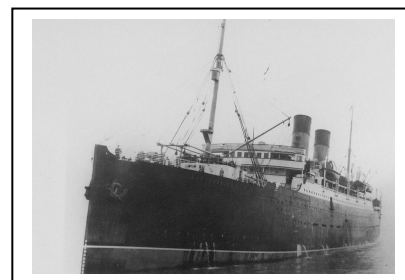
Having arrived in Halifax, on April 24 at eleven-thirty in the evening the detachment began its trans-Atlantic passage on board the trans-Atlantic liner SS *Missanabie* from Nova Scotia to Liverpool. The vessel arrived in that English west-coast port-city on May 2 or 3 – the two dates are recorded although the second may well have been the date of disembarkation.



The Newfoundlanders on this occasion had sailed from Halifax in the company of the Canadian Army Service Corps *Railway Supply Depot*.

(Right above: *The image of 'Stephano' passing through the Narrows of St. John's Harbour is shown by courtesy of the Provincial Archives.*)

(Right: *The image of 'Missanabie' is from the Old Ship Picture Galleries website. The vessel was of the Canadian Pacific Line and, although transporting troops during the Great War, did so as part of her commercial services which continued during the conflict. On September 9, 1918, she was torpedoed and sunk off the south coast of Ireland with the loss of forty-five lives.*)



From Liverpool the contingent travelled northwards by train to the Scottish capital, Edinburgh where, on May 4, 'E' Company joined 'A', 'B', 'C' and 'D' Companies which had already taken up station as the garrison at the historic Castle, the first troops from outside the British Isles ever to do so.

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

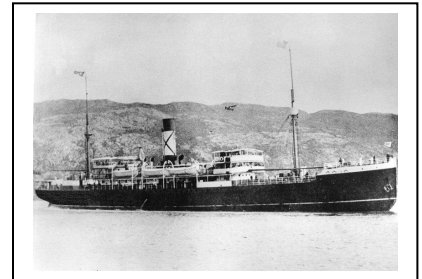


Private Morris and his 'E' Company, however, were to have but a few days to savour the charms of the Scottish capital.

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Some seven months before that May 4, in the late summer and early autumn of 1914 there had been a period of training of 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 – these to become 'A' and 'B' Companies - during which time the authorities had also been preparing for the Regiment's transfer overseas.

This first Newfoundland contingent was to embark on October 3, in some cases only days after 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.



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

The ship had sailed 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: *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, as recorded beforehand, it was to provide the first garrison from outside the British Isles.

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.

**This contingent, while a part of the Newfoundland Regiment, was not yet a battalion and would not be so for a further five months – as will be seen below.*

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Seven days after the arrival of Private Morris' 'E' Company in the Scottish capital, on May 11 the entire Newfoundland contingent was ordered elsewhere.

On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit was dispatched 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 would eventually receive 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*. On that date the newly-formed 1st Battalion of the Newfoundland Regiment was thus now available to be ordered on...*active service*.

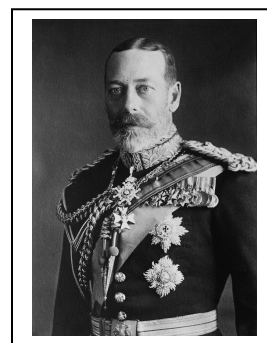
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(Right: *The Newfoundland Regiment marches past on the training ground at Stobs Camp and is presented with its Colours on June 10, 1915. – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



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

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 *Camp 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.



(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.*)

Meanwhile the two junior Companies, ‘E’ – as seen, the 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.

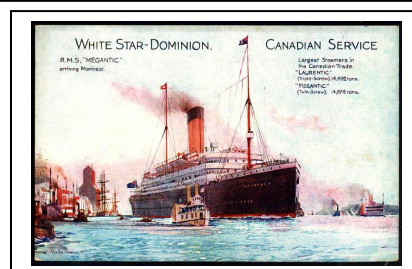
Private Morris, however, although having left Newfoundland as a soldier of ‘E’ Company, was not to be posted to the Regimental Depot but to southern England.

When he had been apprised of this change in plans seems not to be recorded – nor why he was selected - but Private Morris was one of the few from ‘E’ Company who were to swell the ranks of the units posted to *Aldershot* - thus he became a soldier of ‘B’ Company. And it was during the period while he was at *Camp Aldershot*, and as was the case with the great majority of the Newfoundland troops there, that Private Morris was prevailed upon to re-enlist...*for the duration of the war*. This he did on August 14*.

**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 likely to cause problems and the men were encouraged to re-enlist. Later recruits signed on for the ‘Duration’ at the time of their enlistment.*



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



(Preceding page: *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.*)

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



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



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

When the Newfoundlanders had 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.

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



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 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.

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

(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)*



If the situation had been already tenuous by the time of the arrival of the Newfoundland Battalion at *Suvla Bay* on that September night, it was to become worse. November 26 of 1915 was to perhaps see 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, had been those afflicted by trench-foot and by frost-bite.

As has already been seen, as the days of the late autumn of that 1915 had passed, the plight of the British - and thus of the Newfoundlanders – had been daily becoming more and more untenable; thus on the night of December 19-20 the British had abandoned the entire area of *Suvla Bay* – the 1st Battalion, the only non-British unit to serve there, to form a part of the rear-guard.

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

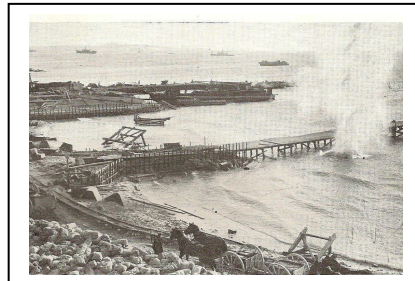


(Right: *Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture. – photograph from 2011)*

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

(Right: ‘*W*’ Beach at *Cape Helles* – the area where *Private Morris* was killed - as it was only days before the final British evacuation – from *Illustration*)



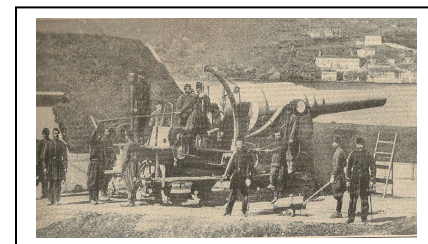
(Right: ‘*W*’ Beach almost a century after its abandonment by British forces in that January of 1916 and by the *Newfoundlanders* who were to be the last soldiers off the beach: Vestiges of the wharves in the black-and-white picture are still to be seen. – photograph from 2011)



The following is an excerpt from the diary of Lieutenant Owen Steele of the Newfoundland Regiment for January 7 of 1916. At the time the 1st Battalion was preparing for the final evacuation from the *Gallipoli Peninsula*:

Nearly all afternoon there was tremendous Artillery bombardment by both sides... While this was on, the enemy sent a few shells to the beaches. A few came to us as well; one went right into the “B” Coy’s. cook-house. Several of us immediately went over and found a man...very seriously wounded...in the side of the face, the left arm, the right hand had several fingers almost blown away and there was a wound in the right leg... While his wounds were being dressed we found another man under the debris but he was dead, his name was Morris and he was very much cut up...

The son of Mr. and Mrs. David Morris of Corbin, Belleoram, Fortune Bay, his own place of residence was recorded as Great Jervis in Hermitage Bay: Ramea, the place of residence of his brother David, named as *Private Morris’* next of kin*, is also documented**.



**Although it appears that his father may still have been alive and still residing in Corbin – via Belleoram – in 1921.*

***It also appears that upon his return – according to her - he would have married a Miss Annie Brennan of Ferryland.*

(Right above: *Turkish artillery positions on the northern side of the Dardanelle Straits at or about the time of the Great War – from Illustration*)

(Right: *The same gun positions a century after the Gallipoli Campaign – ‘Çanakkale’ to the Turks – are today a part of a museum and memorial. – photograph from 2011*)



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Private Morris was reported as having been *killed in action*, the victim of a Turkish artillery shell, while serving with 'B' Company in the late afternoon of January 7, 1916, only two days before the final evacuation of the *Gallipoli Peninsula*.

It was the Reverend E. H. Fletcher of Ramea who, at home, was requested to bear the news to his family.

Robert Morris had enlisted at a *declared* twenty-eight years of age.

(The photograph of Private Morris is from the Provincial Archives.)



Private Robert Morris 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).



The above dossier has been researched, compiled and produced by Alistair Rice. Please email any suggested amendments or content revisions if desired to criceadam@yahoo.ca. Last updated – February 6, 2023.