

Private Allan Moyes (Regimental Number 546), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.



His occupation previous to his military service recorded as that of a *conductor* and *brakeman* with the *Reid Newfoundland Railway Company* – working with the St. John's tram and streetcar system – and employed for fifty dollars a month, Allan Moyes presented himself at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland, on September 1 of 1914 – four weeks after the *Declaration of War* on August 4 – for a medical examination. It was an exercise which was to pronounce him as...*Fit for Foreign Service*.

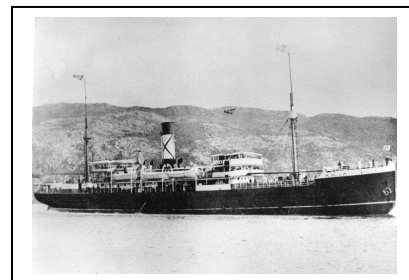
Two weeks and a day later, on September 16, Allan Moyes returned to the *C.L.B. Armoury*, on this second occasion for enlistment, whereupon he was engaged at the private soldier's daily rate of a single dollar plus a ten-cent per diem *Field Allowance*. A recruit of the First Draft, he was likely now ordered to the tented area by that time established on the shores of *Quidi Vidi Lake* in the East End of St. John's where a four-five week course of training was already under way.

The regimental authorities were *also* busy by now, preparing for the transport of this, the first body of volunteers, to *overseas* - and later to *active – service*.

At the beginning of the month of October a large number of the new recruits underwent attestation; Private Moyes was one of that number, taking his oath of allegiance on the third day of October.

Two days later, after the Newfoundland contingent – it was not as yet a battalion – of 'A' and 'B' Companies had paraded through the city, it embarked onto the Bowring Brothers' vessel *Florizel* which was awaiting in St. John's Harbour.

Private Moyes and his comrades-in-arms of the *First Five Hundred* – also to be known to history as the *Blue Puttees* – were now to sit on board ship for the best part of a day as it was not to be until the morrow that *Florizel* would sail to the south coast of the Island and to its rendezvous with the convoy carrying the Canadian Division to the United Kingdom.



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

(Right below: *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 the unit was to provide the first garrison from outside the British Isles.



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

Some three months later, on May 11, and some seven weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit – by now ‘A’ and ‘B’ Companies re-enforced by ‘C’, ‘D’, and ‘E’ - was ordered moved from the Scottish capital 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 ready to be ordered on ‘active service’.

****The number was about fifteen hundred, sufficient to provide four ‘fighting’ companies, two re-enforcement companies and a headquarters staff.***

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

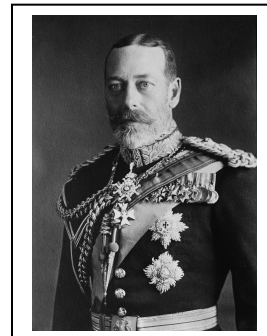
At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’ – Private Moyes among their ranks - were then sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot.



This force, now designated as 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, the later-arrived 'E' and the aforementioned last-arrived '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.)



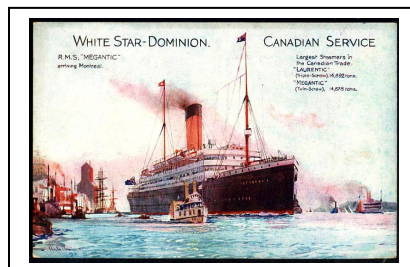
It was also during this period while at Aldershot that on August 13 Private Moyes was prevailed upon to re-enlist, on this occasion for the duration of the war*.

**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 a single year. As the War progressed, however, this was likely to cause problems and the men were encouraged to re-enlist.*

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



While 'E' and 'F' Companies were beginning their posting to the Regimental Depot at Ayr, on August 20 of 1915 the 1st Battalion embarked in the Royal Navy Harbour of Plymouth-Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks.



(Right adjacent: *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.*)

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: *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*)



(continued)

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

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Extract from a later official paper dated April 22 of 1916: *The above man did not embark for Gallopoli (sic) but was left behind at Alexandria when the Battalion sailed on Sept. 13, 1915.*

Whereas the majority of the Newfoundland Battalion had sailed from Alexandria on September 13 *en route* to *Suvla Bay*, a number of them – particularly those personnel of the *Regimental Transport Section* – had been left behind. Private Moyes had been one of that detachment.

They had been selected to serve in the transport sections of three composite battalions, these having been formed to combat an insurgency on the western frontier of Egypt, it having been inspired by a religious leader, the *Senussi*, whose name was to become synonymous with the uprising. This *Western Frontier Force* was to serve *in the field* from December 15 of 1915 until February of the following year by which time the insurrection had been suppressed.

However, Private Moyes was not to serve with this composite force either, at least not after October 27, when he had been hospitalized; he was admitted into the 17th General Hospital in Alexandria, diagnosed at the time only as suffering from...*diarrhoea*.

It was to be almost six weeks later, on December 5, before he was discharged from hospital to the *Mustapha Convalescent Depot*, at Alexandria, to recover from what was now deemed to be...*post-dysenteric debility*.



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

Private Moyes would re-join the Newfoundland Battalion from convalescence on January 31 of the New Year, 1916, the unit by that time having been stationed at Suez (see below).

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



(continued)

In the meantime and while Private Moyes had remained in Egypt, when the Newfoundlanders had landed from their transport ship at *Suvla Bay* on that September night they would disembark into a campaign that was already on the threshold of collapse.

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

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



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

(Right below: *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.*



November 26 had seen perhaps the nadir of the Newfoundland Battalion's fortunes at *Gallipoli*; a freak rain-, snow- and ice-storm was to 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 had been 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.

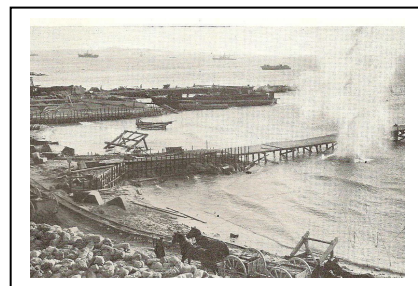
On the night of December 19-20, the British had abandoned the area of *Suvla Bay* – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard. Some of the Battalion personnel were to be evacuated to the nearby island of *Imbros*, some to *Lemnos*, further away, but 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)

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 as it was only days before the final British evacuation – from *Illustration*)



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

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

As seen in a previous paragraph, of course, it had then been a matter of only some two weeks until, on January 31, Private Moyes was to arrive from Alexandria to report to duty with the Newfoundland Battalion.

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



(Right above: *Port Tewfiq at the south end of the Suez Canal as it was just prior to the Great War* – from a vintage post-card)

Private Moyes had been re-united with his unit for a bare four weeks before he returned to hospital on February 27, on this occasion to be admitted into the 18th Stationary Hospital in the nearby centre of Suez. There he received treatment for conjunctivitis before being discharged to return *to duty* on March 4.

After that two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and *other ranks* of the 1st Battalion were to board His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage through the *Suez Canal* en route to France. The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseilles, on March 22.



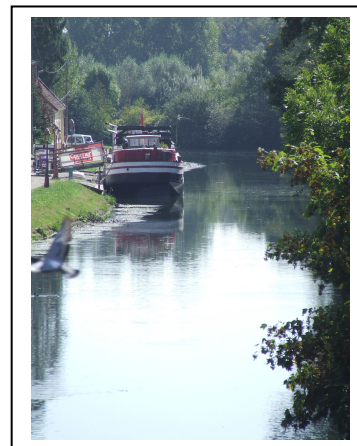
(Right above: *British troops march through the port area of the French city of Marseilles.* – from a vintage post-card)

Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseilles. It had been a cold, miserable journey, the blankets provided for the troops having inexcusably travelled unused in a separate wagon.

Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

It is doubtful if many of those tired soldiers were to pay much attention to the slow-moving stream flowing under the bridge over which they then marched on their way from the station. But some three months later *the Somme* was to 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 subsequently marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy - where it would be billeted, would receive re-enforcements from Scotland via Rouen and, in two days' time, would be introduced into the communication trenches of the *Western Front*.

Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British unit* before the entire Newfoundland unit was then 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 were soon to be preparing for the upcoming British campaign of that summer, to be fought on the ground named for the languid, meandering river, *the Somme*, that flowed – and still does so today – through the region.



If there is one name and date in Newfoundland history which is etched in the collective once-national memory, it is that of Beaumont-Hamel on July 1 of 1916; and if any numbers are remembered, they are those of the eight-hundred who went *over the top* in the third wave of the attack on that morning, and of the sixty-eight unwounded present at muster some twenty-four hours later*.

(Right above: *Beaumont-Hamel: Looking from the British lines down the hill to Y Ravine Cemetery which today stands atop part of the German front-line defences: The Danger Tree is to the right in the photograph.* – photograph taken in 2009)

(Right: A view of Hawthorn Ridge Cemetery Number 2 in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?))



**Perhaps ironically, the majority of the Battalion's casualties was to be incurred during the advance from the third line of British trenches to the first line from where the attack proper was to be made, and while struggling through British wire laid to protect the British positions from any German attack.*

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



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



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

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

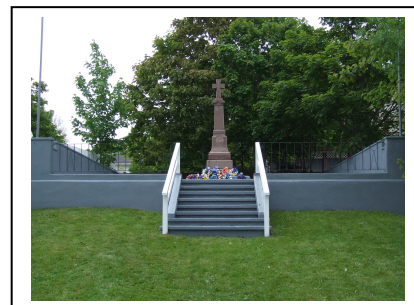


(Right above: A grim, grainy image purporting to be Newfoundland dead awaiting burial after Beaumont-Hamel – from...?)

(Right: A further view of part of the re-constructed trench system in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2007(?))



The son of Joseph Henry Moyes (former farmer then postmaster and mail carrier, deceased on September 24 of 1907) and of Annie Maria Moyes (née *Bussey* or *Bursey*)*, postmistress, of Topsail, he was also brother to George-Roland, to Joseph, Ralph, Roy, Frank, Jessie and to Marion.



****The couple married in Topsail on January 17 of 1887.***

Private Moyes was reported as *missing in action* while serving with ‘B’ Company during the fighting at Beaumont-Hamel on July 1, 1916, the first day of *First Somme*.

Some six months later, on December 31, 1916, he was officially *presumed dead*.

(Right above: The Conception Bay South War Memorial - here in its former setting in Topsail – honours the sacrifice of Private Moyes. – photograph from 2009)

Allan Moyes had enlisted at twenty-three years of age: date of birth in Topsail, Newfoundland, February 28, 1891 (from the Newfoundland Birth Register).

(Right: A family monument which stands in the Topsail United Church Churchyard commemorates Private Allan Moyes. – photograph 2012)



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



The above dossier has been researched, compiled and produced by Alistair Rice. Please email any suggested amendments or content revisions if desired to criceadam@yahoo.ca. Last updated – February 10, 2023.