

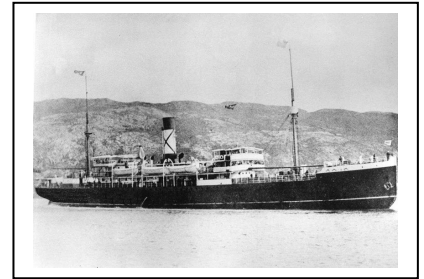


Private Lawrence (elsewhere Laurence and known as *Larry*) Murphy (Regimental Number 196) lies in Y Ravine Cemetery – Grave reference B. 29.

His occupation previous to military service recorded as that of a *blacksmith* earning \$10.00 a week, Larry Murphy enlisted – engaged at the daily private soldier’s rate of \$1.10 (including a daily ten-cent field allowance) – at the *Church Lads Brigade Armoury* in St. John’s, capital city of the Dominion of Newfoundland, on September 7, 1914. He was a recruit of the First Draft.

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Having then undergone a medical examination on September 29, a procedure which found him to be...*fit for foreign service* - he was subsequently attested on October 1. Private Murphy embarked two days after attestation with the others of *The First Five Hundred* on October 3 onto the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.



The ship sailed on the morrow to its rendezvous off the south coast of the Island where she was to join the convoy transporting the 1st Canadian Division across the Atlantic.

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

In the United Kingdom Private Murphy trained with the Newfoundland contingent: firstly in southern England; then in Scotland at Fort George – on the Moray Firth close to Inverness; at Edinburgh Castle – where it provided the first garrison from outside the British Isles; and later again at the tented *Stobs Camp* near the town of Hawick to the south-east of Edinburgh.



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

During this period of about seven months, Private Murphy was to undertake a total of fifteen extra-curricular activities all of which involved either absence, insolence or alcohol – or a combination thereof. They were to cost him in all: forty-eight days confined to his quarters, four days of Field Punishment Number 2, and four days' pay.



(Right above: *The Newfoundland Regiment parades at Stobs Camp and is presented with its Colours on June 10, 1915. – 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', were then sent south to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot; meanwhile the two junior Companies, the later-arrived 'E' and 'F*', were sent to Scotland's west coast, to Ayr, where they were to provide the nucleus of the newly-forming 2nd (Reserve) Battalion.



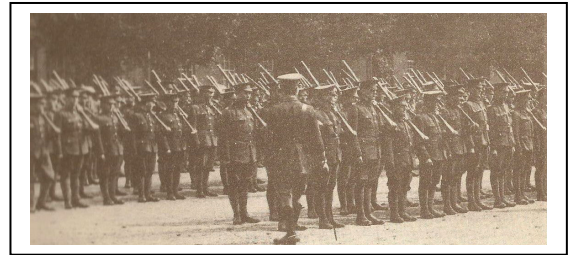
(Right: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India – photograph from Bain News Services via Wikipedia*)

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****On July 10, 1915, 'F' Company had arrived at Stobs Camp from Newfoundland, its personnel raising the numbers of the unit to battalion establishment strength, and thus permitting it to be ordered to active service. The 1st Battalion, Newfoundland Regiment, comprising those four Companies, 'A', 'B', 'C' and 'D', was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.***

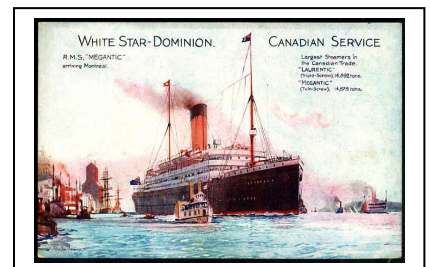
It had then been during that period spent at Aldershot that Private Murphy of 'B' Company – he was not alone in doing so - had been prevailed upon, he on August 15, to re-enlist for the duration of the war*.

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



(Right above: Some of the men of 'A', 'B', 'C' and 'D' Companies of the 1st Battalion of the Newfoundland Regiment at Aldershot in August of 1915 – from *The Fighting Newfoundlander* by Col. G.W.L. Nicholson, C.D.)

(Right: The image of Megantic, in peace-time a 'White Star Line' vessel, is from the Old Ship Picture Galleries web-site.)

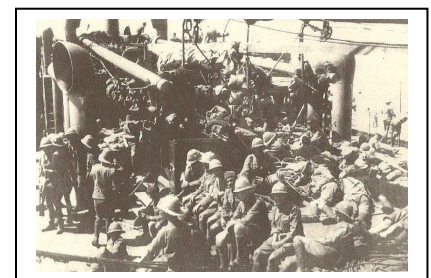


On August 20, 1915, Private Murphy and his comrades-in-arms embarked in the Royal Navy Harbour of Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks where, a month later – having spent two weeks billeted in British barracks in the Egyptian capital, Cairo - on September 20, he disembarked with the 1st Battalion 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)

(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)



(continued)

It was to be a debacle: Flies, dust, disease, frost-bite, floods – and 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 it would be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.



**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.*

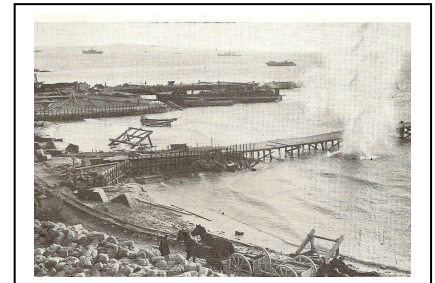
(Right above: A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where Private Murphy was to serve in the fall of 1915 – photograph from 2011)

On the night of December 19-20, the British 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 was 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 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 and the *Anzac* forces – the Australian and New Zealand Army Corps also served at *Gallipoli* – were now only marking time until a complete withdrawal of the *Peninsula* was undertaken. The operation took place on the night of January 8-9, the Newfoundland Battalion providing some of the rear-guard for this second occasion as well*.



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

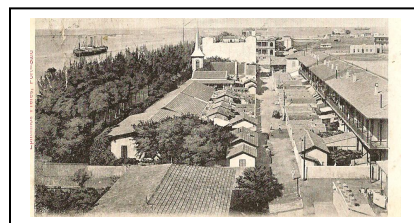


(Right: 'W' Beach almost a century after its abandonment by British forces and by the Newfoundlanders who were the last soldiers off the beach: vestiges of the wharves in the black-and-white picture are still to be seen. – photograph from 2011)

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



When the British evacuated the entire *Gallipoli Peninsula* in January of 1916, Private Murphy and the 1st Battalion were ordered to the Egyptian port-city of Alexandria, arriving there on the 15th of that month. The Newfoundlanders were then immediately transferred southward to Suez, one of the ports at the southern end of the Canal which bears the same name, there to await further orders as, at the time, the subsequent destination of the 1st Battalion's 29th Division had not yet been decided*.



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

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

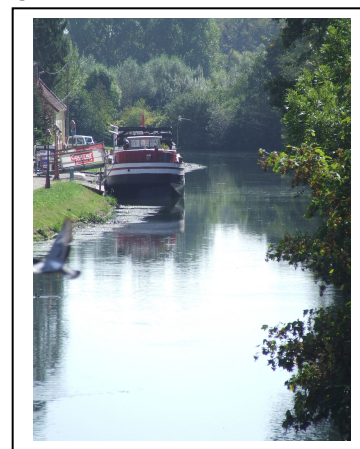
(Right: *British troops march through the port area of the French city of Marseilles. – from a vintage postcard*)



After a two-month interim, on March 14, the Newfoundlanders embarked through Port Tewfiq, also at the southern end of the *Suez Canal*, for the French port of Marseilles, and disembarked there on March 22, en route to the *Western Front*.

Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train arrived at 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 travelled unused in a separate wagon. De-training at the local station at two in the morning, the Newfoundlanders still faced a long march ahead of them before they would reach their billets at Buigny l'Abbé.

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



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 were marching on their way from the station. But some three months later *the Somme* would become a part of their history.

On April 13, Private Murphy's 1st Battalion paraded into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy. There its personnel would be billeted, would receive re-enforcements and, in two days' time, would be introduced into the trenches of the *Western Front*.

The Newfoundlanders would also soon be preparing for the British campaign of that summer, to be fought on the ground named for that meandering river, *the Somme*.

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

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*.



**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, perhaps just as depressing, the killing of *the Somme* was to continue for the next four and a half months.



(Right above: 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)

**On July 1, 1916, the Y Ravine had formed a part of the German front-line defences.*

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

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



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The son of Thomas Murphy, sailor, and of Mary Murphy* (née *Hopkins*, see below) (both parents apparently deceased by 1920) of Petty Harbour in St. John's West - 126, Water Street West is recorded in the Newfoundland Archives as his own address at the time of his enlistment – he was also brother to adopted sister Mary Walsh (*White?*)* she as well of 126, Water Street West – but had no other siblings.

**She was to marry for a second time, to John White of the above-mentioned 126 Water Street West, but had then passed away, likely between the years 1917 and 1920, as her son Lawrence, as of January 1 of 1915, had allocated a daily sixty cents to her from his pay.*



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

Grandson to Mr. Henry Hopkins and Mrs. Bridget Hopkins – who received his Memorial Scroll and also his medals - also of Petty Harbour, Private Murphy was reported on July 1, 1916, as *missing in action* while serving with 'B' Company during the fighting of the first day of *the Somme* at Beaumont-Hamel. Some six months later, on December 31, he was officially *presumed dead*.

However, a subsequent report submitted by the General Officer Commanding 5th Corps records that, his remains subsequently identified, Private Murphy was laid to rest on or about April 23, 1917, in no-man's-land in front of Y Ravine* before Y Ravine itself became the burial ground that it is today. His documentation was thus amended on July 1, 1917, so as to read *killed in action*.

Private Murphy shares a grave marker with Private G. W. Marsland of the Royal Iniskilling Fusiliers.

Larry Murphy had enlisted at the *declared* age of twenty years: date of birth in Petty Harbour, Newfoundland, November 26, 1894 (from Newfoundland Birth Register).

Private Lawrence Murphy was entitled to the 1914-1915 Star, as well as to the British War Medal (centre) and 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 12, 2023.