



Lieutenant Stephen Casimir Norris (Regimental Number 921*), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

**Officers who were eventually promoted from the ranks may be identified from their Regimental Number. Other officers who were not from the ranks received the King's Commission, or in the case of those in the Newfoundland Regiment, an Imperial Commission, and were not considered as enlisted. These officers thus had no Regimental Number allotted to them.*

And since officers did not enlist, they were not then required to re-enlist 'for the duration', even though, at the beginning, as a private, they had volunteered their services for only a limited time – twelve months.

His occupation prior to military service recorded as that of assistant manager to a general merchant (his father), Stephen Casimer Norris presented himself for medical examination at the *Church Lads Brigade Armoury*, on Harvey Road, in St. John's, capital city of the Dominion of Newfoundland, on January 4 of 1915. He was apparently found...*Fit for Foreign Service.*

Stephen Norris enlisted five days later – engaged at the private soldier's daily rate of a single dollar, plus a ten-cent per diem Field Allowance - on January 9. Having then been promoted from the rank of private to that of corporal on February 24, and subsequently appointed as lance sergeant of Platoon 6 of 'F' Company on April 13, it was eventually on June 20 that 'F' Company and he – plus eighty-five Naval Reservists - sailed for overseas service on board His Majesty's Transport *Calgarian* for the United Kingdom.



It was to be a protracted voyage which would last for the best part of three weeks*.

(Right above: The image of 'Calgarian', a passenger-ship of the Allan Line is from the Old Ship Picture Galleries. Requisitioned during the second month of the Great War, she was commissioned into the Royal Navy as an Armed Merchant Cruiser – a role she was playing while transporting 'F' Company to the United Kingdom. The vessel was to be torpedoed and sunk off the northern coast of Ireland in March of 1918 and forty-nine lives were lost.)

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****Apparently the ship took nineteen days to make what was usually the journey of about a week. Not only was Calgarian escorting three submarines, but she sailed by way of the Portuguese Azores and then Gibraltar – some of the Newfoundlanders even having had the time to cross the straits to spend a few hours in North Africa. She reached Liverpool on July 9.***



(Right above: Gibraltar in pre-War days: The Spanish mainland is in the background. – from a vintage postcard)

Having arrived in the English west-coast port-city of Liverpool on June 9, 'F' Company entrained to join 'A', 'B', 'C', 'D' and 'E' Companies of the 1st Battalion which were by that time already in Scotland, at *Stobs Camp* near the town of Hawick. The new-comers arrived at *Stobs* on July 10.

Only two days later, on July 12, Sergeant Norris* was granted an Imperial Commission by the Office of the Governor of Newfoundland, Sir Walter E. Davidson**, and an accompanying appointment to the rank of second lieutenant.



****When, or even if he was promoted from the rank of lance sergeant to that of sergeant is not to be found among the documents available.***

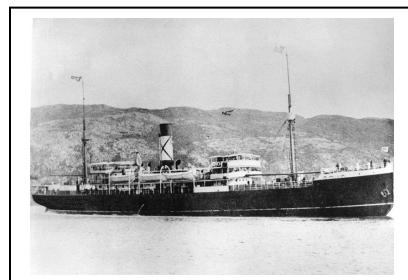
*****He also held the rank of lieutenant-colonel in his role as Commanding Officer of the Newfoundland Regiment.***

(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)

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Some two years plus a month before that time, in the late summer and early autumn of 1914 there had been a period of training of some 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 - 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 – not yet a battalion - was to embark on October 3, in the case of some soldiers only days after enlistment and/ or attestation.



To become known to history as the *First Five Hundred* and also as the *Blue Puttees*, on that date they had boarded the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.

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The ship would sail for the United Kingdom on the following day, October 4, via its rendezvous with the convoy carrying the 1st Canadian Division overseas, off the south coast of the Island.

(Preceding page: *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*)

Once 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 would provide the first garrison from outside the British Isles – and where the first re-enforcements would arrive from Newfoundland on February 16 of 1915.



(Right: *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 three weeks into spring – although in Scotland there had apparently still been snow - the entire Newfoundlanders unit was to be ordered moved to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.



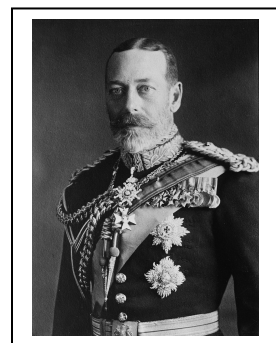
It would be at *Stobs Camp* that the Newfoundland contingent was to receive the re-enforcements from home, 'F' Company which had arrived on that July 10 with Lance Sergeant Norris – but, as seen above, soon to be Second Lieutenant Norris - that would bring its numbers up to that of British Army establishment battalion strength*. The now-formed 1st Battalion of the Newfoundland Regiment had thus been rendered eligible to be sent on 'active service'.



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

(Right above: *The Newfoundland Regiment on parade on the training ground at Stobs Camp, there to be 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', had then been sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot.



(Preceding page: *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.)

This force, by now having become the 1st Battalion of the Newfoundland Regiment, had thereupon been attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.

Meanwhile the two junior Companies, ‘E’ and the aforementioned ‘F’, had been ordered transferred to Scotland’s west coast, to Ayr, there to provide the nucleus of the newly-forming 2nd (Reserve) Battalion.

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Thus ‘E’ and ‘F’ Companies - with a few exceptions of personnel who were drafted into the first four Companies which then travelled to the Middle East – and Second Lieutenant Norris were to remain in Scotland to be ordered posted to the newly-established Regimental Depot at the Royal Borough of Ayr on the west coast of Scotland.



This was to be the overseas base for the 2nd (Reserve) Battalion of the Newfoundland Regiment from where – as of November of that 1915 up until January of 1918 - reinforcement drafts were to be despatched to bolster the 1st Battalion’s numbers, at first to the Middle East and then later to the *Western Front*.



(Right above: *An aerial view of Ayr – probably from the period between the Wars: Newton-on Ayr, where were billeted 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 above: *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*)

For how long Second Lieutenant Norris remained at Ayr appears to be uncertain: the following is a rather incomplete account of a little-known chapter in the history of the Newfoundland Regiment, an incident which transpired in the autumn of 1915.

It appears that in the spring of 1915, the Newfoundland government had been apprised of a German plan to use certain coves of northern Newfoundland, particularly in White Bay and the area of Harbour Deep, as shelters and bases for submarine activity in the North Atlantic. To forestall this, two small vessels – others to be added later – with, at the outset, some eighty members of the Regiment, were prepared to venture into these places to take any necessary action.

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In command of these forces were to be two junior officers, Second Lieutenants Norris and O'Grady*.

**Each had been granted his Imperial Commission on July 12, 1915, Norris – at the time at Stobs Camp - to be designated as senior. O'Grady was then still in Newfoundland, undertaking the training and organization of 'G' Company.*

It appears to have been at some time after August 29 of that year, that the two officers and the men under their command left St. John's by train for Lewisporte from where they were to travel by coastal steamer – the SS *Home* – to their appointed postings.

Second Lieutenant Norris had apparently been chosen for the mission because of his knowledge of the area, his family enjoying business dealings and other connections in Green Bay and White Bay. The details of when or how he was to return to Newfoundland from Scotland are not cited in his file...

...nor is any information *a propos* his return to the United Kingdom after this *special service* which, in the case of Second Lieutenant Norris, would appear to have been concluded by October 1 of 1915 since he had submitted reports by that date. It may be that he was to accompany 'G' Company when it left by train for Montreal (Québec?) towards the end of that month to disembark in the English south-coast naval facility of Plymouth-Devonport on November 5 – but this is only speculation.

According to correspondence written *by* him and also *to* him, Second Lieutenant Norris can be placed at Ayr on December 10 of that 1915, and in London where he was *present on duty* four days afterwards, on the 14th.



(Right: *London – in fact the City of Westminster – in the area of Marble Arch, in or about the year 1913, just prior to the Great War – from a vintage post-card*)

By March 28, 1916, he had been on the move again, on this occasion southwards to the *Staff College* in the county of Surrey, where he was surely to undergo officer training, and from where he would pen a letter to the *Pay & Record Office* in nearby London requesting a ten-pound advance on his monthly remuneration. It is not recorded when he eventually reported back *to duty* with the 2nd (Reserve) Battalion at Ayr.

Some two months later, Second Lieutenant Norris is reported on June 5, 1916 as being one of a group of officers passing through London to leave England to join the British Expeditionary Force.



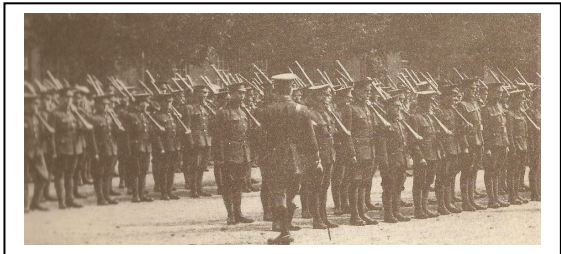
(Right: *British troops disembark at Rouen en route to the Western Front. – from Illustration*)

His dossier once more is incomplete: neither it nor the 1st Battalion War Diary provides the reader with the date on which Second Lieutenant Norris was to join the Newfoundland unit *in the field*.

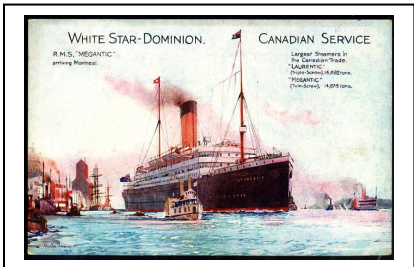
All that may be said with any certainty is that it was during June and that it was likely in the rear area and in the vicinity of the community of Louvencourt where the Battalion was to spend much of that month.

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During the eleven-month period of Second Lieutenant Norris' postings to Ayr and elsewhere, the 1st Battalion of the Newfoundland Regiment was to be on active service, at first on the Gallipoli Peninsula – known to history as also *les Dardanelles* and *Çanakkale* – and then on the Western Front.



(Right above: 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, just prior to its departure to the campaign in Gallipoli – from *The Fighting Newfoundlander* by Col. G.W.L. Nicholson, C.D.)



(Right: 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, the Newfoundland unit 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 1st Battalion had landed 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 above: 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*, and where the 1st Battalion was to serve during the fall of 1915 – photograph from 2011)

Not only in the area where the Newfoundland Battalion would serve but, even since the very first days of the operation in April of 1915, the entire *Gallipoli Campaign*, including the operation at *Suvla Bay*, was to prove 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 which 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 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 would 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.



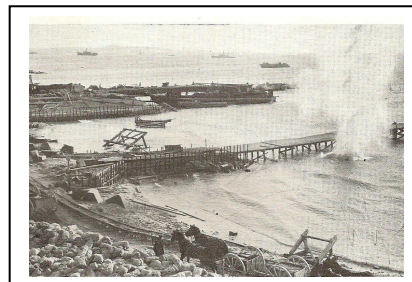
There were to be many casualties on both sides, some of them, surprised by the sudden inundation of their positions, fatalities who had drowned in their trenches – although no Newfoundlanders were to be among that number. Numerous, however, had been those afflicted by trench-foot and by frost-bite.

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



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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.

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

**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 – with General Maude - 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, arriving there on the 15th of that month. The Newfoundlanders were then to be immediately 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.*

(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*)

After a 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: *Port Tewfiq at the south end of the Suez Canal Great War – from a vintage post-card*)

(Right: *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 had then marched on their way from the station. But some three months later *the Somme* would become a part of their history.

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

On April 13, the 1st 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*.

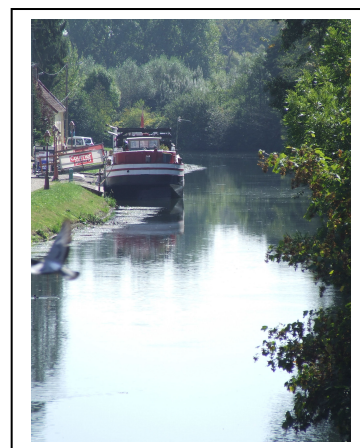
Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British unit* before the entire Newfoundland unit was to then be ordered to move further up for the first time into forward positions 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 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 after the completion of their first tour in the trenches 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 now-impending British campaign of that summer, this to be fought on the ground named for the languid, meandering river, *the Somme*, flowing sedately – and still does so today – through the region.

It was into this atmosphere of anticipation and perhaps apprehension that the final reinforcement drafts of officers and men from the Regimental Depot at Ayr – Second Lieutenant Norris one of that number – were to report during the month of June, 1916.



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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 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 butchery of the Somme was to continue for the next four and a half months.



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



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

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While on the nominal roll of the Newfoundland Battalion on July 1, 1916, the first day of *the Somme*, Second Lieutenant Norris did not figure in the fighting at Beaumont-Hamel. He was most likely one of the reserve of fourteen officers and eighty-three other ranks of the ten percent reserve – but *perhaps* performed other duties – which was held back at Louvencourt on the day, and which proceeded to the field of battle only later in the afternoon after the fighting had all but subsided.



(Right above: *A further part of the reconstituted battlefield, here showing the British front lines, in the Newfoundland Park at Beaumont-Hamel: today the wire serves only to keep the tourists out of the trenches. – photograph from 2010(?)*)

**The well-known roll-call of July 2 of those who survived the battle unscathed was not officially recorded until two days later. The roll call of those who had been in the ten percent reserve of fourteen officers and eighty-three men held back for most of the day at Louvencourt was apparently also recorded only later. Thus the inscription 'With Battalion 4/7/16' on certain records.*

After the events of the morning of July 1, 1916, such was then the dire condition of the attacking British forces that it had been feared that a German counter-assault might well annihilate what had managed to survive of the British Expeditionary Force on *the Somme*.

The few remnants of the Newfoundland Battalion – and of the other depleted British units - were thus to remain 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 relieved from the forward area and ordered withdrawn to Englebelmer.

It would then be a further two days before the unit marched further again to the rear area and to its billets in the village of Maily-Maillet.

(Right: *The re-constructed village of Maily-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, a draft of one-hundred twenty-seven reinforcements – a second source cites one-hundred thirty – reported *to duty*. They would be the first to arrive following the events at Beaumont-Hamel but even with this additional manpower having arrived, the Regimental War Diary records that on the 14th of July, 1916, the 1st Battalion still numbered only...*11 officers and 260 rifles...after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.*



On July 27-28 of 1916, Lieutenant (see further below) Norris' Battalion - still under establishment strength at only five-hundred fifty-four strong, even after further reinforcement – moved northwards to enter into the *Kingdom of Belgium* for the first time.

It 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.

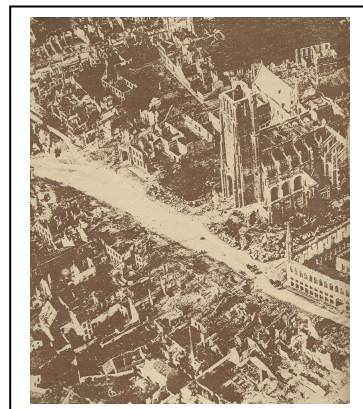
(Right: *The entrance to 'A' Company's quarters – obviously renovated since that time - in the ramparts of the city of Ypres when it was posted there in 1916 – photograph from 2010*)



The 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.

Then on October 8, after having served in Belgium for some ten weeks, the Newfoundland Battalion was ordered to return south, back into France and back into the area of – and the battle of – *the Somme*.

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



Four days after that return to France, on October 12, 1916, the 1st Battalion of the Newfoundland Regiment would again be ordered to the offensive; it was at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.

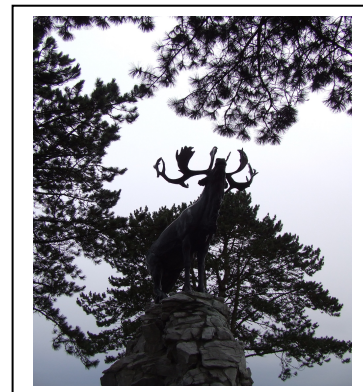
The encounter was to prove to be another ill-conceived and costly affair – two hundred thirty-nine casualties all told - for little gain.

(Right: *This is the ground over which the 1st 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*)

In fact, while the attack went in as planned on October 12, the Germans had apparently been aware of activity in front of their positions, and their artillery had gone into action on the evening of the day before. The Regimental War Diary for October 11th reads as follows: *Front line very heavily shelled. 2 officers and 43 O.R. Casualties. Received orders to advance our line on 12th.*



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The son of James Norris (general director of a sawmill, general merchant, ship-builder and fish-canner) and of Mary Norris (née *Dower*) of Three Arms, Notre-Dame Bay – this also Lieutenant* Norris' own named place of residence - he was brother to Ambrose, John, Ellen and to Bernard. There had also been three other brothers born into the family: James, Walter and William, all of whom had died at a young age.

Lieutenant Norris of 'C' Company was reported as having been *killed in action* by the enemy artillery fire of October 11, 1916, while serving with 'C' Company in the trenches on the eve of the action at Gueudecourt.

Lieutenant Norris was twenty-three years old at the time of his death: year of birth at Three Arms, Newfoundland, 1892.

**He received a further promotion to the rank of a full lieutenant on October 24, thirteen days after his death. The appointment was to be retroactive to July 12, 1916, a year to the day after his Imperial Commission had come into effect at Ayr.*

(Right: *The photograph of Second Lieutenant Norris is from the Provincial Archives.*)



Lieutenant Stephen Casimir Norris was entitled to the British War Medal 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 11, 2023.



