St. Mary & St. Peter Churchyard, Harlaxton, Lincolnshire

War Grave

Lest We Forget

World War 1

CAPTAIN

STANLEY KEITH MUIR   MC.

ROYAL FLYING CORPS

12TH SEPTEMBER, 1917   Age 25

Beloved Son Of

John And Josephine Muir

Melbourne

Stanley Keith MUIR

Stanley Keith Muir was born on 6th April, 1892 at Elsternwick, Melbourne, Victoria, Australia to parents John Franklin Muir & Josephine Muir (nee Holmes).

Stanley Keith Muir attended Scotch College Melbourne from 1899 to 1901. He attended Melbourne Grammar in 1907 but left due to illness.

Josephine Muir, mother of Stanley Keith Muir, died on 9th January, 1902 in East Melbourne, Australia.

Stanley Keith Muir worked with his brother, Mr C. R. Muir dentist, of Anderson Street, Euroa, Victoria.

The 1914, 1915, 1916 & 1917 Australian Electoral Rolls for the division of Melbourne, subdivision of Latrobe, Victoria listed Stanley Keith Muir of 139 Collins Street, Melbourne.

Stanley Keith Muir was a 22 year old, single, Station Overseer from Jolimont, Victoria when he enlisted at Broadmeadows, Victoria on 18th August, 1914 with the 4th Light Horse Regiment (Divisional) "A" Squadron of the Australian Imperial Force (A.I.F.). His service number was 152 & his religion was Presbyterian. His next of kin was listed as his father – Mr J. F. Muir of 28 Jolimont Street, Jolimont, Victoria.

Private Stanley Keith Muir was posted to Camp with 4th Light Horse Regiment on 18th August, 1914.

Private Stanley Keith Muir embarked from Melbourne on HMAT *Wiltshire (A18)* on 19th October, 1914.

Private Stanley Keith Muir was admitted to No. 2 Australian General Hospital at Mena House, Cairo with Subacute Rheumatism on 24th March, 1915. He was transferred to Convalescent Camp at Abbassia on 25th April, 1915.

Private Stanley Keith Muir reported to his Unit at Anzac with M.E.F. (Mediterranean Expeditionary Force) on 27th July, 1915.

Private Stanley Keith Muir was promoted to Corporal on 13th August, 1915.

Corporal Stanley Keith Muir was sent sick to Hospital on 28th August, 1915. He was transferred to Hospital Ship *Ascanius* on 31st August, 1918 & admitted to Valletta Military Hospital, Malta with Rheumatic Fever. Corporal Muir was transferred to St. Andrews Military Hospital, Malta on 2nd September, 1915 until 17th September, 1915 when he was transferred to Hospital Ship *Carisbrook Castle* for transfer to England. Corporal Muir was admitted to Military Hospital at Fulham, London on 24th September, 1915 with Enteric Fever (slight). He was transferred to Addington Park Hospital, Croydon on 28th September, 1915 & discharged from Hospital on 30th October, 1915 for furlo.

4th Australian Light Horse Regiment

The 4th Light Horse Regiment was formed as the divisional cavalry regiment for the 1st Australian Division on 11 August 1914. Belying traditional stereotypes, over 20 per cent of the original regiment were city dwellers from Melbourne. The regiment sailed from Melbourne on 19 October 1914 and disembarked in Egypt on 10 December.

The light horse were considered unsuitable for the initial operations at Gallipoli, but were subsequently deployed without their horses to reinforce the infantry. The 4th Light Horse Regiment landed on 22 and 24 May and its squadrons were initially scattered to reinforce the infantry battalions already ashore. The regiment was not reunited until 11 June. Much of the regiment's time at Gallipoli was spent defending the precarious ANZAC position, most frequently around Ryrie's Post, but its squadrons were involved in several minor attacks. It left the peninsula on 11 December 1915.

(Regiment Information from the Australian War Memorial)

Corporal Stanley Keith Muir was discharged from Australian Imperial Force on 17th November, 1915 having been granted a Commission in the 20th King's Royal Rifles Corps. Corporal Stanley Keith Muir's orders, dated 16th November, 1915, were to join the 20th King's Royal Rifles Corps at once for duty as a temporary Second Lieutenant at Norfolk House, Laurence Pountney Hill, London.

From The Supplement to *The London Gazette* – 23 December, 1915:

The King's Royal Rifle Corps

Stanley Keith Muir to be temporary Second Lieutenant. Dated 18th November, 1915.

20th King's Royal Rifles Corps

20th (Service) Battalion (British Empire League Pioneers), King's Royal Rifle Corps were raised in London on the 20th August, 1915 by the British Empire League. In February, 1916 they moved to Wellingborough for final training and proceeded to France, landing at Le Havre on 30th March, 1916. On the 19th May, 1916 they joined 3rd Division as a Pioneer Battalion. In 1916 they took part in The Actions of the Bluff and St Eloi Craters then moved to The Somme for The Battle of Albert, The Battle of Bazentin helping to capture Longueval, The Battle of Delville Wood and The Battle of the Ancre.

Stanley Keith Muir gained his Royal Aero Club Aviator's Certificate on 11th May, 1916 at Military School, Catterick Bridge, England while flying a Maurice Farman Biplane. He was a 2nd Lieutenant attached to 20th King's Royal Rifles. His address at the time was c/o Mrs H. C. Fein, Hadleydene, Haley Wood, Middlesex, England.

Stanley Keith Muir

2nd Lieutenant Stanley Keith Muir was posted to No. 1 Squadron at Heliopolis on 27th July, 1916.

2nd Lieutenant Stanley Keith Muir was temporarily attached to No. 17 Squadron R.F.C. at Kaulara on 19th September, 1916 en route for Salonika. He returned to his Unit from Alexandria on 27th September, 1916.

2nd Lieutenant Stanley Keith Muir, of No. 67 Australian Squadron, was sent to Hospital on 18th October, 1916. He was taken to 26th Casualty Clearing Station & discharged to duty on 19th October, 1916.

2nd Lieutenant Stanley Keith Muir embarked from Alexandria on H.T. *Kingstonian* on 13th January, 1917 for B.E.F. (British Expeditionary Force).

Temporary 2nd Lieutenant Stanley Keith Muir of No. 67 (Australian) Squadron, Royal Flying Corps was awarded the Military Cross on 19th January, 1917 for Gallantry & devotion to duty in the field.

"*For conspicuous dash and skill on 22nd December, 1916. I the attack of TEL-EL-SHARIA BRIDGE, he dropped his bombs from a low height and very accurately. In addition he afforded great assistance to the machine photographing BIR SABA during the same flight, by skilful fighting. He was mainly instrumental in shooting down a Fokker, which he followed down from 10,000 feet to 2,000 feet.*

Further, on the 1st January, 1917, he, single handed, pursued two enemy machines from EL ARISH to BIR SABA, one of which flew to the south, and the other he drove down over its own aerodrome, coming down to 3,000 feet to do so.

During the chase he was under the enemy observer's fire for 10 minutes, but with great coolness held his fire until within 70 yards, and must have inflicted severe damage on the enemy machine. He then waited over BIR SABA under heavy A.A. fire for the other machine, which flew in shortly afterwards, diving so fast to earth that he was unable to attack it.

> *His ordinary work has been excellent.*

Military Cross

Newspaper Article – Shepparton Advertiser, Victoria – 14 May, 1917:

Capt. Stanley Muir

(brother of Mr C. R. Muir, Euroa), has been promoted to the rank of Flight-Commander in the Royal Flying Corps, Egypt. Captain Muir, who is only 24 years of age, has been twice mentioned in Sir Dougals Haig's despatches, and has been awarded the Military Cross.

2nd Lieutenant Stanley Keith Muir embarked from Alexandria on *Kingstonian* on 13th January, 1917 & disembarked at Southampton, England on 30th January, 1917.

2nd Lieutenant Stanley Keith Muir was struck off strength of 5th Wing - No. 67 Squadron, R.F.C. on 14th January, 1917 having joined No. 68 Squadron R.F.C. He was made Lieutenant with No. 68 Squadron on 17th February, 1917.

Lieutenant Stanley Keith Muir was promoted to Captain with A.F.C. (Australian Flying Corps).

Captain Stanley Keith Muir was marched in to No. 68 Squadron at Harlaxton, Lincolnshire, England from Overseas on 18th August, 1917.

Harlaxton R.F.C. Aerodrome

Harlaxton was a triangular grass surface landing ground located about a mile South-East of Harlaxton village, Lincolnshire, England and oriented unusually to the north. It originally opened in 1916 as a Royal Flying Corps aerodrome. During WWI it was a busy training airfield and during 1918 was designated as No.40 Training Depot Station.

No.68 (Australian) Squadron arrived in the UK from Kantara, Egypt, in January 1917, staying at Harlaxton until September 1917, then deploying to France.

Captain Stanley Keith Muir was testing a DH. 5 aeroplane – Serial no. A9275 on 12th September, 1917 from R.F.C. Harlaxton. He had been in the air for around twenty minutes and was about to take his swoop for the air hangar when the one of the wings snapped and he fell 500 ft and was killed instantly. Captain Stanley Keith Muir was the only occupant of the plane.

A posed photograph of de Havilland DH 5 Scout plane of 68 Squadron, Royal Flying Corps (renumbered as No 2 Squadron, Australian Flying Corps from 19 January 1918) at an aerodrome in Lincolnshire, England.

Group portrait of pilots from 68 Squadron, Australian Flying Corps (later known as No 2 Squadron), posed in front of a De Havilland DH5 aircraft at an aerodrome in Lincolnshire, England in September, 1917.

Captain Stanley Keith Muir was killed on 12th September, 1917 near Harlaxton Aerodrome, Lincolnshire, England from an aeroplane accident.

A death for Stanley K. Muir, aged 25, was registered in the September quarter, 1917 in the district of Grantham, Lincolnshire, England.

A Court of Inquiry was held into the death of Captain Stanley Keith Muir. The Court were of the *"opinion that Capt. Muir was killed flying DH 5 in the execution of his military duties & that the machine was correct but could not apparently stand the strain of being dived upside down at such a terrific speed."*

Newspaper article on Inquest into the death of Captain Stanley Keith Muir – *Grantham Journal*, Grantham, Lincolnshire – 15 September, 1917

AUSTRALIAN AIRMAN KILLED

In an Eastern Counties Camp, on Thursday, an inquest was held respecting the death of Captain Stanley Keith Muir, aged 25, of the Australian Flying Corps, whose home is in Melbourne. Deceased was stated to be a skilled and experienced pilot. Second-Lieut. G. C. Wilson, A.F.C., said that on Wednesday he saw Captain Muir turn the machine on its back and glide for a short distance upside down. He was at this time about 1,200 feet up. He pulled the machine out in the ordinary way, and when at about 800 feet up the aeroplane attained its normal flying position. Directly afterwards the right-hand bottom wing appeared to collapse in the centre, and immediately the top wing crumpled up, causing the machine to spin to the ground. He watched Captain Muir all the time during this particular flight, and he considered there was no unnecessary strain put on the machine, which was practically a new one. The further evidence showed that the machine was in perfect working order when it ascended. The jury returned a verdict of "Accidental death," and expressed the opinion that accident was caused through some structural defect in the part of the machine which first broke, and that strict investigations should be made possible to ascertain the cause of the accident, and prevent similar accidents in the future."

War Diary No. 2 Squadron, Australian Flying Corps – September, 1917:

On September 12th, just before the squadron left England it suffered a terrible loss in the death of Capt. Muir (M.C.) as the result of an accident whilst flying a D.H.5. He was buried at Harlaxton Cemetery with full military Honours and Lieut. G. C. Wilson (D.C.M.) was appointed to command "B" Flight in his stead.

The squadron finally mobilised 16.9.17 and Lieut Tooth in charge of Squadron Transport left Harlaxton on that date, the remainder of the personnel leaving by rail on the 21st…..

(War Diary information from The Australian War Memorial)

Captain Stanley Keith Muir was buried in St. Mary & St. Peter's Churchyard, Harlaxton, Lincolnshire, England (North of Chancel) and has a Commonwealth War Graves Commission headstone.

Obituary for Stanley Keith Muir in the *Old Melburnians* 1918 – Magazine of the Melbourne Church of England Grammar School:

Stanley Keith Muir who was killed in England on 12th September 1917 as the result of an aeroplane accident was the son of Mr J. F. Muir. He was born in 1894 and was at the School in 1907 but left owing to illness, which eventually developed into hip disease. He as for six months on his back and another six months on crutches, but gradually grew out of his trouble, and after a long sojourn on Gulpha Station in Riverina was completely cured. He was a well-known amateur rider at picnic races in the Deniliquin district, and was a very fine horseman. He enlisted in the 4th Light Horse, was all through the Gallipoli campaign (though illness kept him back from the Landing), was

wounded at Lone Pine and invalided to England. He was there given a commission in the King's Royal Rifles, but soon transferred ti the Royal Flying Corps, and obtaining his wings in May 1916 was sent to Egypt to instruct an Australian flying squadron. He carried out single-handed the great Baghdad railway flight. He flew 600 miles without a stop in 6 ¼ hours, and bombed the railway line, and was highly commended for work at Et Arish. He was attacked by three German aeroplanes. He brought down one and pursued the others over the Dead Sea till his petrol gave out. For these feats he was awarded the Military Cross. He returned to England and was about to leave for the West front when the fatal accident occurred. He had been in the air for about twenty minutes, and was about to take his swoop for hanger when one of the wings snapped and he fell 500 feet and was killed instantly. He was regarded as one of the six best flyers in the British Army and was noted for his "stunts." A comrade writing of him says: "Our crowd were all broken up over his death, for he was white to the soles of his feet." Major Oswald Watt, writing to his father, says: "His sad death deprives the flying service of one they can ill afford to lose. Never was an officer more truly mourned by his fellow-officers or by his men."

Captain Stanley Keith Muir is remembered on the Commemorative Roll Book, located in the Commemorative Area at the Australian War Memorial, Canberra. The Commemorative Roll records the names of those Australians who died during or as a result of wars in which Australians served, but who were not serving in the Australian Armed Forces and therefore not eligible for inclusion on the Roll of Honour.

Commemorative Area of the Australian War Memorial *(Capital Photographer)*

Captain Stanley Keith Muir was entitled to 1914/15 Star, British War Medal & the Victory Medal. A Memorial Scroll & Memorial Plaque were also sent to Captain Muir's father – Mr J. F. Muir, as the closest next-of-kin.

WW1 Memorial Plaque for Stanley Keith Muir – held by the Australian War Memorial

The Commonwealth War Graves Commission lists Captain Stanley Keith Muir, aged 25, of Royal Flying Corps. He was the son of John Franklin Muir, of 108 Collins St., Melbourne, Victoria, Australia. Awarded MC.

S. Muir is remembered on the Euroa War Memorial located in Lions Park, Clifton Street, Euroa, Victoria.

**Euroa War Memorial** *(Photo from Monument Australia –Graeme Saunders)*

S. Muir is remembered on the Euroa District Honour Roll for the Fallen, located at the Euroa RSL Club, Kirkland Avenue West, Euroa, Victoria.

**Euroa District Honour Roll for the Fallen** *(Photo from Monument Australia – Roger Johnson/Sandra Brown)*

(78 pages of Captain Stanley Keith Muir's Service records are available for On Line viewing at National Archives of Australia website).

Information obtained from the CWGC, Australian War Memorial (Roll of Honour, First World War Embarkation Roll, Red Cross Wounded & Missing) & National Archives
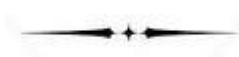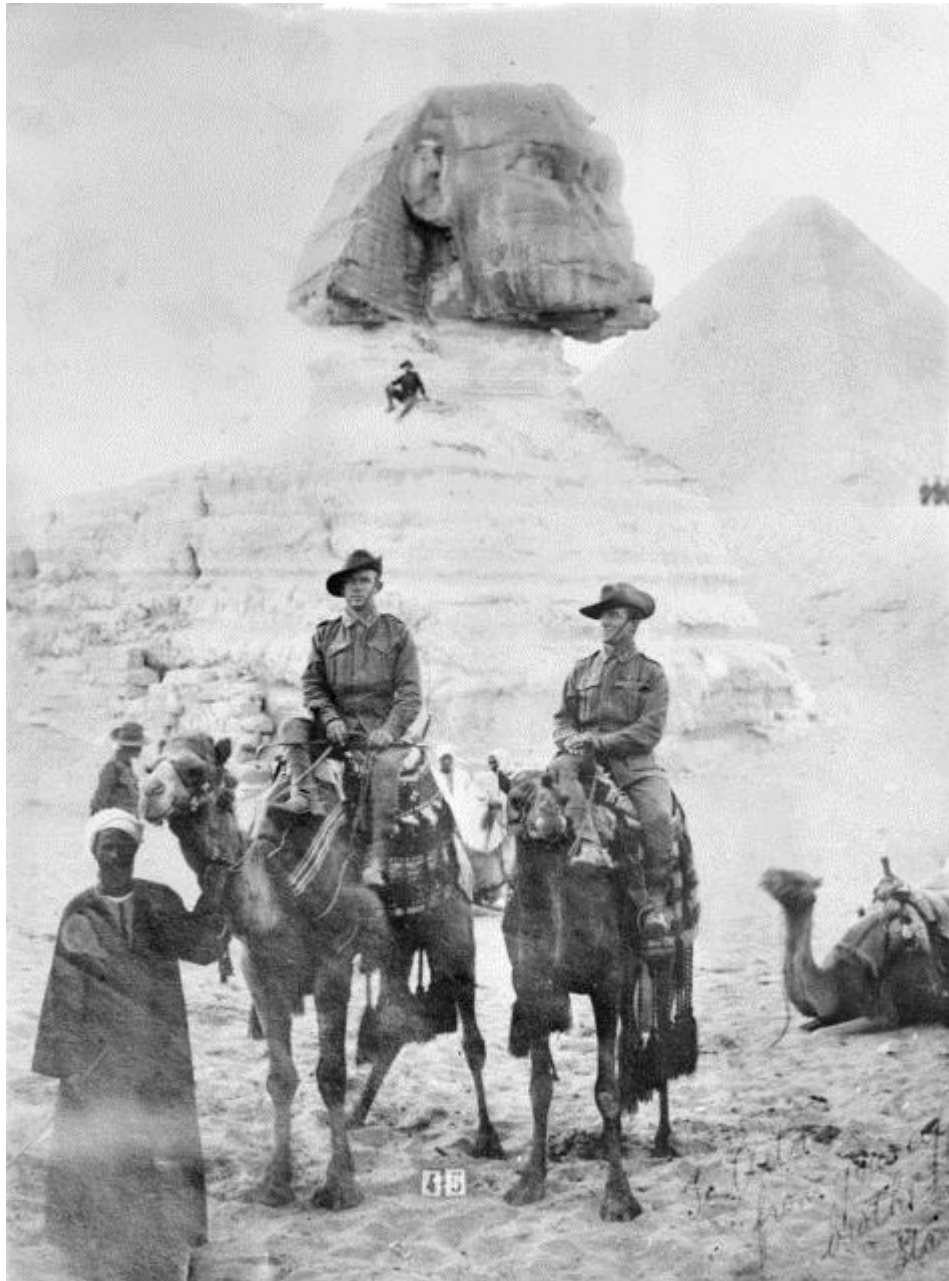
AUSTRALIAN WAR MEMORIAL   DAX0336

Left – No. 152 Corporal Stanley Keith Muir, 4th Light Horse Regiment (LHR) from Jolimont, Victoria.

(Photo taken c 1 April, 1915)

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Newspaper Notices

AUSTRALIAN AIRMAN KILLED IN LINCOLNSHIRE

Capt. S. K. Muir, R.F.C., of Melbourne, Australia, was killed yesterday while flying in Lincolnshire.

It appears that he was practising a "stunt" which is absolutely necessary for an airman to risk in order to fit him for modern battles, when his machine crashed down from a high altitude.

Capt. Muir was considered to be one of the most skilled and daring pilots turned out by Australia.

(*Nottingham Evening Post*, Nottingham, Nottinghamshire, England - 13 September, 1917)

Death of Captain Muir

It is with very deep regret that we chronicle the death of Captain Stanley Muir, M.C., which occurred at Harlaxton, England, last Wednesday, as the result of an aeroplane accident.

The gallant young soldier - he was only 25 years of age - was well known and highly respected in Euroa, where he worked with his brother, Mr C. R. Muir dentist, of Anderson street for some time. He left Euroa just prior to the war, and enlisted in Melbourne, where his father resides. He sailed with the first contingent as a corporal in the 4th Light Horse but owing to illness he did not take part in the landing. He was subsequently wounded at Lone Pine and invalided to England, where he gained a commission in the King's Royal Rifles, but on his own application was granted a transfer to the Royal Flying Corps. Having won his "wings" he went to Egypt to instruct an Australian squadron and gained his Cross in the desert fighting by taking part in a daring bomb raid during which he helped to bring down an enemy machine. Subsequently he attacked two more and bought down one of them. In February he returned to England to train an Australian squadron for services on the West Front, to which it was understood he would shortly accompany it.

Friday's "Herald" has the following - "Captain Stanley Muir MC, a Victorian officer of high reputation in Egypt, while scouting at El Arish, was attacked by three German Machines. He brought down one, and pursued the others over the Dead Sea till his petroleum gave out. Another feat won him the Military Cross. Major W. O. Watt describes Captain Muir as one of the finest fliers. Recently he flew on his back for five minutes, which is a record."

He had been trying new machines in England according to recent letters received by his people, but was very anxious to go on active service again and had made repeated efforts in that direction. He was recently mentioned in despatches for the third time.

(*Euroa Gazette*, Victoria , Australia– 18 September, 1917)

ROLL OF HONOUR

KILLED

Captain Stanley Muir, brother of Mr C. R. Muir, dentist, Euroa, died in England on September 11, as the result of an aeroplane accident. Deceased was 25 years of age, sailed with first contingent as a light horseman, was wounded at Lone Pine, invalided to England, and after recovery joined the Royal Flying Corps. He won the Military Cross in Egypt for bringing down an enemy aeroplane.

(*Shepparton News*, Victoria , Australia– 1 October, 1917)

SWIMMERS OF THE AIR

The late Capt. Stanley K. Muir

As was recently announced in these columns, Captain Stanley K. Muir whose daring feats are so graphically described, met his death on September 11 as the result of a flying accident at Harlaxton, England. The following interesting description, by the London correspondent of the "Herald," refers to the late Capt. Muir, brother of Mr. C. R. Muir Euroa.

"Major Watt commands an Australian squadron that is just ready to fly across the channel and take its place on the Western front. On a wide green field in Southern Lincolnshire, the big hangar of this squadron is built, and here in the late hours of a sunny autumn day, I found Major Watt, and we watched a group of keen laughing young Australians go through their evening "stunts." A Sopwith 'pup' commenced to grunt vigorously as a mechanic in brown overalls gave a twist to its long broad propeller, which as the engine responded whizzed round at a furious speed, the air-draft throwing up a cloud of dust and dirt like the commencement of a Nor-West willy-willy.

A typical long-jawed young Anzac, wearing the ribbon of the Military Cross under the white wings of his tunic, detached himself from the group of officers, pulling on his leather coat and cap as he walked, jumped into the pilot's seat, glanced keenly at the various controls, and raised his hand byway of signal to the mechanics to let go. For 50 yards or so the "bus"(all these practice machines are buses to student flyers) swayed from side to side as the wheels

ran over the rough ground, steadying up as it rose into the air. Then the pilot pulled his "joystick," otherwise his main control lever, over, and at an amazing angle the little scout shot upwards.

At 2000 feet the airman flattened out and for a minute or two sat down on the edge of a low lying cloud, appearing to take breath after his almost vertical climb. Then commenced the wonderful aerial game that reminded me so irresistibly of the aquatic revels of the sun-tanned lads of Sydney and Melbourne. Jumping off from the little wisp of cloud, the airman took a long graceful dive at an angle of about 45 degrees-a thousand foot dive, from which he "zoomed" up with exquisite grace, coming out at the 2000ft. level on his back and swimming along thus with powerful strokes to his fleecy springboard.

A few seconds breather, and then he appeared to just let the aeroplane go, and it turned over with its head pointing straight to earth, down, down - the wings revolving in terrifying fashion, and indicating apparently a complete lack of control. But it was only part of the everyday game - the spinning nose-dive. Until quite recently the spinning dive was the most dreaded of happenings, for it meant the end of both the man and machine. Now the secret of how to get out of it is known to all, though the beginner, naturally, does not sample its exhilarating sensations.

Back to high level again, the airswimmer turned on a whole box of tricks, cutting through the air on his side, travelling on his back for a mile at a stretch, looping backwards and forwards, and otherwise exhibiting the same mastery of the air as Cecil Healy and Frank Beaurepaire have in their day over the water.

As the airman slid down unerringly to the field again, Major Watt remarked: "That's Captain Stanley Keith Muir of Melbourne, one of the finest flyers I have seen. With any luck he is certain to make a big name. He has already done good work in the Egyptian campaign, where he won his Military Cross. The story of that exploit has already been published, but another of his adventures is worth mentioning.

'He was scouting away out from El Arish, when he saw three German aeroplanes some distance away. Muir set off after them, brought one down, the second turned tail and fled, and the third he chased half-way across the Dead Sea, when he was compelled to turn back on account of petrol shortage. He arrived back at the aerodrome fresh and eager for more fight.'

Major Watt has seen the flying men of every country, but he is absolutely certain none are superior to the Australians."

(*Euroa Advertiser,* Victoria, Australia – 16 November, 1917)

SWIMMERS OF THE AIR

FEARLESS HERO WINS PRAISE

Accident Ends Career of Capt. Muir

"He was such an excellent officer, and I had looked forward to having him out here with our squadron and doing real good work for us," writes Sir William Birdwood in a letter to Major Watt, in command of the 68th Squadron Australian Flying Corps, when speaking of the death of Flight-Commander Stanley Keith Muir, M.C., in England on September 12. "It seem so terrible',' adds the General, "that he should have gone in this way, especially when I realise how keen he was to come out here and take part in some hard fighting with our Australians. But it was not to be, and we can only mourn the loss of a real brave comrade."

The letter, along with others, has been received by the bereaved father, Mr John F. Muir of Collins street, Melbourne. One of these is a message from the King and Queen, expressing their sincere sympathy with the family. Another is from Lady Birdwood, who speaks with pleasure of her meeting with Flight - Commander Muir at the aerodrome at Harlaxton, and adds that she is sure his death will entail a great loss to all his relations and comrades. She had forwarded a wreath to be placed on the grave.

Major Watt, a New South Wales officer of distinction, writing to Mr. Muir, states that he had the honor of being his late son's commanding officer ever since the formation of the squadron in Egypt in January. "Stanley was one of the staunchest friends a man ever had, and one of the most skilful pilots I have ever seen," says the Major. "His sad death deprives the flying service of one they can ill afford to lose. We were just about to fly overseas to France, being due to start in three days' time. He was buried with full military honors in Harlaxton cemetery, near the aerodrome Grantham, Lincolnshire, England, with a firing party of Australian machine-gunners. The coffin was

borne, by his fellow-officers, the service being taken by an Australian Padre, Chaplain-Captain J Best, Ballarat. Never was an officer more mourned by his fellow-officers or by his men."

It appears that the late officer was descending to the aerodrome on September 12 after having been in the air for about 20 minutes. He was just about to take his last swoop for landing, being then about 500ft. from the ground, when one of the wings snapped off. The machine fell at once, and when Flight-Commander Muir was picked up he was dead. His flying was much admired. He had been to France several times, and was to have gone with the squadron on September 18, as stated.

He was said to have been one of about six of the best British flyers, and his steadiness, ability, and wonderful piloting powers earned for him great praise. The feat for which he gained his Military Cross was accomplished in Egypt. A wonderful flying performance which he had to his credit was a flight, on his back for five minutes, which constitutes a record.

Enlisting as a private in the A.I.F. at Euroa, the late Flight-Commander Muir, who was only 24 years of age when he met his death, sailed with the first contingent, as a corporal in the 4th Light Horse. He went through the Gallipoli campaign, being wounded at Lone Pine. Invalided to England, he subsequently joined the flying service, and went to Egypt. He returned to England in February to train for service in France, but the accident cut short a brilliant military career.-"Herald."

(*Euroa Advertiser,* Victoria, Australia – 30 November, 1917)

Commonwealth War Graves Commission Headstones

The Defence Department, in 1920/21, contacted the next of kin of the deceased World War 1 soldiers to see if they wanted to include a personal inscription on the permanent headstone. Space was reserved for 66 letters only (with the space between any two words to be counted as an additional letter) & the rate per letter was around 3 ½ d (subject to fluctuation).

The expense in connection for the erection of permanent headstones over the graves of fallen soldiers was borne by the Australian Government.
(Information obtained from letters sent to next of kin in 1921)

Captain Stanley Keith Muir does have a personal inscription on his headstone.

Beloved Son Of John And Josephine Muir Melbourne

St. Mary & St. Peter's Churchyard, Harlaxton, Lincolnshire, England

St. Mary & St. Peter's Churchyard, Harlaxton contains 4 Commonwealth War Graves – all from World War 1.

St. Mary & St. Peter's Church, Harlaxton *(Photo above courtesy of Anthony Bysouth & below by David Dixon)*

Photo of Captain Stanley Keith Muir's Commonwealth War Graves Commission Headstone in St. Mary & St. Peter's Churchyard, Harlaxton, Lincolnshire, England.

(Photo courtesy of Anthony Bysouth)