



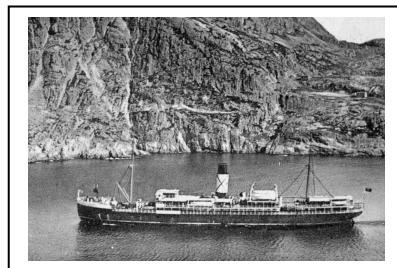
**Private John Joseph Cahill (Regimental Number 966) is interred in Achiet-le-Grand Communal Cemetery Extension – Grave reference: IV. X. 8.**

**His employment prior to military service recorded as that of a *fireman* – whether he who fights fires or who fires a steam-driven engine is not clear – and earning a monthly forty dollars, John Joseph Cahill 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 12 of the year 1915. It was a procedure which was to pronounce him as...*Fit for Foreign Service*.**

It was to be on the day following his medical assessment, on January 13, that he would enlist – engaged at the private soldier’s rate of a single dollar per diem plus a daily ten-cent *Field Allowance*.

However, whereas attestation for others had come about on the day of enlistment, he was now to await a further three weeks plus three days, until February 6, before *that* final formality would come to pass.

For Private Cahill, Number 966, there was now to be yet another waiting period, this of six weeks. How he occupied himself during that time is not recorded among his papers; he may, of course, have temporarily returned to work, but this is only speculation.



(Right above: *The image of the Bowring Brothers’ vessel ‘Stephano’, sister-ship of ‘Florizel’, as she passes through ‘the Narrows’ of St. John’s Harbour is from the Provincial Archives.*)

Unlike the two previous contingents to have departed Newfoundland (see below) for...overseas service, Private Cahill’s ‘D’ Company was not to sail directly to the United Kingdom. On March 20, it embarked onto the Bowring-Brothers’ vessel *Stephano* for the short voyage to Halifax, capital city of the Canadian province of Nova Scotia, where it was thereupon to board a second vessel, the newly-launched *Orduña* for the trans-Atlantic crossing\*.



(Right above: *The image of Orduña is from the Old Ship Picture Galleries web-site. The vessel was not to be requisitioned during the Great War but would be used by the Cunard Company to operate on its commercial service between Liverpool and New York.*)

Having then sailed from Nova Scotia on March 22 for Liverpool, Private Cahill and his draft landed there eight days later, on the 30<sup>th</sup>. Once disembarked in Liverpool, the two-hundred fifty men and officers of ‘D’ Company were thereupon transported on the same date by train directly to Edinburgh, the Scottish capital, to join the Newfoundland Regiment’s ‘A’, ‘B’ and ‘C’ Companies.

These units were by this time stationed at the historic Castle, ‘A’ and ‘B’ having recently been posted from Fort George and ‘C’ having arrived directly from home (see further below). After ‘D’ Company’s arrival at the end of that month of March, the Newfoundlanders were now to remain at Edinburgh for the following six weeks.

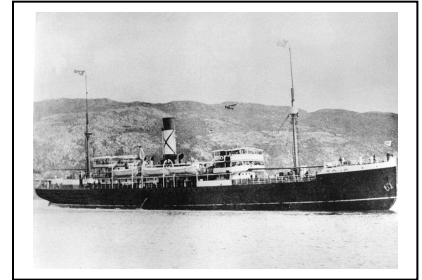


(Right above: *From its vantage point on Castle Hill, the venerable fortress overlooks the city of Edinburgh where in 1915 the Newfoundlanders were to provide the first garrison to be drawn from outside the British Isles. – photograph from 2011)*

\* \* \* \* \*

Five to six months 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 – these to become 'A' and 'B' Companies - during which time the authorities had also been preparing for the Regiment's transfer overseas.

This first Newfoundland contingent was to embark on October 3, in some cases only days after a recruit's enlistment and/ or attestation. To become known to history as the *First Five Hundred* and also as the *Blue Puttees*, on that day they had boarded the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.



The ship had sailed for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the 1<sup>st</sup> Canadian Division overseas, off the south coast of the Island.

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

(Right: *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, as recorded beforehand, it was to provide the first garrison from outside the British Isles.

Only days after 'A' and 'B' Companies had taken up their posting there, on February 16 'C' Company – the first re-enforcements for the original contingent\* - would arrive directly from Newfoundland.

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

\* \* \* \* \*

As seen in a previous paragraph, for the month of April and the first days of May of 1915, 'A', 'B', 'C' and 'D' Companies, now united, were to furnish the garrison – the first troops from outside the British Isles to do so - of the guardian of Scotland's capital city. Then, during the first week of May, 'E' Company was to report there...*to duty*...from home. Four days later again, on May 11, the Newfoundland contingent was ordered elsewhere.

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On that day, three weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit was dispatched to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.

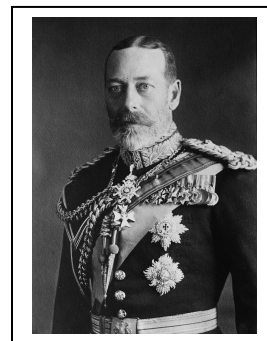
It was to be at *Stobs Camp* that the Newfoundland contingent would eventually receive the re-enforcements from home – ‘F’ Company which arrived on July 10, 1915 - that would bring its numbers up to that of British Army establishment battalion strength\*. The now-formed 1<sup>st</sup> Battalion of the Newfoundland Regiment was thus rendered available to be sent on ‘active service’.

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



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

At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’, were then sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot. This force, now the 1<sup>st</sup> Battalion of the Newfoundland Regiment, was thereupon attached to the 88<sup>th</sup> Brigade of the 29<sup>th</sup> Division of the (British) Mediterranean Expeditionary Force.



Meanwhile the two junior Companies, ‘E’ – last arrived at Edinburgh - and the aforementioned ‘F’, were ordered transferred to Scotland’s west coast, to Ayr, there to provide the nucleus of the newly-forming 2<sup>nd</sup> (Reserve) Battalion.

(Right above: *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.)*

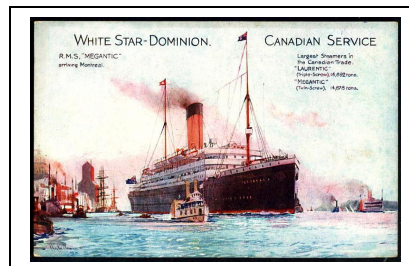
It was while the Newfoundland Battalion was in training during those weeks at Aldershot, on August 15 that Private Cahill would be prevailed upon to enlist for the duration of the conflict.

*\*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 personnel of ‘A’, ‘B’, ‘C’ and ‘D’ Companies of the 1<sup>st</sup> 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.)*

(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, Private Cahill and his Newfoundland unit 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 1<sup>st</sup> Battalion was to land at *Suvla Bay* on the *Gallipoli Peninsula*.



(Right: *Kangaroo Beach, where the officers and men of the 1<sup>st</sup> 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 – Whatever the case, they were yet to land on Gallipoli. – from Provincial Archives)*

\* \* \* \* \*

**966 Pte. J. Cahill – The above man did not embark for Gallipoli but was left behind at Alexandria when the Battalion sailed on Sept.13, 1915.**

Any expectations that Private Cahill may have had of serving with the Newfoundland unit on the *Gallipoli Peninsula*, however, were not to be realised: attached to the Regimental Transport Section, while in Egypt he was to be among the 1<sup>st</sup> Battalion personnel seconded to serve in the same capacity for three British composite battalions.

These forces – the so-named *Western Desert Frontier Force* - were to be used to counter an uprising in Western Egypt by the *Senussi* – a religious leader - and his followers. Thus from December of 1915 until early February of 1916, Private Cahill was serving in the region of the western frontier of the country, although apparently in an area where there was little or no fighting.

Then at some time during the latter half of February of 1916, his posting to the *Western Desert Frontier Force* completed, Private Cahill was to report...*to duty*...with the 1<sup>st</sup> Battalion at Suez. While there, on March 1, he was admitted into the 18<sup>th</sup> Stationary Hospital with a puncture wound to the neck, being discharged back to his unit a week plus two days later, on the 9<sup>th</sup> day of the month.

\* \* \* \* \*

In the meantime, when the Newfoundlanders had landed from their transport ship at *Suvla Bay* on the night of September 19-20 five months before, they would disembark into a campaign that was already on the threshold of collapse.

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



Not only in the area where the Newfoundland Battalion were 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 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, were those afflicted by trench-foot and by frost-bite.

During the days that followed, the British positions – and therefore those of the Newfoundlanders - at *Suvla Bay* had been becoming yet more and more untenable. Thus on the night of December 19-20 the British had abandoned the area of *Suvla Bay* – the Newfoundland unit, the only non-British unit to serve there, to form a part of the rear-guard.



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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 1<sup>st</sup> Battalion was to be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.

(Preceding page: *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.

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.

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

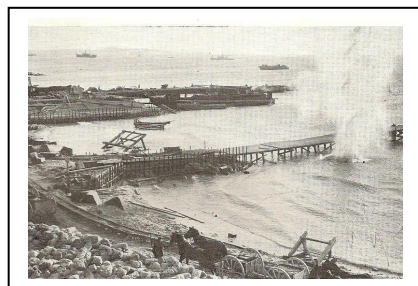
*\*Lieutenant Owen Steele of St. John's, Newfoundland, is cited as having been the last soldier of the Mediterranean Expeditionary Force to step into the final small boat to sail from the Gallipoli Peninsula.*

(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 15<sup>th</sup> 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 29<sup>th</sup> 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 1<sup>st</sup> 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*)



And it was about half-way through the Newfoundland Battalion's posting to the area of Suez that Private Cahill returned to his unit.

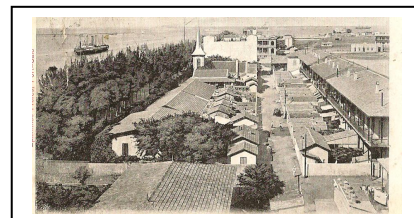
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Although now having returned to serve with the 1<sup>st</sup> Battalion, it was not to be long before – as seen in a previous paragraph – Private Cahill would be admitted into the nearby 18<sup>th</sup> Stationary hospital for attention to an injury to his neck. While no details are to be found among his papers, it may not have been overly serious – apart from the ever-present threat of infection in those days before anti-biotics – as he was released from care after eight or nine days on March 8-9.

He would be just in time to sail from there with the Newfoundland unit.

After that two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and *other ranks* of the 1<sup>st</sup> Battalion boarded His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage up through the *Suez Canal* en route to France.

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



The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseilles, on March 22.

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

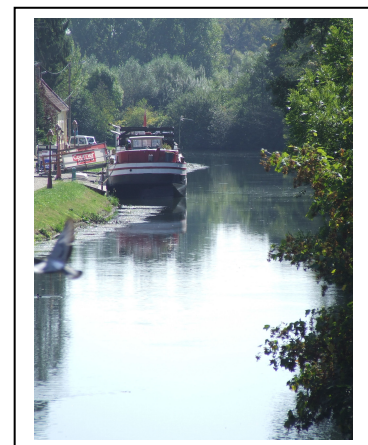


Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseilles. It had been a cold, miserable journey, the blankets provided for the troops having inexcusably 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 then marched on their way from the station. But some three months later *the Somme* was to have become a part of their history.

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



(continued)



On April 13, the 1<sup>st</sup> 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 2<sup>nd</sup> 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.*

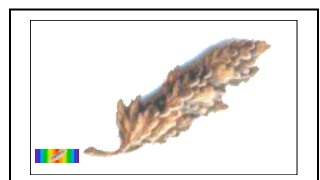
(Right below: A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?))

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.



The preparations for that summer campaign included raids on enemy positions just days before the main attack, several of them being in the sector in which the 1<sup>st</sup> Battalion of the Newfoundland Regiment was serving.

Private Cahill was *Mentioned in Dispatches* for his part in such an action near the commune of Beaumont-Hamel on the night of June 28, 1916. He...*showed conspicuous gallantry in bringing in a wounded man, and after the raid went out on his own initiative to bring in another wounded man and was never heard of again.* – London Gazette, January 4, 1917.



Private Cahill was reported as *missing in action* after that raid of June 28. He had, in fact, been taken prisoner by the Germans. Suffering from shot-wounds to the back of the neck and to the lungs, he had been transferred to Bapaume, well behind the German lines, and then to a prisoner-of-war camp at Velu. He later *died of wounds* in hospital at nearby Minden.



This information was forwarded by the German Government to the American Embassy in London – the Americans being neutral until April of 1917 – whose offices relayed it in turn to the British Foreign Office.

(Right above: A part of the Memorial Park at Beaumont-Hamel, once the battlefield on or near which Private Cahill was wounded – photograph from 2007)

The son of Joseph Cahill and Mary Cahill – perhaps one or both deceased as it was his step-brother Edward Croke of 12, Stephen Street (later of 208, Water Street) who was cited as next of kin - of St. John's, Private Cahill's own address was recorded as 208, Water Street. There he likely boarded with a Mrs. Edward Fortune, to whom he had allotted the daily sum of fifty cents from his pay.

Private Cahill died in the custody of the Germans on July 5, 1916, and was buried at Velu. His remains were subsequently removed and re-interred where they rest today.

John Joseph Cahill had enlisted at the *declared* age of thirty-two years.

Private John Joseph Cahill 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](mailto:criceadam@yahoo.ca). Last updated – February 8, 2023.