

Private Edward Bewhey (Regimental Number 1144) lies in Azmak Cemetery at Suvla – Grave reference: II. C. 10.

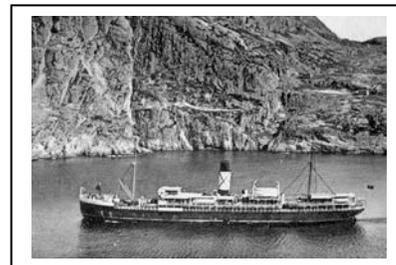
His occupation previous to military service recorded as that of a *labourer* working for a daily one dollar and forty cents, Edward Bewhey presented himself for medical examination at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland, on February 11 of the year 1915. Despite dental problems, it was a procedure which was to pronounce him as...*Fit for Foreign Service*.

There was to be only a single week following his medical assessment before, on February 18, he returned to the *CLB Armoury* to 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 some had come several weeks after enlistment, he was now to await just a further nine days, until February 27, before *that* final formality would come to pass. On that date he swore his *Oath Of Allegiance* and thereupon became...*a soldier of the King*.

(continued)

For Private Bewhey, Number 1144, there was yet to be another, and final, waiting period of three weeks before he would be summoned to...overseas service. 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 Bewhey's 'D' Company was not to sail directly to the United Kingdom. On March 20 it, he a soldier of the Number 8 Platoon, 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 Bewhey and his draft landed there eight days later, on the 30th. 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.



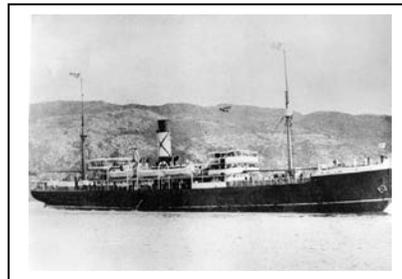
(Right above: *From its vantage point on Castle Hill, the venerable fortress overlooks the city of Edinburgh where in 1915 the Newfoundlanders were to provide the first garrison to be drawn from outside the British Isles. – photograph from 2011)*

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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 1st 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.

On that day, some seven 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 1st Battalion of the Newfoundland Regiment would thus be rendered available for...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 four ‘fighting’ companies, 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 1st Battalion of the Newfoundland Regiment, was thereupon attached to the 88th Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force.



Meanwhile the two junior Companies, ‘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 2nd (Reserve) Battalion.

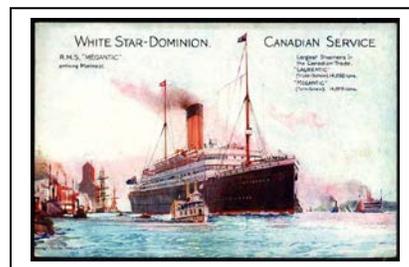
(Right above: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India – the photograph is from Bain News Services via the Wikipedia web-site.*)

It was while the Newfoundland Battalion was in training during those weeks at Aldershot, on August 16 that Private Bewhey 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. Later recruits signed on for the ‘Duration’ at the time of their initial enlistment.*



(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, 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 Bewhey 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 1st Battalion was to land 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: 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 Bay*, and where the 1st Battalion of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011)



When the Newfoundlanders landed from their transport ship at *Suvla Bay* on that September night of 1915 they were to disembark into a campaign that was already on the threshold of collapse.

Not only in the area where the Newfoundland Battalion was to serve but, even ever since the very first days of the operation in April of 1915, the entire *Gallipoli Campaign*, including the operation at *Suvla Bay*, was proving 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 their allies, the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.



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

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(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 of 1915 would see perhaps 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.

(Right: *This is Anzac Bay in the fore-ground with the Salt Lake in the centre further away. The bottom of Suvla Bay is just to be seen on the left and adjacent to the Salt Lake, and further away again. The hills in the distance and the ones from which this photograph was taken were held by the Turks and formed a horse-shoe around the plain surrounding the Salt Lake - which was where the British and Newfoundlanders were stationed. – photograph from 2011*)



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.

The son of William Henry Bewhey (also found as *Buie* and *Bewey*), labourer, and of Ellen Bewhey – to whom he had allotted a daily allowance of 60 cents from his pay - of 23, Princes Street* in St. John's, he was brother to William-Henry, Fanny, Elizabeth-May, to Sarah-Jane and also likely to James.

Private Bewhey was reported as having been...*killed in action*...while serving in the trenches with 'D' Company - possibly he was the unnamed sentry who was shot in the head at five o'clock in the morning - this was likely either he or Private James Joseph Tibbo, Number 1017 - on the night of November 30/ December 1, 1915.



Edward Bewhey had enlisted at a *declared* nineteen years of age: date of birth in St. John's, Newfoundland, December 27, 1895 (from the Newfoundland Birth Register).

**This was the address cited on the enlistment papers, but the 1913 St. John's Business Directory cites his residence as being 5, Lime Street.*

(First page: *The photograph was taken from the heights – occupied by the Turks – which overlook the Suvla Plain – and particularly that part of the Plain where the Newfoundland troops were posted. In the centre of the picture may be perceived a white horizontal trace:*

this is Azmak Cemetery in which there are to be found eleven Newfoundland graves. One of them is that of Private Bewhey. – photograph from 2011)

(The photograph of Private Bewhey is from the Provincial Archives.)

Private Edward Bewhey 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).



