

Private Michael Joseph Jackman (Regimental Number 733), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.



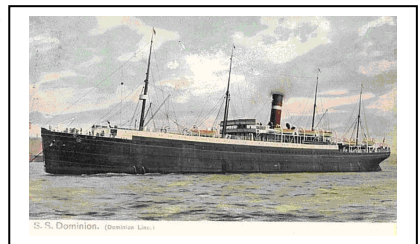
Educated at St. Bonaventure's College, St. John's, and a member of the Catholic Cadet Corps on Bell Island, the occupation of Michael Joseph Jackman prior to military service was recorded as that of a clerk earning thirty-five dollars a month. He presented himself for medical examination on December 8 of 1914, at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland. It was a procedure which was to pronounce him as...*Fit for Foreign Service*. He was a recruit of the Second Draft.

Ten days later, Charles Michael Jackman was to return to the *C.L.B. Armoury*, there to enlist – engaged at the private soldier's daily rate of a single dollar a day plus a ten-cent *Field Allowance*. It appears that he was also to attest on that same December 18.

Now for Private Jackman, Number 733, there was to be a seven-week waiting period before there came a summons to *overseas service*. While he may well have returned for the Christmas and New Year period back home to Bell Island, he was back in St. John's by the third day of January; the records show that he lodged at some time before and then from January 3 until February 3 of 1915 with a Mrs. J. Ryan at 227, Theatre Hill, in the city, the twenty-dollar plus cost defrayed by the Newfoundland taxpayer.

On the fourth day of February of 1915, the first reinforcements – this was 'C' Company - for the Newfoundland contingent – it was not yet at battalion strength - which by this time was serving in Scotland (see further below), were to embark via the sealing tender *Neptune* onto the *SS Dominion* – the vessel having anchored to the south of St. John's, off Bay Bulls, because of ice conditions.

(Right above: *The image of the steamer 'Dominion' - launched in 1894 as the 'Prussia' - is from the Old Ship Picture Galleries web-site. An older vessel, she was to be requisitioned during the latter part of the Great War as a store and supply ship. She survived the conflict to be scrapped in 1922.*)



(Preceding page: *The photograph of personnel of 'C' Company on board the 'Neptune' on the way to the harbour at Bay Bulls is from the Provincial Archives.*)

The vessel was then to sail - and Private Jackman thus departed Newfoundland for overseas service - a day later again, on February 5, for trans-Atlantic passage to the United Kingdom.

*\*There appears to be some confusion in some sources as to whether these troops were 'C' or 'D' Company. However, 'D' Company was to go overseas some time later on 'Stephano' to Halifax and then on 'Orduña' to Liverpool.*

Having disembarked in the English west-coast port-city of Liverpool, the Newfoundlanders entrained for Edinburgh, the first Newfoundland Regiment contingent having by this time been posted to the historic Castle in Scotland's capital city. There they were to provide the garrison, thus being the first unit from overseas ever to do so.



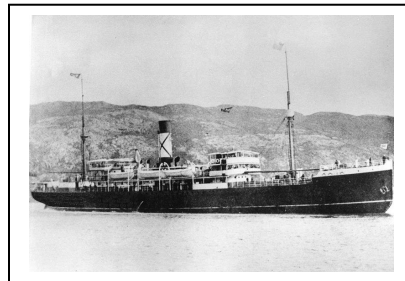
Private Jackman and the other new-comers reported *to duty* at Edinburgh Castle on February 16.

(Right above: *Edinburgh Castle dominates the city from its position on the summit of Castle Hill. – 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 - 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 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 would sail 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.*)



(continued)

(Preceding page: *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 – and where ‘C’ Company and Private Jackman, as also cited beforehand, would arrive from Newfoundland on February 16 of 1915.

\* \* \* \* \*

Some three months later, on May 11, and three weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit was ordered moved 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 received 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 eligible 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)

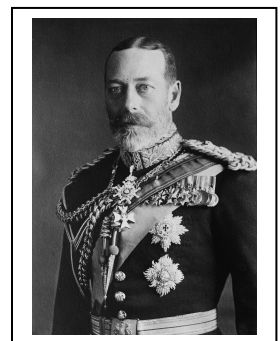


*\*This was approximately fifteen hundred, sufficient to furnish two re-enforcement companies and a headquarters staff.*

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.

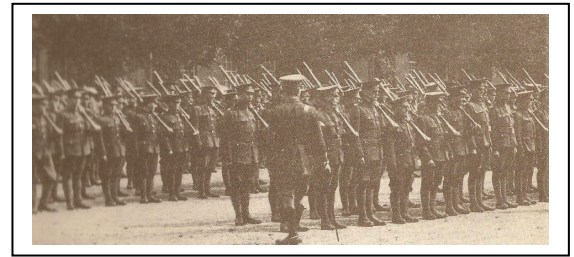
(Right: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India* – the photograph is from *Bain News Services* via the *Wikipedia* web-site.)



It was during this period at Aldershot, on August 15, that Private Jackman was prevailed upon to re-enlist, on this occasion for the *duration of the war*\*.



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



***(Right above: Some of the 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.)***

**On August 20, 1915, Private Jackman and the 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 landed at Suvla Bay on the *Gallipoli Peninsula*.**



***(Right above: 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.)***

***(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 – Whichever the case, they were yet to land on Gallipoli. – from Provincial Archives)***



***(Right below: 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 of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011)***

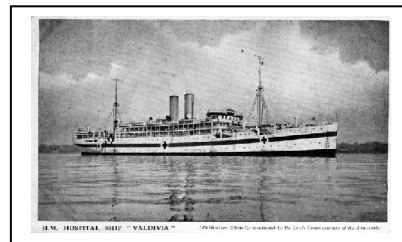
\* \* \* \* \*

**Just days after having set foot on the sand and stone – mostly the latter – of *Kangaroo Beach*, on September 26 Private Jackman was evacuated from *Suvla Bay* onto His Majesty's Hospital Ship *Valdivia* – possibly having been first ferried to the Greek island of Lemnos.**

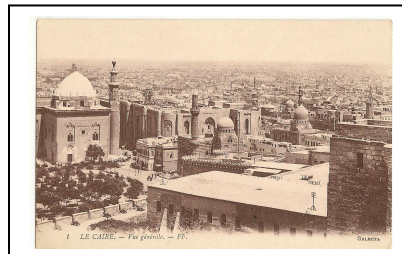


Private Jackman had by that time been diagnosed as suffering from dysentery and thus he was transferred by the ship to Alexandria and thence to the 5<sup>th</sup> Canadian Stationary Hospital at the Cavalry Barracks at Abbassia, Cairo, where he was admitted on the 29<sup>th</sup> day of the same month.

(Right: The photograph of HMHS 'Valdivia' seen here in her war-time garb, is from the Old Ship Picture Galleries web-site. A French passenger vessel built in 1911 and used primarily on routes from Europe to South America, she was loaned to the British in 1915 to serve as a hospital ship. Having survived the conflict she was returned to her French owners in 1919 and used by them for a further fourteen years before being taken out of service and scrapped.)



(Right: the capital city of Egypt, Cairo, at or about the time of the Great War – from a vintage post-card)



After convalescence, Private Jackman was dispatched to serve with the Newfoundland Battalion at Suvla Bay on board His Majesty's Transport *Borda*, having embarked at Alexandria on October 18.

\* \* \* \* \*

When the Newfoundlanders had 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, 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 above: No-Man's-Land at Suvla Bay as seen from the Newfoundland positions – 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.*

(Right: *An un-identified Newfoundland soldier in the trenches at Suvla Bay – from Provincial Archives*)

During the short period which now followed – the first month of which had been spent by Private Jackman undergoing medical treatment - things were to worsen at *Gallipoli*\* for the British in general and the 1<sup>st</sup> Battalion of the Newfoundland Regiment in particular.

*\*The French know the place as ‘Les Dardanelles’ while the Turks call it ‘Çanakkale’.*

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.

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.

As the days, weeks and months passed at *Suvla Bay*, the British position there was to become more and more untenable and thus on the night of December 19-20, they abandoned the area – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard.

Some of the Battalion personnel were to be evacuated to the nearby island of Imbros, some to Lemnos, further away; but in neither case would the respite be of a long duration; the 1<sup>st</sup> Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.

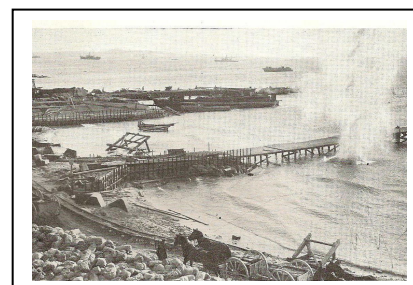
(Right above: *Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture. – photograph from 2011*)

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

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

This final operation took place on the night of January 8-9, the Newfoundland Battalion to furnish part of the British rear-guard on this second occasion also.

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*\*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 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)*



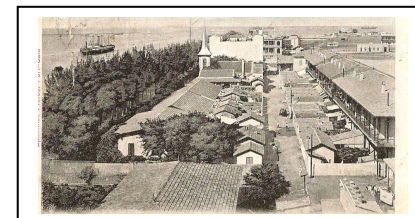
Immediately after the British evacuated the entire *Gallipoli Peninsula* in January of 1916, the Newfoundland Battalion was to be ordered to the Egyptian port-city of Alexandria, to arrive there on the 15<sup>th</sup> of that month. The Newfoundlanders would then immediately be transferred southward 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: 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)*



*(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)*



After a 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 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: 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.

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

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 reinforcements from Scotland via Rouen and, in two days' time, would be introduced into the communication trenches of the *Western Front*.

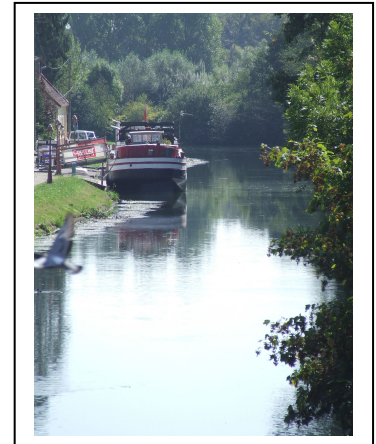
Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British unit\* before the entire Newfoundland unit was then ordered to move further up for the first time into forward positions 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: *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.

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\*.



(Preceding page: *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.*

(Right: Wounded at the Somme being transported in hand-carts from the forward area for further medical attention – from *Le Miroir*)



There are other numbers of course: the fifty-seven thousand British casualties incurred in four hours on that same morning of which nineteen-thousand were recorded as having been *killed in action or died of wounds*.

It was to be the largest disaster ever in the annals of the British Army...and, perhaps just as depressing, the carnage of *the Somme* was to continue for the next four and a half months.

(Right: *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...?)

The son of David J. Jackman, merchant and tinsmith(?) – to whom he had allotted a daily sixty cents from his pay - and of Catherine Jackman (deceased 14/11/1911)\* of Bell Island, he was also brother to David-J., Francis-J., Ignatius-J., Frank, Kathleen and to Nellie.



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Private Jackman was reported as *missing in action* on July 1, 1916, while serving with 'C' Company during the fighting at Beaumont-Hamel on the first day of *the Somme*. Some six months later, on December 31, he was officially *presumed dead*.

Despite the subsequent *Red Cross* report\* (see below), the record of his death does not seem to have been amended.

Michael Joseph Jackman had enlisted at a *declared* nineteen years of age.

\*The *Comité international de la Croix Rouge* in Geneva was to later file the following report: *Concerning the above named, we have heard from Private Francis J. Snow, 1381, 1 Newfld., same contingent, interned at Heilsberg, the following statement, dated March 1918 - 'I heard he was killed 1<sup>st</sup> July.'*

Private Michael Joseph Jackman 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.