

Private Josiah Henry (also found as *Harry*) Penney (Regimental Number 665), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

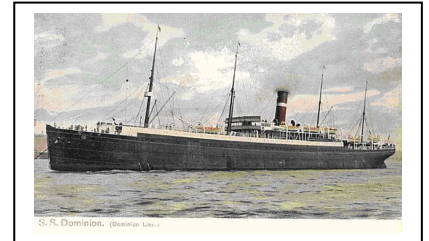


His occupation previous to military service recorded as that of a *civil engineer* earning one-hundred five dollars per month, Josiah Henry Penney presented himself for medical examination on November 17, 1914, at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland. It was a procedure which was to pronounce him as...*Fit for Foreign Service*. He was a recruit of the Second Draft.

One month less two days later, on December 15, Josiah Penney was to return – perhaps in the meantime having made the journey home to Carbonear - to the *C.L.B. Armoury* in St. John's, 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 15.

Now for Private Penney, Number 665, there was to be a seven-week waiting period.

Where he was now to spend those several weeks after his enlistment appears not to have been documented. There are a number of files of other recruits which show that those from outside St. John's were often boarded in the city while awaiting departure for *overseas service*. This arrangement was subsidized by the Newfoundland government even if it were a family member who was hosting the new soldier. But Private Penney's papers appear to reveal nothing of this ilk.



On the fourth day of February of 1915, the first re-enforcements – 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.

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

(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.*)

*\*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.*

*(Right: 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.)*



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

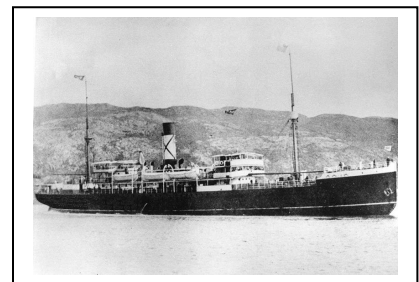


*(Right above: Edinburgh Castle dominates the city from its position on the summit of Castle Hill. – photograph from 2011)*

\* \* \* \* \*

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 of Newfoundland.

*(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)*



(continued)



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 Penney, 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 Newfoundlanders 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’.

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

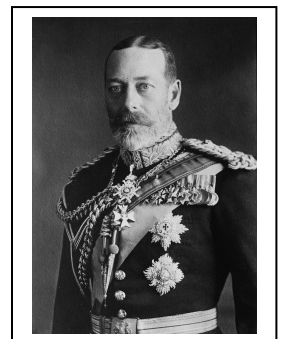
(Right: *The Newfoundland Regiment marches past on the training ground at Stobs Camp and is presented with its Colours on June 10, 1915. – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



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 Penney was prevailed upon to re-enlist, on this occasion for the *duration of the war*\*.

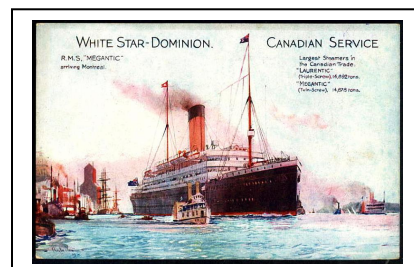
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**\*At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and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



**(Right: 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 Penney 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*)**



**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*, 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*)

(Right: *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.*



*\*\*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: *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*)





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On New Year's Day of 1916, Private Penney was evacuated from *Cape Helles* on board His Majesty's Hospital Ship *Oxfordshire* to be hospitalized on the British-held Mediterranean island of Malta on January 3. He was to be treated for dysentery, debility and a venereal problem.



On February 12 he was released from the Military Hospital, established at the time in Fort Ricasoli, Malta, and embarked onto His Majesty's Hospital Ship, *Karapara*, for passage back to the United Kingdom to receive further treatment.



(Right above: *The image of the British India Steam Navigation Company vessel, Karapara, here clad in her war-time hospital-ship garb, is from the Old Ship Picture Galleries web-site. She was requisitioned to serve in that role from 1915 until 1920 when she was returned to her owners. She was to play the same role during the Second World War which she survived as well. Karapara was broken up in 1950.*)

(Right above: *One of the many now-abandoned British medical facilities which still stand abandoned on the island of Malta – independent from Great Britain since 1964 – photograph from 2011*)

Upon arrival in England, Private Penney was transferred to the 3<sup>rd</sup> London General Hospital in the south-western Borough of Wandsworth where he was admitted on February 20, there to be further diagnosed as *suffering from valvular heart disease – not serious.*

(Right: *The main building of what was to become the 3<sup>rd</sup> London General Hospital during the Great War had originally been opened on July 1<sup>st</sup> of 1859, as a home for the orphaned daughters of British soldiers, sailors and marines. – photograph from 2010*)



(Right below: *A party of Newfoundland patients dressed in hospital uniform but otherwise , unfortunately unidentified, here seen convalescing in the grounds of the 3<sup>rd</sup> London General Hospital at Wandsworth – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



Private Penney's stay at the 3<sup>rd</sup> London General Hospital must have been of short duration as he is soon recorded - as being convalescent at Brooklands Hospital in Weybridge where he evidently felt well enough to order a *khaki tunic-suit* from *H.C. Edmed & Co.* of Baker Street in that town. The dates of his stay there appear not to have been recorded.

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Private Penney was then granted the customary ten-day furlough allowed military personnel upon release from hospital in the United Kingdom; for him it was to commence on March 17. On the 26<sup>th</sup> of that month there followed the almost-inevitable posting to the Regimental Depot where he reported *to duty* on that same day.

At the end of this summer of 1915, the once-Royal Borough of Ayr on Scotland's west coast was to begin to serve as the overseas base for the 2<sup>nd</sup> (Reserve) Battalion of the Newfoundland Regiment from where – as of November of 1915 and up until January of 1918 - re-enforcement drafts from home were to be despatched to bolster the 1<sup>st</sup> Battalion's numbers, at first to the Middle East and then later to the *Western Front*.

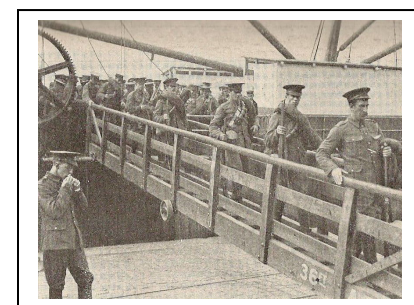


(Right above: *An aerial view of Ayr, likely from the period between the Wars: Newton-on Ayr, where were quartered the 'other ranks', is to the left of the River Ayr and the Royal Borough, where were housed the officers, is to the right.* – by courtesy of the Carnegie Library at Ayr)



(Right: *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.

On April 13, 1916, Private Penney, as a soldier of the 5<sup>th</sup> Re-enforcement Draft from Ayr, passed through the English south-coast port of Southampton en route to Rouen, capital city of Rouen and site of the large British Expeditionary Force Base Depot. Having disembarked, the contingent made its way to the Base Depot for final training and organization\*, before moving to a rendezvous with the parent 1<sup>st</sup> Battalion...now in the field...on...the Somme.



(Right above: *British troops disembark at Rouen on their way to the Western Front.* – from *Illustration*)

*\*Apparently the standard length of time for this final training at the outset of the war had been ten days – although this was to become more and more flexible as the War progressed - in areas near Rouen, Étaples, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.*

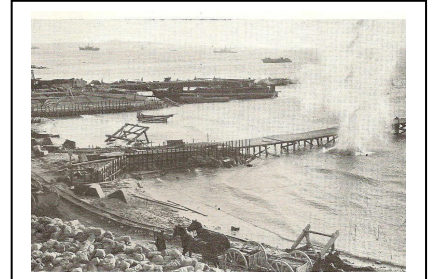
His files record that Private Penney reported *to duty* with the Newfoundland Battalion on April 26: according to the unit's War Diary he was one of the forty-one *other ranks* accompanied by a single officer which arrived on the scene on that day. The 1<sup>st</sup> Battalion at the time was performing its first tour of the lines and working in the communication trenches of the *Western Front* near the village of Englebelmer.



\* \* \* \* \*

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

At the time of Private Penney's evacuation from *Gallipoli* on that New Year's Day of 1916, the British, Indian and *Anzac* forces – the Australian and New Zealand Army Corps was also to serve at *Gallipoli* – had by that time only been marking time until a complete withdrawal of the *Peninsula* could be undertaken.



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

*\*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 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 had then immediately been 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*)



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

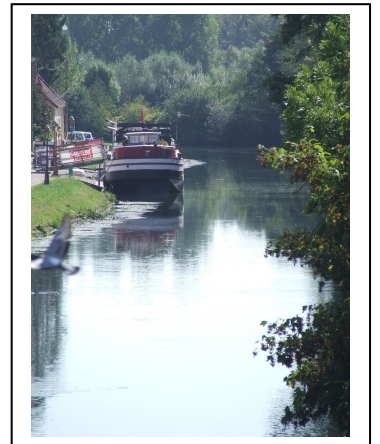
Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseilles. It had been a cold, miserable journey, the blankets provided for the troops having inexcusably 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 had 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 lazy River Somme as seen from atop the bridge at Pont-Rémy* – photograph from 2010)

On April 13, the 1<sup>st</sup> 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 had then been 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.*



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

It was *here* - and this was also *when* - Private Penney and his re-enforcement draft from Ayr via Rouen reported *to duty* with the Newfoundland Battalion to take its place in the line on the *Western Front*.

\* \* \* \* \*

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, *La 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\*.



(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.*



(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 would 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 four and a half months.

(Preceding page: *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 Josiah Penney, planter and fisherman, and of Juliana (also found as *Anna* and *Julia Anna*) Penney (née *Pike*)\* (he deceased July 1, 1916; she deceased August 22 of 1896) of Water Street in the community of Carbonear – he was also brother to Frederick-Edward, John-Hayward, Annie-Dove, Mary-Margaret (Mrs. Ernest W. Taylor of 14, Gower Street), Josephine, Emma-Louise, Juliana and to Sarah-Grace – the last-named to whom he had allotted a seventy-cent per diem allowance from his pay and had recorded as his...*next of kin*.



(Right: The sacrifice of Private Penney is *honoured on the Cenotaph in the town of Carbonear.* – photograph from 2010)

*\*The couple married on May 15, 1873.*

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



Josiah Henry Penney had enlisted at the age of twenty-four years: date of birth in Carbonear, Newfoundland, August 7, 1890 (from the Newfoundland Birth Register).

(Right above: *Private Penney, his life and sacrifice are also commemorated on the vestiges of a family monument in the United Church Cemetery in Carbonear... – photograph from 2011)*

Private Josiah Henry Penney 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 9, 2023.**