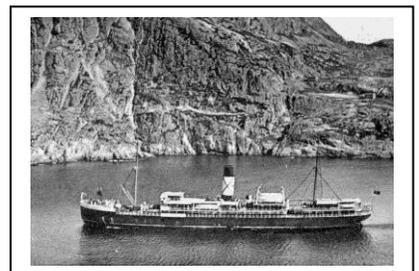


**Private Malcolm Cyril Mahaney (some references have *Mahoney*) (Regimental Number 955) is believed to be interred in Y Ravine Cemetery – Grave reference Special Memorial E. 7.**

**His occupation prior to military service recorded as that of a dry goods clerk earning a monthly \$25.00, Malcolm Cyril Mahaney presented himself for medical examination in Carbonear on January 13, 1915. Having then travelled to the capital city, he then enlisted – engaged at the private soldier’s rate of \$1.10 per diem – in St. John’s two days later, on January 15, before attesting some three weeks later again, on the 6<sup>th</sup> day of February.**



**Private Mahaney then embarked with ‘D’ Company, some six weeks later again, onto the Bowring Brothers’ vessel *Stephano* (right above – from *Provincial Archives*) on March 20, 1915, for passage to Halifax and for overseas service. From Halifax he took ship on His Majesty’s Transport *Orduna* (right) for the trans-Atlantic crossing to Liverpool.**



Sailing from Nova Scotia on March 22 for Liverpool, the draft landed there eight days later, on the 30<sup>th</sup>, and entrained to Edinburgh, arriving at the historic Castle on the same day. For the next six weeks, having been united with 'A', 'B' and 'C' Companies already stationed there, the Newfoundlanders formed the garrison – the first troops from outside the British Isles to do so - of the guardian of Scotland's capital city.

(Right: *The venerable bastion of Edinburgh Castle dominates the skyline of the Scottish capital city from the summit of Castle Hill. – photograph from 2011*)



On May 11 the Newfoundlanders were transferred to Stobs Camp, near Hawick, to the south-east of Edinburgh. There they remained for some three months until the beginning of August when the senior Companies, 'A', 'B', 'C', and 'D' – now to become 1<sup>st</sup> Battalion, the Newfoundland Regiment - were sent south to Aldershot in the south of England. There they received final training – and a royal inspection - to prepare for *active service* in Gallipoli.

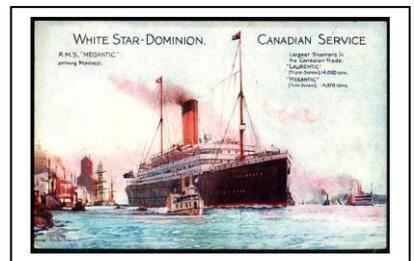


(Right above: *the Regiment on parade at Stobs Camp on June 10, the day it received its Colours – courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)

The later arrivals, 'E' and 'F' Companies, were sent to the new Regimental Depot recently being established at Ayr, on the west coast of Scotland. There they were to become the nucleus of the 2<sup>nd</sup> (Reserve) Battalion.

It was during this period at Aldershot, on August 15, that Private Mahaney 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.*



On August 20, 1915, Private Mahaney took ship on board the requisitioned passenger liner *Megantic* (right above) for passage to the Middle East and to the fighting in Gallipoli where, a month later – of which two weeks had been spent billeted at the British barracks at Abbassia, near the Egyptian capital, Cairo - on September 20, 1<sup>st</sup> Battalion landed on the beach at Suvla Bay on the Gallipoli Peninsula.



(continued)

**(Previous page: 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: ‘Kangaroo Beach’, where the men of 1<sup>st</sup> Battalion landed on the night of September 19-20, 1915, is 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 from 2011)**



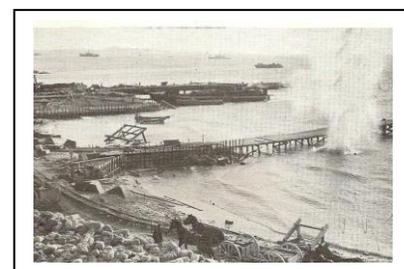
**(Right: almost a century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where Private Mahaney served during the fall of 1915 – photograph from 2011)**

**On the night of December 19-20, the British abandoned their positions and withdrew from Suvla Bay, the Newfoundlanders, the only non-British unit to serve there, forming a part of the rear-guard on that occasion. 1<sup>st</sup> Battalion was transferred two days later to Cape Helles on the western tip of the Gallipoli Peninsula. The Newfoundlanders were soon, on the night of January 8-9, to be abandoning Cape Helles as well.**



**(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)**

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



**(Right below: ‘W’ Beach almost a century after its abandonment by British forces and by the Newfoundlanders who were the last soldiers to leave the beach: vestiges of the wharves in the black-and-white picture above are still to be seen – photograph from 2011)**

**When the British evacuated the entire Gallipoli Peninsula in January of 1916, 1<sup>st</sup> Battalion was sent to Alexandria, arriving there on the 15<sup>th</sup> of that month. From there the Newfoundlanders were transferred, almost immediately, south to Suez where they were to await further orders. To that point it seems that the theatre of the future posting of 29<sup>th</sup> Division was still uncertain.**



**(continued)**

It was during this period at Suez that Private Harbin put up his lance corporal's stripe, on February 27.

(Right: *The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The Newfoundlanders, employed as the rear-guard, were among the last to leave on two occasions.* – photograph taken from the battleship *Cornwallis* from *Illustration*)



On March 14, the officers and men of 1<sup>st</sup> Battalion embarked through Port Tewfiq at the southern end of the Suez Canal onto His Majesty's Transport *Alaunia* (right) for the voyage to the French Mediterranean port of Marseilles, en route to the *Western Front*.



(Right: *Port Tewfiq at some time just before the Great War* – from a vintage post-card)

(Right below: *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 Battalion's train arrived at the small provincial town of Pont-Rémy.

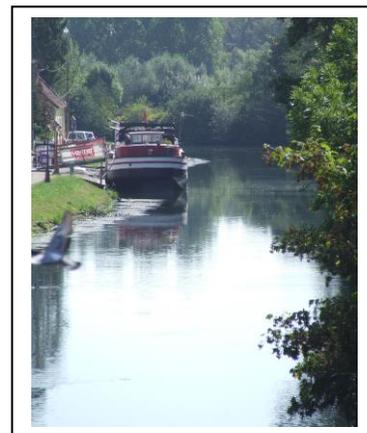
It had been a cold, miserable journey, the blankets provided for them travelling unused in a separate wagon. De-training at the station at two in the morning the Newfoundlanders still had a long march ahead of them before they would reach their billets at Buigny l'Abbé.



(Right below: *the Somme seen from the bridge at Pont-Rémy as it flows through the community* – photograph from 2010)

It is doubtful that any of those tired soldiers paid much attention to the slow-moving stream flowing under the bridge that they passed on their way from the station. Some three months later *the Somme* would be a part of their history.

On April 13, 1<sup>st</sup> Battalion marched into the village of Englebelmer – three kilometres behind the lines and perhaps some fifty kilometres in all distant from Pont-Rémy – where it was billeted, received re-enforcements on the 15<sup>th</sup> and, on that same day, was introduced into the British lines where the Newfoundlanders were then put to work making improvements to the communication trenches.



(continued)

The Newfoundlanders were also soon to be preparing for the British campaign of that summer, to be fought on the ground named for that same meandering river which flowed through the region, *the Somme*.

(Right: *part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2007(?)*)

The brother of Miss Elizabeth (*Lizzie*) Mahaney\* of Carbonear – and also grand-son of Josiah Nicholas Mahaney and Sophia Jane Mahaney - Private Mahaney was at first reported as being *missing in action* at Beaumont-Hamel on July 1, 1916, during the fighting on the first day of *the Somme*. Some six months later, on December 31, he was officially *presumed dead*.

However, a subsequent report submitted by the Officer Commanding 3<sup>rd</sup> Army Mobile Graves Registration Unit recorded the identification and then burial of his remains on June 15 of 1917, almost one year later. His record was thus amended so as to read *killed in action*.

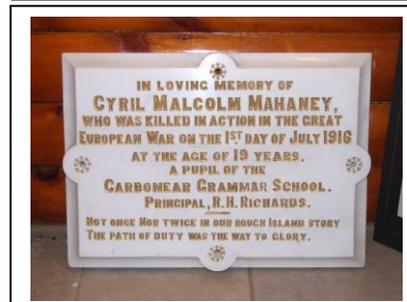
While the CWGC cites his age as twenty-three at the time of his death, the Regimental Archives report that Private Mahaney had enlisted at the age of nineteen years: date of birth June 30, 1897.

*The records also show that it was to his sister, Miss Lizzie Mahaney, that he allotted an allowance of 60 cents per diem from his pay.*

(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 above: *a grim, grainy image purporting to be Newfoundland dead awaiting burial after Beaumont-Hamel – from ...*)

(Above, right, and far right: *A plaque in memoriam of Private Mahaney is to be found on the premises of the Royal Canadian Legion, Carbonear Branch – photograph from 2010; the Carbonear Cenotaph honours the sacrifice of Private Mahaney – photograph from 2010; this stele, erected by his grand-parents, stands in the United Church Cemetery in Carbonear. – photograph from 2011*)



**\*Elizabeth (Lizzie) Mahaney was most likely mother (in fact she signed as such on one document) born in 1877 – not sister – to Malcolm Cyril Mahaney (this from *Mahaney Family – freepages – Ancestry.com*).**

**Private Malcolm Cyril Mahaney 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).**

