





DIARY      19.8.14

Trumpeter F.S. Johnson

First Field Coy

Royal Aust. Engrs.

First Aust. Div.

Relating the various Dates  
and experiences while  
on Active service of  
the above named.

No. 183      Book 1



## NOTES

Joined and sworn in for Active service at the age of 18 yrs on the 19.8.14. After spending a very enjoyable time and having my 19<sup>th</sup> Birthday at Eng Depot Moor Park and after a good many false alarms we embarked on Troop Ship A.6. Clan MacCorquodale on the 18.10.14 leaving Sydney two days later 20<sup>th</sup> Oct. (Sealed Orders) After fair trip and good food Arrived Albany 26<sup>th</sup> Oct. departing 1<sup>st</sup> Nov. escorted by H.M.S. Sydney and other Battle Ships.?

The following are the Ships that transported the 1<sup>st</sup> Aust. Div.



No	NAME	Div
A.1	Hymettus	1
“ 2	Geelong	3
“ 3	Orvieto	1
“ 4	Pera	1
“ 5	Omrah	3
“ 6	<u>(Clan MacCorquodale)</u>	2
“ 7	Medic	2
“ 8	Argyllshire	3
“ 9	Shropshire	3
“10	Karoo	2
“11	Ascanius	3
“12	Saldanha	1
“13	Katuna	1
“14	Euripides	3
“15	Star of England	2
“16	“ “ Victoria	3
“17	Port Lincoln	2
“18	Wiltshire	3
“19	Afric	2
“20	Hororata	3



No.	NAME	Div.
A.21	Marere	2
“ 22	Rangatira	1
“ 23	Suffolk	1
“ 24	Benalla	3
“ 25	Anglo Egyptian	1
“ 26	Armadales	1
“ 27	Southern	1
“ 28	Miltiades	3

<u>No</u>	<u>N.Z. TRANSPORTS NAME</u>	<u>DIV?</u>
3	Maunganui	“ “
4	Tahiti	“ “
5	Ruapehu	“ “
6	Orari	“ “
7	Limerick	“ “
8	Star of India	“ “
9	Hawkes Bay	“ “
10	Arawa	“ “
11	Athenic	“ “
12	Waimana	“ “



After leaving Albany, the weather beginning to get very hot, myself sea sick, failing to blow trumpet on account of same, after a few days, quiet well again. S.S. Osterly pass upon starboard side at 1. OClock on 7 Nov. all aboard Inoculated for typhoid. 9 Nov. 8 OClock Battleship under heavy cloud of smoke making west to Cocos Island, which proved to be H.M.S. Sydney, 12 OClock received news of sinking of Raiding German cruiser Emden, by Sydney, after 1 hour & 30 minutes Battle. The Emden passing us in the small hours of the morning at a distance of 10 miles but all lights being out



unable to see us. On the  
13<sup>th</sup> Nov. brought Father  
Neptune on board, at 2 OClock  
all officers & men alike  
were dipped, then  
some very fine sports were  
witnessed also some fine  
boxing myself going three  
rounds with Dvr Thompson  
(L.Horse) Then 15 Nov. we again  
sighted land and arrived  
at Colombo, 11 OClock the trip  
taking 15 Days, leaving that  
Harbour 2 days later 17<sup>th</sup> Nov  
and again inoculated,  
being a little severe. 23<sup>rd</sup> Nov.  
brought us in sight of Island  
Socotra 100 miles east of Africa

*[crossing out of this line by author]*

The weather very hot but  
food good & usual work



and lectures on field training  
into Aden we sailed on 25<sup>th</sup> Nov.  
Search lights playing all  
around, our stay being short  
we again left the following  
day 26<sup>th</sup>. On the 28<sup>th</sup> we received  
[blank left by author] order to go to Cairo Egypt  
a little excitement on account  
of same, after passing through  
the great Red Sea, arrived at  
Port Suez, the trip from Colombo  
taking 12 days, after a short  
stay of three days we proceeded  
through the Suez Canal. Camels  
could be seen on the banks  
also some very pretty signal  
stations at Ismailia. On the  
Syrian side were some Indian  
soldiers entrenched against  
possible attack from Turks.  
(Which later on did really happen,



arriving at Port Said on the 2<sup>nd</sup> Dec. thus making through in 13 hours, very busy on account of passing War ships & Troop ships, the alert having to be blown. We remained there till the 5<sup>th</sup> our first experience of Egypt coins & their money taking place there. On the 6<sup>th</sup> saw us in the beautiful harbour of Alexandria, built for shipping very little scenery to be seen. On the 9<sup>th</sup> Dec. I stepped off the boat for the first time for 52 days and in charge of Major McCall walked to Alexandria After a couple of hours look around town, we returned to ship & started disembark the following day, loosing



11 horses out of 320 on the trip  
Entrained same night to Cairo  
a little trouble getting horses on  
the train, arrived Cairo at 5 OClock  
on the 11<sup>th</sup> Dec. after a fairly  
restless sleep in very dirty carriage  
our first impression of Cairo  
[(Eggs a cooked)] After having  
a cup of coffee & a piece of cheese  
& bread we set out on foot, lead-  
ing the horses for Mena Camp  
arriving there 1 OClock, a distance  
of 8 ½ miles. The camp situated  
at the foot of pyramids, one of  
the prettiest roads I ever saw  
planted with beautiful Cedar  
trees on either side (straight  
& level) leading to it. After  
passing over Hasarel-Nil  
Bridge you pass the zoo on  
the right, on a bit further



you come to Gezira & Pyramids  
then straight along the Mena  
Road, the Pyramids loom up  
in the distance, and their  
size seems to increase as you near  
them, the camp being already  
laid out we were soon quiet  
comfortable in big sepoy tents.  
On my first days leave I visited  
Cairo catching the electric tram  
at Mena House, and after 45  
minutes run was in Cairo.  
Delighted at the Ezbekiya  
Gardens a beautiful big garden  
situated in the heart of the  
town and facing the main st  
Sharia Abdine or Sharia Hamel  
On the south side of the Gardens  
we have the Opera House &  
Post Offices, on the west is the  
Continental Hotel a very beautiful



place, further north is Shepherds Hotel & Cooks Offices, and further north again Central Railway station. After having a good look around town and visiting the soldiers Cafe and having a very nice lunch, returned again to Camp. On the 18<sup>th</sup> Dec 1914 the annexation of Egypt by the British. While on a route march we visited the Sphinx and Tomb, having our photo taken. We then mounted our horses for the first time & rode 4 miles to new tomb just been discovered. Blocks of Granite weighing about 50 ton supposed to have been brought 500 miles to built the tomb, but was never finished. Here I had my fortune tole a very old custom of the Egyptians. Napoleon supposed to have been told his fate in the manner.



Told I would not be killed & would  
be in Australia Christmas  
1915, hoping it comes true.  
25<sup>th</sup> Dec. Christmas day very good  
dinner thanks to the cooks, visited  
the Pyramids of the Kings started  
to climb the big one 450 Ft.  
high 100 Ft. below ground, after  
a great deal of exertion reached  
the top where we had a cup of  
coffee at Coffee stall on the top.  
An Egyptian after collecting  
8Pt run down the Pyramid &  
up the next in 8 ½ minutes.  
After having our photo taken  
we started descending, and  
reached the bottom 14 minutes  
later, being very pleased with  
the view of camp which was no  
doubt beautifully laid out.  
There after taking off our boots



we went inside by means of candles & a guide, having to be very careful, as it is very slippery. The first tomb we reached was the Kings 250 Ft. above the ground, & 15 x 35 inside. The next was the Queens 225 Ft. above the ground supposed to be exactly in the centre of Pyramids. Two days later visited the Sacred Pyramid, you cannot climb this as it is supposed to be dangerous, there still remains a small amount of Alabaster on the top. This one is very difficult to go through as you have to crawl through & under spaces about 1 Ft. high there are 9 tombs in this but nothing very startling. The third Pyramid is smaller again



a few tombs but nothing  
worthy of note. There are various  
other small tombs to be seen  
and excavating still going  
on. 31<sup>st</sup> Last day of the old year  
went to see Leigh Glanville &  
returning to camp to find a  
telegram wishing me happy  
new year, some of boys keeping  
it up making things a little bit  
merry. 1<sup>st</sup> Jan 1915 New Yrs day,  
issued with chocolates & ciga-  
rettes. I again visit Cairo this  
time to spend a very pleasant  
time on the Nile on a house boat.  
My friends Mr [Nam'e], Mr Ismali  
[Yosry]& Mr Aly Eff [Meturally]  
This part of the Nile is very  
pretty, a great number of house  
boats all along the bank,  
the bank itself covered with



long reeds & Bull rushes. After a very enjoyable afternoon we finished the evening at a fashionable restaurant, a very fine orchestra playing all the time, later returning to Camp. On the 4<sup>th</sup> Jan was a day not to be forgotten the big concrete reservoir bursting and flooding our camp, a slight stampede amongst the horses, but every thing being made straight a few days later. My next visit to Cairo was first to the Museum shown over by Mr [McBell] who after lectured on Pyramids at Y.M.C.A. The principal attraction here being the mummies of the different Kings and Queens taken from the tombs at the Pyramids, also the extreme top of the Pyramid of King Ramesses 1<sup>st</sup>, after leaving there



we caught tram Car, or light railway to Heliopolis a beautiful suburb north of Cairo, some very fine buildings to be seen there & well laid out streets, planted with trees. It may be well to note Cairo has grown from the south, the reason for this being the man with money builds on the north so as to obtain the little bit of breeze there is to be got & so the City has grown. North old Cairo on the south & so Heliopolis one of the leading suburbs being north of Cairo. 22<sup>nd</sup> Pay day in Camp allowance while in Egypt being 2/5 day for Drivers 2/- per day for Sappers, not able to draw any more. Examination by Doctor, in perfect health, and the food very good, also Camp made comfortable.



Big mess rooms being built, and general comforts, moderate amount of work to do, altogether having a good time, canteens also in full swing. A visit to the Geological Gardens being my next outing. The animals here fair, nothing startling considering the country, a fine show of Giraffe, & monkeys, also an Australian Wallaby presented by some of the troops. A very pretty lot of Grotto & pebble patch works, also some quaint designed pebble paths. After a good look around we sat down to listen to an Egyptian Boys bag pipe band, which was very amusing, later making our way to Cairo and having a good look around the rather dark side of same, which proved interesting also impressive on ones memories. After a nice tea at the Soldiers Cafe returned



to camp in a motor with the Sheikh of Mena village, who was very interesting, enjoying Motor ride immensely after such a long time, the Mena road being an ideal road for motoring. On the 3<sup>rd</sup> Feb the 7<sup>th</sup> & 8<sup>th</sup> Infantry [word crossed out by author] leaves for Ismailia also 3<sup>rd</sup> [ASC & AMC] on account of Turks being active there. On leave again our object being to see the Mosque, after getting off tram at the Gardens you again alight on the Citadel tram, this tram passes through the native part of the City & narrow streets and finally emerges into an open space at the Citadel, an old stone fort with the great Mohamed Ali Mosque, this being built with the alabaster off the outside of the great Pyramid, inside is



very pretty, every body having to wear pair of shoes before going in (these costing 2 Piastre = 5<sup>p</sup> 1 Piastre = 2 ½<sup>p</sup>, 97 ½ P.T. = £1) no words could explain the grandeur of interior of these Mosques. From the outside you can see all over the City. There are a few cannons to be seen there supposed to have been used by Napoleon, this place being used for Garrison & Detention barrack, some few Australians experiencing the latter. Passing out of the Citadel we come to the Blue Mosque, nothing startling to be seen there, then across the road opposite the Citadel we have the Sultan Pascha Mosque, here you see two heavy doors inlayed with pure gold, which are very grand. By a little (Baksheesh or Tip) you are



allowed to go inside the Sultans private chamber which is very beautiful, there you see the Egyptian Bible or Koran written in gold, no one is allowed to touch these books. After coming out you visit two smaller Mosques but of no consequence & again return to Cairo to be pestered by boys calling out 'Boots a Cleansi ½ Piastre', who follow you till you have them cleaned. The Turkish prisoners arrive in Cairo from Ismailia, also a few wounded. The 11<sup>th</sup> Feb we started training very hard going through our field firing the Dvrs beating the Sappers, two days later we were bivouaced at Sakkara & Pyramids a very beautiful ride out along the banks of canals built



for irrigation purposes with all the land beautifully cultivated on either side, the water is drawn out of those canals by means of a sort of balance with a rope & bucket on one end & heavy stone on the other, as the weight on one end goes down the bucket comes up & so the water is brought to the level of the land, & is so formed that the water runs all over the required spot. There is an occasional water wheel driven by means of a cow or ox these are much more up to date. After camping that night in an old cemetery we returned again to Camp there being a lot of remount horses waiting for us to break in to use for pontoons & Trestle wagons which had also just arrived, this

---

(Population of Cairo 647 000)



proved very funny some of the colts being a little fresh. On 18<sup>th</sup> vaccination through out the camp for small pox, also issued with a lot of gift clothing, that some of the ladies of Australia were so kind to make, the only fault being buttons sewn on with cotton instead of wire. Parading sick for the first time with boils, the Doctor very handy with his lance. The 3<sup>rd</sup> Coy. Engrs return from Suez, after a slight brush with the Enemy no casualties, the boys cheering them on entering Camp. Out all night with Engrs Officers on manoeuvres, very cold. On the 23<sup>rd</sup> Feb we received the startling orders to be ready to leave for France, very busy packing up carts etc. our own kit



always ready to move at a moments notice. While out exercising horses saw an Egyptian burial, also went through Mena Native village.

These villages are well worth going through, all the houses being built of mud, boys running along side selling Oranges & for  $\frac{1}{2}$  Piaster, and crying out 'gib it Baksheesh' from every child some in arms, that cannot walk or talk hold out their hand for Baksheesh, this occurs wherever you go in Egypt. These natives deal in a coin called Millime & these are split up into  $\frac{1}{2}$  &  $\frac{1}{4}$ , one Millime is equal to  $\frac{1}{4}^P$  so  $\frac{1}{4}$  millime is equal to  $\frac{1}{16}$  of penny. The Australian never has less than half piaster = to  $1\frac{1}{4}^P$  so you see they can live for days on that, and the Australian is very



free with money here. Whenever a death occurs in one of the villages the female inhabitants start up a sort of a wail & so it goes all around the village for miles.

On 28<sup>th</sup> Feb we had our last glimpse of Mena, at 5 O'Clock we were well on our way to Cairo, when nearing Gezira we witnessed a motor car accident, myself & Major McCall having a very narrow escape, at 12 O'Clock we were speeding away from Cairo & arrived Alexandria the following morning 6.30 a distance 140 miles, after a very dirty but good sleep in railway truck.

We straightaway embarked on T ship Suffolk, some of the horses & Drvs. going on board Dunera. The 2<sup>nd</sup> saw us well out to sea under sealed orders, heading north so

---

(The food on Suffolk very good)



we knew it was not to France we were going unless we changed our course. On the 3<sup>rd</sup> March we passed Rodhos Island and sailed into the beautiful harbour of Limnos on the 4<sup>th</sup>. This harbour is very beautiful being self made & edged with lovely green fields, these appealing to us very much after so long in the sand. On the surrounding hills windmills were to be seen, old brick buildings with a revolving roof, here we remained, sappers going ashore to arrange water supply. On the 17<sup>th</sup> we again disembarked, drivers only & 1 sect of sappers at Moudros village, already a lot of French troops landed, us pitching Camp on edge of village the weather here very cold & windy Limnos Island, the inhabitants



mostly Greeks. Population 25 000,  
scene of Balkan War resulting  
in a massacre of 12000 people.  
While here our first lot of Imper  
ial Rations being issued, a little  
better than before. 24<sup>th</sup> Mar. started  
out in 17ft sailing boat for the  
Suffolk laying out in the Harbour  
the mast breaks, unable to sail  
further, eventually blown on an  
Island near entrance of Harbour,  
without food all day, but rescued  
by Cutter & Pinnace from Battle  
Ship Queen, much to our relief  
returning to camp 10 OClock  
same night, being wet through  
& cold, but none the worse for  
our experience. The following day  
went out to see the wreck of  
Torpedo Boat 064. Royal Arthur,  
after swimming out & having a



good look all over returned again to  
Camp. 4<sup>th</sup> Apl. Easter Monday weather  
very cold & windy, resulting in  
the tent blowing over before day  
light, raining to make things  
worse, boys quiet merry & happy  
the result of Wine & Koniac,  
rain still continues, mud up over  
our boots. Some more French troops  
arrive (Senegalese) very big &  
black troops used by French  
mostly for fatigues. The Sappers,  
after building a big pier also  
sinking a number of wells  
returns to ship, the water being  
a great draw back as yet. On  
the 7<sup>th</sup> April we embarked on the  
Troop Ship Nizam finding it  
very dirty, as it was conveying  
Indian troops before hand, and being  
a horse boat made it worse.



After two or 3 days everything put in order. All iron decks, very slippery. The 3<sup>rd</sup> day on board one of the troops falls down coal bunker about 30ft deep, coming up again without a scratch. On the 10<sup>th</sup> we were issued with emergency rations and 50 rounds of ammunition. Steaming along side Troop Ship Minnewaska same day where I saw Leigh Glanville, only for about five minutes. The 24<sup>th</sup> April saw us leaving Limnos for the Dardanelles a very pretty sight escorted by Battleships. On the morning of the 25<sup>th</sup> April we were awakened by the sound of big guns, so we began to realise for the first time there was a war on. At day break was to be seen Battle

---

(Coins on Limnos, Greek Ancta 10



ships firing in the distance. At 6.30 brought us well into land. At this hour 6000 Australian & New Zealand troops force a landing at Gaba Tepe on the Gallipoli Peninsular. Torpedo boats were steaming all around drawing after them strings of life boats packed full of troops. These were cast off when very near land, the rest done with oars & before the boats were properly ashore, they were over & charged up the hill wringing wet. This being practiced some weeks before at Limnos. Many were killed before placing their foot on land, others as soon as they touched the shore. But still they who were left went on never flinching & before very little time

---

& 20. 20 Ancta = to 2½<sup>P</sup>)



had elapsed the first ridge was taken, on they went, never stopping to think & by this time some were without officers, other places senior men taking charge until it was in some cases too late to try and return, they had gone too far, some of our own shells bursting amongst them. The noise was terrible nothing could be heard only rifle & machine gun fire, and in between the roar of a cannon and a hiss as the shells from our ships sped on to do destruction to the Turks. Bursting shells could be seen to fill the air with patches of white smoke. This mostly shrapnel which was well ranged & located and resulting in the death of many of our brave boys. They were



in the~~[word crossed out by author]~~ open no place  
to take cover, only a dead body  
of a comrade or a rise in the  
ground, but it mattered not.  
This continued all day without  
a single moments slackening,  
then at night the search lights  
lit the whole place up like day  
& then came the famous bombard  
ment. Our ship was by now close  
in, the battleships just behind.  
We were all standing on deck  
straining our eyes & ready to  
go off at any moment, when all of  
a sudden a terrific roar broke  
on us, leaving us quiet deaf for  
a few minutes, then another  
& another until you could not  
hear a sound except the  
noise of the Navy's Big Guns.  
Then turning to the shore & on



first ridge we would see a cloud of earth rise hundreds of ft in the air, until it seemed that the land was being churned up by something out of sight. Then we were ordered away some distance, back to Imbros Island, about 30 miles from scene of action much to our displeasure but returned again the following morning to Gulf of Saros, this time going in much closer, to launch Barrel Rafts which we had built on board the day before, the sappers on board leaving with them, being this close the shrapnel bursting over us also a few spent bullets coming on board. At 10 OClock while on the boat deck I suddenly heard a noise that was rather strange



to me as something whistled through the rigging of the ship. I do not know why but we all ducked automatically, then looking around saw a great splash the water up in the air a terrible height & all over the nose of our boat, then another came & still another, so by this time we could see we were being violently bombarded by an unknown fort, so we steamed further out of range, others said it was the Goeben firing across the Peninsular. By this time the Indian mountain batteries were doing some good work on shore, the rifle & machine guns still continuing to speak. Boat loads of wounded were being brought back after receiving a temporary



dressing on shore. The A.M.C doing splendid work. The Turkish snipers being very sudden on them especially the stretcher bearers & all Officers, the former being very brave and working on till they dropped. On the 27<sup>th</sup> we again steamed in within range of enemy's guns making a hurried retreat an hour or two later, ship along side gets hit in the after hold, but very little damage being done. Troop Ship Remembrance having a lucky escape also. Then we had the pleasure of seeing the Queen Elizabeth fire her 15' Guns a sight never to be forgotten, shaking our ship from stem to stern, supposed to have fired at the Goeben across the



Peninsular, and temporally disabling her. The Battle Ship Triumph also doing very good work right in close to shore. At 4 O'Clock a boat load of wounded arrive on board, us hoisting up both boat & wounded together on Davits, some very bad cases, operating done straight away some terrible sights to be seen. Second boat load arrives these hoisted up on stretchers on the winch. On the 28<sup>th</sup> we steamed along side hospital ship Galeka & transfer the wounded over, the wounded including a battery of Indian Artillery whose gun back fired. I here take the opportunity of despatching Post Card home. Two British Submarines enter the sea of Marmara doing considerable damage On the 29<sup>th</sup> Apr. Battleships Triumph & London Bombard & fire the town



of Maidos & continues all night  
a very pretty sight. 30<sup>th</sup> Bombardment  
still continues. Sea planes & Aero  
planes active also Observation  
Balloon remains up all day  
taking observations, battle still raging  
Turks driven back on the left  
flank. Turkish Gun boat sunk  
by submarines in the sea of  
Marmara. 1<sup>st</sup> May resulted in  
the capture & burning of Turkish  
Powder magazine 30 of the  
Zian Mule Coy come on board  
no use on shore. 2<sup>nd</sup> Sunday  
as usual on Sundays everything  
seems to happen. Heavy fighting  
on the left flank, and heavy  
Bombardment by Battle Ships  
fire directed by Sea Planes,  
& continues through out the  
night resulting in heavy losses



to the Turks. We again venture in on the 3<sup>rd</sup> to land more barrel piers & rafts which we made on board, afterwards pulling along side store ship Trewellard 53 for supplies & again unknown guns open fire, but without result, observation Balloon going up immediately but unable to locate as firing ceases immediately, meanwhile we steam out of range much to our comfort, but to be visited by German Taube which dropped bombs amongst us the balloon ship its objective, the ship opens fire on the Taube making him ascend, no damage done by Bombs. Received word on the 5<sup>th</sup> of the Death of Lieut C. Huntly also Jim Pantlin killed with shell, boys doing very well, Sapper Rennolds very brave killed in the attempt to save machine



gun, after rescuing two men from boat under heavy fire. The horse feed being short we take 29 days forage & rations on board from Store Ship Edenmore. Again visited by Taube while loading no damage being done but very close, missing one ship by inches. Sunday the 11<sup>th</sup> brought us bad news, orders to leave with horses for Alexandria, much to our dislike after waiting & being ready to go ashore for so long. The boys going on well and making an imperishable name on all who witnessed it and a good many more, so at 12 O'Clock<sub>midnight</sub> on Sunday 11<sup>th</sup> May we were well on our way to the land of Cotton & Baksheesh, after very smooth trip arrived back in Alex

---

(Bully Beef & biscuits, every day



andria. Once again on the 14<sup>th</sup> May after remaining in the harbour three days we again disembarked, the Ex Light Horse just embarking as Infantry at the opposite wharf. After slinging the horses off, a performance the horses don't altogether like, were allowed leave to go to town, myself being tired, went to bed on the wharf under one of the tool carts, and had a very enjoyable nights rest, being quite accustomed to sleep everywhere & anywhere. The following morning the 18<sup>th</sup> May we walked out to a place called Nex 5 ½ miles from Alexandria and camped next to the big salt lake & as per usual in the sand, this being a very poor camp and water supply very short. The weather at this time being very hot 104° & 105° with an occasional

---

while on T.Ship Nizam)



sand storm, the food fair quite a change after Bully & Biscuits, but could be better. I had not been here very long when I went to look over the salt lake which proved very interesting. The water is let in on certain parts by flow gates this remains until the end of May when the salt is dug up by natives and put in railway trucks and carried away to the crushing mill where it is crushed cleaned & dried, then bagged up & sent to be refined. When it is brought in it is stacked in big circular mounds to dry these being some hundreds of ft long & about 20ft high & there being dozens of these mounds they are levelled



& smoothed off just like a big piece of Cement, this sets very hard, crow bars having to be used when removing it. The average thickness of the salt when taken up being from three to three & ½ inches. 26<sup>th</sup> News of the sinking by submarines of Battle Ship Triumph two days later the Majestic, two very old friends of the troops on Gallipoli, the former doing some excellent work. Having a fair time, very little work, having a swim every day while exercising, which was very acceptable, also shifting camp to a more favourable spot. The 3<sup>rd</sup> of June I visit Alexandria. After walking about 1 ½ miles from camp to Nex you catch a tram, the fare being 6 millimes, you pass



the wharfs on your left also  
a very big & well built timber  
yard of Staglia & Figlia one of  
the finest built yards I ever  
saw, built of malleable iron with  
red tile roof & glass in the  
centre fitted with Electric  
over head cranes & all the latest  
& up to date appliances. We then  
pass through Gabarri where  
the military stores are situated  
& refugee encampments, these  
refugees are mostly Jews from  
Palestine. They come through  
out the camp doing washing  
and selling cigarettes chocolates  
etc. & being Jews are very cunning.  
Many of these having lost their  
homes & all their belongings  
in the hurry from Palestine.  
After leaving Gabarri & go on a



little way we pass through the great warehouses of cotton, on either side bales of cotton about 6ft square being weighed all along the street.

Now the cotton is absolutely the finest & best in the world & is the main product of Egypt.

Cotton is grown in three parts of the world only America, India & Egypt, the latter producing one tenth of the world supply only, but then again, the finest grade Egyptian Cotton being 70% dearer than any other. It is grown in Egypt around the delta of the Nile, in other words in the

[picture of the "Y" shape of the Nile River drawn here]

of Nile & down through Cairo to a place called Aswan that is as far as it goes, as it gets too hot to grow it down further. It is planted in May the first being



ready for picking in upper  
Egypt at Aswan & also on down  
into lower Egypt, Cairo and  
thereabouts being ready last.  
Cotton is worth 40 millions  
to Egypt & all cotton goods are  
watched closely so as not to  
let our enemies get any, as, unless  
they can get Egyptian cotton  
it is impossible to make the  
fabric for Air ships, etc unless  
they get silk & we know they  
cannot obtain any great  
quantities of that, so it is most  
essential to a nation, & thus it is  
classed as contraband of war.  
After leaving the street of cotton  
we pass along Rue de Soeur  
and emerge into the square &  
alight at the French Gardens  
a very pretty little Garden



in the centre of the st. where you can go & have a sit down or lay on the grass to rest where numerous small children French or Greek come around asking for a badge off our tunics, these they collect. After leaving the Garden we come to the Bourse or stock exchange, the main street on the left (Rue de Sherif Pasha) at the end of this we come to Kodaks a beautiful big building, and bank de Roma on the left, & further on Cooks offices. If we follow the tram we come to the sea front, turning to the right & on to Ramleh the main depot for trams to all the suburbs.

On this occasion we will take a double decker tram to Mustapha these trams are very fine, equal



to any I have seen any where.  
We start by passing various military  
camps on the left, after going  
some distance we pass the  
Alexandria race course &  
then it is very pretty, some very  
beautiful houses with lovely  
gardens to be seen on either side.  
We then travel through  
Victoria & on to Mustapha.  
Here are two very big hospitals  
for Troops & barracks also a  
statue erected to General Abacr  
ombie marking the spot he fell.  
We then return to Ramleh by  
the same route, after having  
light refreshments at the Casino  
Restaurant & Vaudeville show.  
Here you see all the latest &  
best vaudeville artists while  
you sit & eat & drink. You



do not pay to enter but you are charged extra for your refreshments. After witnessing a very good show we returned to camp. On the 9<sup>th</sup> we were all ordered out for light horse training as there is a possible rising of the Bedouins. These people are a sort of Arab that wander around the desert and live in a very old tent & carrying all their belongings on a Camel, very seldom working, living on anything they can get, a few to be seen around here but not many. We are by now fairly comfortable, big Mess Rooms going up, food very poor, but living well at the Canteens, also Red Cross tea room & having some very good concerts & lectures at the Y.M.C.A. thanks to Mr



Brown who travels with the forces but employed by the Y.M.C.A. My next trip to town was on the 2<sup>nd</sup> July, especially to see Sapper [Fowl] who had his leg blown off, later on died from same. Taking a Garry or 4 wheel vehicle, passed Cookes on the right & straight on to the Greek hospital. Some of the sights were terrible to look at but they all seemed happy, my friend very well. After coming out went & had my photo taken which was all the rage amongst the troops at this time. After lunch I again take a Garry & go all around the native quarters, which is a great sight, the natives absolutely living in filth & seem to



be well & happy. To go through the fruit markets is a great sight, the fruit being very cheap also good but it is always advisable to wash or peel fruit here before eating it. From here we returned to the square, the main spot for everything. In the centre of this square is the statue of Mohamed Ali on horse back, a very fine piece of work. After having tea & purchasing a few Egyptian curios to despatch home we returned to Nex, this time taking a donkey from the tram to Camp. These donkeys are very handy to get about, they will take you 5 or 6 miles for 2 P.T. = 5<sup>p</sup> the donkey boy running along side all the way.

20<sup>th</sup> By this time we had our cricket team going strong winning every



match we have played. [McCrow]  
the interstate cricketer playing  
against us on one occasion.

5<sup>th</sup> Aug Trial spin with ponies  
my own being picked to represent  
the Engrs. for 5 furlong race,  
6<sup>th</sup> ran into 5<sup>th</sup> place against  
all comers in Nex Camp  
won by Lieut Colman the  
ex jockey of Melbourne on a  
thoroughbred, again winning  
at Alexandria on the 12 Aug.  
Myself weighing in at 10.9.  
The 2<sup>nd</sup> Aug. my sworn friend  
Nyle goes on leave & don't return,  
the first time we have been  
apart for more than a day  
for 10 months, & on the 25<sup>th</sup> Aug  
I receive a letter stating that  
he has arrived at Gallipoli  
& is OK, which I had been expecting



for some time. On the 10<sup>th</sup> & 11<sup>th</sup> Sept had a very enjoyable day in camp sports being held, a number of visitors coming out from Alexandria to witness events which were very good, myself having a fall in the [VC] race on account of dirty work by two other riders at the first hurdle, getting off lucky with a split lip. After the sports we concluded by concert & distribution of prizes. 13 Sept being my 20<sup>th</sup> Birthday the boys said I must turn the tap on, and as birthdays only come once a year I did and spent a very enjoyable evening, some of the boys getting a little merry, receiving a little present from home the following day. On the 20<sup>th</sup> Nyle and rest



of the Drivers return from Gallipoli. Nyle going in Hospital on the 24<sup>th</sup> four days later with Enteric Fever myself going into No 15 General Hospital to see him on the 5<sup>th</sup> Oct. After taking a tram & going west passing Alexandria Railway station on the right, we arrived at the Hospital a beautiful big building standing up off the road, this being previously used as a school & converted into an Hospital at the outbreak of war. Nyle very excited as he had just received word to go back to Australia but two days later is transported to Heliopolis nr Cairo. On the 16<sup>th</sup> Oct. picked to represent



Nex Cricket team, against Cleopatra Camp, at the Alexandria Cricket ground, a nice little ground at Ramleh opposite the British Embassy, the Consul taking our photos. The match was played on a matting wicket, being very fast & resulting in a win for Nex Camp, the score 46 to 91. Afternoon Tea was provided & we were allowed the full use of the Clubs Rooms & Gear, the rooms being beautifully laid out. After the match we concluded the evening at the [Hursall], this being a vaudeville show also at Ramleh, & returned home after a very enjoyable day.

18<sup>th</sup> Oct. Anniversary of our leaving Sydney, took the opportunity of a trip to the Filature National



D'egypt, only cotton mill  
in Egypt, a very big mill  
on the bank of the [Narmoudies]  
Canal, with 800 Employees,  
being arranged by Mr  
Brown of the Y.M.C.A. This  
trip proved very interesting  
going right through from the  
raw cotton, to cloth. We started  
with the engine room, a  
fly wheel to be seen there,  
28ft in diam. 5ft across the  
face & weighing 25 tons, this  
being put in sections. Around  
the face of this wheel ran  
about 20 rope belts thus  
driving the whole of the mach  
inery. Power, 1000 horse power.  
From here we went through the  
cleaning, combing, weaving  
spinning & all the various



stages, until it finally becomes cloth, the only thing being added is glue, starch & clay, the length of fibre of Egyptian cotton 1 5/8" long, much longer than Indian therefore being stronger. From here we visited the Catacombs & Pompeys Pillar. The former which is a big underground Tombs cut out of solid rock, are really marvellous & the work of years. These are lighted up by electric light it is the law of the Mohammedan to build his Tomb before he dies, some hundred to be seen here. From here we proceed to Pompeys Pillar, the one & only feature of that is how they erected it, otherwise nothing of interest.



My next & last visit to  
Alexandria was on the 31<sup>st</sup> Oct.  
this time taking the transport  
to Rouzha Gardens these are  
very beautiful, some very nice  
flowers, a few animals, & in  
the centre, a Band stand,  
the Egyptian Police band being in  
attendance on this day, while  
here I meet Major Martin of  
the old P. Band, had a short  
talk & a cup of tea & again  
proceeded to Nex & receive  
orders to be ready to move  
any minute, which we did do  
two days later 2.11.15 at 9pm  
& entrained at Gabarry about  
half way into Alexandria.  
That night at 1 oclock some  
of the boys a little merry  
& glad to be leaving Nex.



After a good sleep on train arrived again at Cairo. On the 3<sup>rd</sup> Nov. at 8 oclock & straightaway trek out East of Cairo for a place called Maadi, the scenery on the way up in the train really lovely the maize at full height, a few cotton plants here & there & the river Nile which we cross in the train in flood. The road out to Maadi very good, trees on one side & beyond fields of maize & on the other the Nile, barges here & there with cargo from Upper Egypt, these are called Dhows. After a nine mile trip we arrive at Maadi, a very nice little place lovely roads, trees meeting in the centre from either side & lit up with Electric Lights, there



there are some very nice houses there & the inhabitants mostly English & French, a very good train service, trip to Cairo taking about 15 minutes.

The big Prison of Egypt is here also at this time a concentration camp for Turkish Prisoners of War. The Egyptian Prisoners can be seen working chained together on the roads around the Prison. Our Camp is situated on the outskirts of this beautiful suburb and as per usual in the sand or fine dust, the weather at this time very nice, visited now & again with a sand storm which are a long way from being pleasant. On the 21<sup>st</sup> Nov after getting quite used to our new camp we take a



tour, leaving Bab el Souk Station in carriages driven directly to Old Cairo, visiting the Island of Rhoda where a rowing boat conveys us across the Nile to the Garden of Pharaohs daughter, visiting the Milometer built in 1400, & showing the spot where Moses, the Law giver had been picked up in the bull rushes (now marked with stone) by the Princess of Pharaoh. From here we again cross the Nile & a lovely view of same from Rhoda Island & pay a visit to the Coptic Church, St George's Church & the Amr Mosque, all these very interesting especially the former, where a painting of the Virgin Mary can be seen. Painted 900yrs ago, supposed to



be the oldest in the world & broken by an American tourist to see if it was real. From here we take a fairly long drive through the desert to the Tombs of the Manluks. Here we see some very beautiful & expensive Tombs. One of Ibrahim Pasha costing 6000£ a thing of interest being a piece of the Holy carpet which takes 25 men 12 months to make, this being brought from Mecca every year. Again we take a second long drive to the great Mosque of Ibez Toule. This was built to save the people travelling to Mecca to worship but it was never used, the builder being killed 14 days after completion, as the people say he had no



right to do as he did & still continued to get to Mecca. Here we climb the Minaret the only one in Cairo we are allowed to climb, & there are some hundreds all over the city, a view of Cairo also the sunset can be seen. There are about 400 Mosques used in Cairo at the present time & it is the custom of the Mohammedans to build their Tomb before they die. A rich man wishing to dispose of a few pounds generally builds two or three of these for the poor class, & is thought a great deal of for doing so. We again continue our long drive through the Arab quarter (a sight never to be forgotten),



passing en route the present  
Sultans palace & opera square  
At the latter place our terminus  
being the Eden Palace Hotel  
where we had a very enjoyable  
tea, & later returning to Camp  
after a very good day. Received  
a card from Nyle who is just  
leaving for Australia, dated  
25 Nov. The food at present very  
good on account of 8½ per day  
per man allowed & spent by  
Q.M.S. much to our advantage.  
28 Nov. reinforcements arrive, the  
first we have received & need  
them very much as a lot been  
admitted to hospital, our  
strength being only 18 Nex.  
Myself feeling good. Out  
training [Hooper] for tournament  
at Maadi Stadium every morning



at 5 OClock & beginning to feel  
fit. 16 Dec. left Maadi 9 OClock  
& trekked to Raser el Nil Barracks  
for dinner, arrived Zeitoun 6 OClock  
very big camp. Zeitoun about  
8 miles from Cairo on the Heliopolis  
line. 22 Dec left Zeitoun 1 OClock  
& entrained at Old Cairo Station  
for Tell el Kebir where we arrive  
at 10 OClock. Tell el Kebir half  
way between Zagazig & Ismailia.  
The scene of big battle 33 years  
ago, 1883. 25 Dec Christmas day  
received big mail, very dry & slow  
Xmas day, food very poor, bully &  
biscuits. Attached to three Coy  
of reinforcements sappers, drvs  
made up to full strength.  
Join up with the old boys,  
Major Dyer in charge.  
(Evacuation of Gallipoli Penin. 19 Dec.)



1<sup>st</sup> Jan 1916 on leave to Ismailia on the Suez Canal & about 45 miles from Tell el Kebir Arrived there about 12 OClock we take a garry & drive all around the town & gardens the latter are very beautiful. A few Egyptian statues & carvings to be seen, also a great deal of Indian & Gurkhas soldiers, also Australians & N.Zealanders awaiting the supposed attack on the Canal. On the Canal can be seen a few Battleships & at Signal House the old Turkish pontoons captured on their first attack. The town itself very small & narrow streets, our main trouble being no place to have a square meal, but we make



good later by dining in the dining bar on the train coming back, which was rather expensive for a soldier but as you know one a year, New Years day. The Egyptian state railways are very nice & up to date, as a great deal of tourists travel on them in the season, at this time very few here. 7<sup>th</sup> Sappers start training, troops arriving every day, tents for 3 miles. Football teams going strong, Engrs V First Battalion Rugby Union, resulting in a win for Engrs on 22<sup>nd</sup>. 5<sup>th</sup> Feb on leave to Cairo, spent very enjoyable time & having final look around Cairo. 12<sup>th</sup> Another win for Engrs V AMC Rugby League, also another on 13<sup>th</sup> & finished up with a very fine concert.



Some of the more Important Dates  
of operations at Gallipoli

April 25<sup>th</sup> Allied force landed.

“ 26<sup>th</sup> Capture of Sedo el Bahr

“ 28<sup>th</sup> Astride the Peninsular  
Aust at Sori-Bahr.

May 6<sup>th</sup> Three days Battle for  
Hrithik Began

May 7<sup>th</sup> Achi Baba heights attacked  
slight gains.

“ 19<sup>th</sup> Allies advanced Aust  
inflicted 7000 losses on Turks

June 4<sup>th</sup> General attack renewed

“ 19<sup>th</sup> Turkish trench taken, lost  
& recaptured, 1000 Turks dead.

“ 21<sup>st</sup> All day battle in which trench  
taken Haricot redoubt & trenches  
Hervis-Deva, 600 yds of Turkish  
trenches taken in conjunction  
with British.

“ 28<sup>th</sup> Battle of Gully Ravine British



advanced 1000 yds on their left.

June 29<sup>th</sup> & 30<sup>th</sup> French capture the  
Quadrilateral & trenches south of  
it.

July 2<sup>nd</sup> Sir Ian Hamilton  
estimates Turkish losses at  
15000 wounded in 4 days  
fighting.

“ 4<sup>th</sup> Attack on Royal Navel Div. &  
29<sup>th</sup> Div.

“ 12<sup>th</sup> Heavy all day fighting Allies  
gain 400 yds of trenches

“ 21<sup>st</sup> Small Turkish redoubt captured

Aug 2<sup>nd</sup> Anzacs storm crest of  
ridge & improve their positions.

Aug 6<sup>th</sup> Sula Bay landing.

“ 10<sup>th</sup> British progress at  
Krithia & Anzac.

“ 15<sup>th</sup> Further progress  
at Sula Bay.

Oct 7<sup>th</sup> Sir Ian Hamilton reports a



gain of 300yds of the centre four miles of the Sula Bay front in the past month.

Oct 18<sup>th</sup> General Sir C. Munro appointed to the command of Mediterranean Expedition Force in succession to Sir Ian Hamilton.

Nov 5<sup>th</sup> Lord Kitchener leaves London for Gallipoli.

Dec 19<sup>th</sup> Withdrawal from Anzac & Sula Bay with 3 casualties & loss of 6 guns.

Dec 23<sup>rd</sup> It was stated in the house of Commons on Dec 23<sup>rd</sup> that the casualties among British Troops in the Dardanelles operations up to Dec 11<sup>th</sup> were killed & wounded 112,921.

---



14<sup>th</sup> Feb.16 Left Tell el Kebir 4 OClock  
& entrained for Suez Canal  
arriving there at 10am at a  
small station called Serapeum.  
Treked across sand for two  
miles & crossed Suez Canal  
on Pontoon Bridge into Arabian  
desert & encamped two miles from  
Canal. This particular spot very  
pretty, & quite close to the  
Bitter Lakes, scene of the Battle  
twelve months previous 4-2-15  
Turkish dead are still lying about  
& heaps of clothes, boots & Turkish  
equipment & a few cartridges &  
shells to be found. Also cross  
erected to Major Von Dem Hagen  
(a German Officer) killed in action  
4-2-15. Boats of all sorts passing  
through Canal all day &  
night, the latter are guided by



searchlights which look very nice while coming through. Of a day time we were able to recover tobacco cigarettes & various other little articles thrown over by passengers aboard the Mail Boats as they passed back & forward through the Canal & very often wished we were aboard on our way home. The weather here very hot & sand storms also frequent, & so we often were to be found swimming in the Canal which was very acceptable after a hard days work in the sand. Leaving Canal & travelling west towards Camp & the trenches there is nothing to be seen only strings of camels, hundreds at a time, coming in for water or taking out stores to trenches, a railway line on either side of the road. One motor train for troops &



stores etc & the other steam, but very small, this is used for the transport of metal for the road. Both these & the road were out as far as rail head 2 miles from Canal & 4 miles from trenches where the [RE] yard was situated, some of our drivers working here carting pipes for water main which at this time was being laid down. Water here our main trouble, allowed 1 water bottle full a day to wash & drink & a certain percentage for cooking apart from this. The food at this time fairly good & clothing plentiful, myself at this time mounted orderly from Camp to Hd Qrs. Aircraft passed over head daily.

26<sup>th</sup> received cable re money.

27<sup>th</sup> Feb. Handed in Trumpet &



remustered as Driver (no Tptrs allowed in new establishment for Engrs). 17<sup>th</sup> March again inoculated for Paratyphoid, arm very sore a few days later.

19<sup>th</sup> March Inspected by Prince of Wales who was loudly cheered by the boys on arrival in camp.

Again pack up to depart & leave the following day 20-3-15. After being inspected by Liet Cl. Martin cross the bridge & entrain at Serapeum at 7pm for Alexandria arriving the following morning at 5 am. Immediately detrain & embark on Troop Ship Knight Templar & find it a very clean & good ship for horses. After a hurried look around Alexandria for the last time, we leave Port 5.30pm with full instructions to keep life



belts on continuously & never take them off on account of submarines which were very busy at this time. Sea very smooth, sight Malta 24<sup>th</sup> at 5pm. 26<sup>th</sup> pass the Island of Corsica. 27<sup>th</sup> we arrive at the Harbour of Toulon the big Naval base of France at 5am.

The scenery here very beautiful the country very green & huge mountains surround the harbour, small ferry boats flying about crowded with working people. Lay out in the harbour all day & leave the following morning at 6.30 am for Marseilles, a slight breeze blowing thus making the sea rather rough & causing a lot of the boys (including myself) a little sea sick, but soon recover on



entering Marseilles Harbour at 10.15am after taking Pilot aboard & pull along side & unload baggage. This harbour is also very nice but is protected by a huge breakwall. Marseilles is right on the waters edge & thus makes it very picturesque. Notre Dame Convent can also be seen in the distance & the left slopes. 29<sup>th</sup> March. Clean up ship & disembark the horses & move out to Rest Camp at [Ferna]. Take French leave & have a look around Marseilles but nothing of any interest to be seen at night. 30-3-15 again on trek & move to La Valentine Rest Camp 10 miles out from Marseilles. Scenery lovely & very good tram service out. These trams are well fitted & are driven by men & conducted by women which seem rather



strange. The scenery here is really beautiful, everything green & under cultivation. The people are exceedingly nice & seem so polite & willing to assist you in the language which most of the boys were anxious to learn. A great deal of the people were in black & nearly everyone you meet had someone at the war. Wounded soldiers were also numerous & very anxious to have a chat with us but as we knew very little of their language it was very hard to understand.

5<sup>th</sup> April No leave but very easy to have a trip to town or around the surrounding villages, so I take the opportunity & go to town. Some nice shops & beautifully lit up by electricity but all through



the town very slow.

7<sup>th</sup> April. Weather wet & cold  
raining nearly every day.

Vaccinated for Smallpox.

Orders to be ready to move at  
any moment. Leave 11<sup>th</sup> 2.45pm  
& entrain at Marseilles leaving  
11.30 with 39 horses. Pass through  
Lyon on the 12<sup>th</sup> at 2 OClock  
stay about 1 hour, scenery  
lovely. Camped with our horses.  
French railways good & fast,  
lines a little neglected on account of  
war. Crossed river Marne at  
2 OClock on 13<sup>th</sup> 4.15 far as the Germans  
were, 5 miles north of this.

Pass Paris to Creil, Eiffel Tower could  
be seen in the distance & various  
other buildings. Creil a little broken  
up in parts from German shell fire.  
Stay at Creil all night & leave



next morning the 14<sup>th</sup> April at 10 am  
& had a through run to Abbeville  
arriving there at 5 pm. Here we detrain  
at 11 pm & move out to camp ½ mile  
from station. (Tea was served out to us  
at nearly every station, also soup &  
once a good set of under clothing which  
were very acceptable as the weather was  
very cold. These were given out  
by British Red Cross nurses  
who were exceedingly nice & try to  
do all they could for the boys).  
After arriving in Camp at Abbeville  
we were given a good feed & well  
provided for by Tommies who stabled our  
horses & fixed us up in tents.  
(Generally we had to fetch our own  
tents after we had seen to our horses).  
15-4-16 re-equipped with carts &  
harness & make ready to move off  
again. My old original pony cast



out on account of being too light,  
very sorry to loose her after having  
for so long. 16-4-16 leave Abbeville  
12 OClock & trek to Le Boisle rest  
camp, the days trip being 21 Kilo  
= 13 mls. On the road again 6 am 17<sup>th</sup>  
raining all day & very cold. Arrive  
Fressin rest camp 2 pm. Trip 45 kls =  
28mls both days, leave 18<sup>th</sup> 8am still  
wet & cold & trek another 21mls,  
34kls to Saint Augustin rest camp.  
Rest here all night, next morning  
proceed on again, raining  
continually. Pass through Aire  
& Saily to Bac St Muir & again  
join the Coy. Here we are billeted in  
an old cotton mill (part of which is  
in use) & are very comfortable.  
Sappers journey to trenches every  
day. Aircraft always busy observing  
& being shelled continually. Our billet



so far safe, but shells very near.

Receive mail from home very acceptable after so long. Issued with smoke helmets & goggles, orders to carry same on person continually.

27<sup>th</sup> Heavy artillery duel starts at 10pm followed by gas attack, turned out of billet to stand to with gas helmets & rifles & ammunition, at 11pm helmets on for 15 minutes, all quiet again at 11.30. Again inoculated for Paratyphoid, this time a double dose.

Heavy artillery duel directed by aeroplanes on 30<sup>th</sup>. 1<sup>st</sup> at 7.30am

Billet & stables shelled with shrapnel & light explosive shells. Drivers billet in stable blown up. Villagers leave & return again after bombardment at about 3pm. Horses taken away immediately, no casualties in Engrs. worth relating. Terrible sight to



see villagers leaving in haste  
old women & mothers with  
children on their arms & all  
sorts of people making for safe  
spots, some refuse to leave their  
homes which are liable to be  
blown up any minute. This  
occurs again on the 5<sup>th</sup> small cottage  
on opposite side of road to billet  
blown up by shell & gas attack  
on 7<sup>th</sup> Brigade issued with  
steel helmets which are very heavy  
but a great protection to the head  
from shrapnel etc. Villagers again  
return after bombardment. All quiet  
for days. 14-5-16 I become a sapper  
at my own request & the following  
day put in the trenches for the  
first time & start work on machine  
gun position. The following night out  
again & over the parapet doing work



which we were unable to do in day light. Enemy machine guns very active & close, not feeling too clever for the first time, but later get quite used to them. On the 21<sup>st</sup> my leave falls due the first for 21 months & very acceptable, & leave Bac St Muir at 7pm for England. Proceed in motor lorrie to Steenwerck & pass the night in YMCA hut. Leave by the 5.30am train following morning. Pass through St Omer at 7am & eventually arrive at Boulogne at 11am & after lunch embark on channel steamer at 2pm & fair trip across to Folkestone arrived 3.30 On again by train at 6pm & arrive at London (Victoria) 8.30 Scenery up in train lovely & easy riding trains. After visiting the Commonwealth Forces offices in Horseferry Rd for pay etc & a fine welcome at the Anzac Buffet



where we were also given a cup of tea & cakes etc. I take up my quarters at the Abbotsford Hotel which turned out a very good place of abode situated in Russell Square W. Central. Tariff, Bed & Breakfast 4/- War tax 3<sup>p</sup> extra. 23-5-16 start out tour of London & see a great deal by riding on top of bus & visited Westminster Abbey, White Hall & other places of interest which are too numerous to mention. 24<sup>th</sup> Leave Euston Station (to visit my relations in Parbold Lancashire) at 7.10am arrived Wigan & changed on to Lane & Yorkshire railway for Parbold arriving there at 12.30pm Find them all well & make me feel quite at home & I spent a very enjoyable time while there. 26-5-16 Left Parbold. 7.10pm had a short stay in Wigan. Leave 10.20pm & arrive Euston 4.30am next morning. Taxi back to



Hotel & join my chum Tpr. Sullivan.  
27-5-16 Arise 9.30 & again make our  
tour of inspection of London & visit  
London Bridge Tower Bridge Tower  
itself, Thames Embankment & conclude  
at the Strand Corner House for tea.  
This is really a very beautiful place  
& a lovely orchestra to be heard there.  
28-5-16 Visit Kew Gardens, a really  
ideal spot, take a rowing boat &  
go for a mile or two on the river,  
scenery lovely, return by Tube to  
City. Go to see [Joy Land] at the  
London Hippodrome, very enjoyable  
& played by Harry Tate. This a  
lovely theatre. 30-5-16 Leave London &  
journey to Folkestone, again across to  
Boulogne (France) hence to Steenwerck  
& back to Billet at Bac St Muir at 5  
OClock 31-5-16 1<sup>st</sup> again in the trenches  
heavy bombardments every day about



3.30 Aircraft active on both sides. 8-6-16  
Start new shifts (start work 8 am &  
finish 4 pm) Extra heavy bombardment  
starts at 3.45 unable to get out of  
trench, shells & all sorts of explosives  
dropping all around. Myself seriously  
wounded at VC Avenue 4.15 run  
100 yards to front line dressing  
station, 1<sup>st</sup> Field dressing put on &  
carried out of Pinny Avenue on  
stretcher to 2<sup>nd</sup> Dressing station.  
Dressed by Captain Dawson then  
wheeled on stretcher to motor ambulance  
about 2 miles away by 10 Bat. stretcher  
bearers, hence to Estaires & out of  
range of guns for good, my one  
desire & my thirst unquenchable.  
Operated on for my left wrist immediate  
ly quite conscious all the time. Leave  
Estaires clearing hospital 9<sup>th</sup> onto  
hospital train to Boulogne Xrayed here



twice & admitted to the Canadian General Hospital, feeling bad & weak through loss of blood. Oxygen gas given me to keep things going. This hospital very good. Leave & board H.ship 11<sup>th</sup> leave Boulogne 8.15 12-6-16 arrive Dover & entrain, arrived Norwich 9.30 Motor to Norfolk War Hospital in terrible pain with wound in back (xrayed once) operation to remove piece of shell. 14-6-16 Relations arrive at request of Hospital, feeling bad. Cable to home 18<sup>th</sup> operation for my back, abscess sitting in the case of same. Still very bad. Temperature 104.2° 20<sup>th</sup> condition unchanged. Nature of my wounds, (compound fracture, Radius, both arms severe wound in left, gun shot wounds back & right leg & severe shock). Temperature 104.6° Pain unbearable. 25<sup>th</sup> slight improvement



26<sup>th</sup> My first meal, living on milk  
previous to this, feeling much  
better. Treatment of the best.  
29-6-16 Right arm taken out of  
splints, wound healing fine.  
30<sup>th</sup> Auntie & May leave for home,  
myself improving daily. 5-7-16  
Up out of bed for ½ hour unable to  
walk, feeling very weak. 10-7-16 Gaining  
strength everyday, taken out in car  
by visitor (Mrs Large) Trip on river  
on boat (Jenny Lyn) 18-7-16 leave  
Norwich for Australian Hospital  
Harefield Park Middlesex arriving  
3.30 after a few hours lapse in  
London. This hospital good & run  
by Australians, all patients  
& staff & everyone in connection  
Australians. Boarded for Australia  
by Major Cameron, 27-7-16 & second  
by Colonel Ryan 1-8-16 & marked



(Permanently unfit for further service. First boat to Australia).  
4-8-16 Patriotic demonstrations in Harefield, good concerts & trips arranged here. I have a trip to the great Australian sculptor Sir Bertram Mackennal, this very interesting, saw the big statues (for the commonwealth buildings in the Strand London) in the course of construction. 10-8-16 Left Harefield for 14 days furlough before leaving for Australia. Stayed Abbotsford Hotel again for 4 days while here visiting. Uboat (submarine) at Temple Pier (captured from Germans) Kew Gardens by steamer from London & obtain a lovely view of Parliament House from Thames, return from Kew by bus. Madame Tussauds Wax works & saw all latest works of



Kitchener, Sir Roger Casement etc.  
Battersea Park by bus & return by  
tram, London Bank, St Pauls  
& various other places in & around  
London & theatres, Colosseum and  
Criterion. Left London again for Parbold  
Lancashire on the 14-10-16 & arrived  
3pm Spent a really very enjoyable  
time & visited Southport, a seaside  
resort & theatre Palladium, a lovely  
organ to be heard here, also had  
my wounds dressed at the Woodlands  
hospital. I again leave Parbold on  
the 8.59 train for Manchester on 21<sup>st</sup>  
changed Wigan & on from Manchester  
to Stockport, arriving 10.50am  
took train, or at least rather a novel  
trackless car to Offerton Lane.  
Visited all relations & spent a good  
time, visited Manchester Palace  
Theatre, rather good show & just



like Manchester raining on & off  
all day. I again make a move on  
the 23-8-16 at 4.30 & journey back to  
Parbold, arriving there at 9pm  
24<sup>th</sup> the last day of my leave I  
again move on, caught 8.5 from  
Parbold, changed Wigan & Kew  
& arrived Euston 1.45pm, took  
Tube to Hdqrts. taxi to  
Paddington & eventually arrived  
Denham & Harefield 4.30 pm  
to await the order for the boat.  
31-8-16 Leave Harefield 10.30 entrain at  
Denham for South Hampton arriving  
2.30 Leave South Hampton on  
New Zealand Hospital ship  
Narama at 4 O'clock, weather  
fine & warm. Passed through  
Bay Biscay, Strait of Gibraltar to  
Canary Islands, Tenerife to be  
seen. Passed Cape Verde



Sports on board tournaments etc.  
Sighted land again on 19-9-16  
Table Mountain & Cape Town  
slight storm while rounding Cape.  
Sighted Port Elizabeth & East London  
(21-9-16) 21<sup>st</sup> Birthday on board 13-9-16  
slightly sick to keep up same.  
Arrived Durban 9am 22-9-16 Port Natal.  
Came along side wharf & obtained leave  
for Durban. This a very nice & quiet  
little town, with a good double  
decker tram service & some fine  
buildings including Town Hall,  
Post Office, Municipal buildings  
etc. The main street West St.  
some fine shops here & extending  
right through town to beach  
which is really a lovely beach.  
Surf fenced in making it quite  
safe & pools made for infants  
to bathe in & all different



depths. There is also a fine sea front extending all around the Harbour on north side, & here is a monument to Dick King the man who saved Natal in 1864. 23-9-16 We were entertained by the Lord Mayor at Mitchell Park & spent a very enjoyable morning & later visited the Zoo. This very poor considering the country it is in, only opened 7 years ago. Entertained by Mrs & Miss Dr Campbell of Musgrave Rd at a garden party & the following day by Mr & Mrs Harvey Frost, these people very nice. Mr Frost, Sect. of Durban Automobile Club. A great feature of Durban are the rickshaws drawn by Zulus of fine a build & dressed in all sorts of feathers & big horns making them look



rather gay & wild. There is very little to see here, all the labour done by Zulus & the white population are of a very good class & were also good to us boys in many ways providing concerts & entertainment, free places to go & have a light lunch & read or write, & very often we were their guests at their homes, most of which overlooked the sea & harbour & later when leaving we were given a fine send off by some hundreds of people who kept us going catching oranges & fruit of all sorts to take with us on the voyage, as the ship sailed out on the 25<sup>th</sup> at 5.30pm & run straight into storm, most of the boys sea sick (Durban had great whaling stations) Umbilo, wild monkeys to be seen here. 4 miles on tram.



(All trams free for soldiers in uniform) Living very high & wages high also (3<sup>rd</sup> Weather very rough)  
Arrived Fremantle 8am 10-10-16  
Disembarked Western boys. Took aboard coal & water leaving again 8.45 pm.  
Very rough. 11<sup>th</sup> Passed Cape Leeuwin average about 12 knots. Arrived Port Phillip Heads Melbourne 5 pm 16-10-16 Disembarked Port Melbourne 10.30am 17<sup>th</sup>. Drove in cars through city Great reception, had dinner at Red Cross, walked around Melbourne & caught 5.15 train for Sydney (Special) Passed through Seymour (had fine tea & reception here). Benalla, changed train Albury, sleeping cars, then on through Wagga to Moss Vale for breakfast then on again to Sydney. Arriving 12.30 18-10-16 after very fine trip through.



Force Order Special  
21-4-15 by G.H.Q.

Soldiers of France & of the King  
before us lies an adventure unprec-  
edented in Modern War.

Together with our comrades of the  
fleet we are about to force a landing on  
an open beach in face of positions which  
have been vaunted by enemies as  
impregnable. A landing will be  
made good by the help of God &  
the Navy & the position will be  
stormed & the war brought one  
step nearer to a glorious close.  
Remember said Lord Kitchener  
bidding adieu to a commander  
once you set foot on the Gallipoli  
Peninsular you must fight  
the thing through to a finish.  
The whole world will be watch-



(Continued Order)

ing your progress let us prove  
ourselves worthy of the great  
feat of arms entrusted to us.

Signed Ian Hamilton



## Remember Me

Remember me when far away  
When thou art sad & lone,  
Remember me at close of day  
When nearer friends are gone.

---

I ask thee not to think of me  
When dearer friends are nigh  
But if they prove unkind to thee  
Then send to me a sigh.

---

In sorrow then remember me  
And on my truth depend  
For I will ever prove to thee  
A tender loving friend.

---



## Smile Bill

Tis always best & worth our while  
To cultivate a happy smile  
For in this world there is no space  
For other than a smiling face.

(SPOKESHAVE)

## I miss You

I miss you yes I miss you  
And I miss you all the day  
I miss the bliss of your good night kiss  
And since I came away  
My heart for you is aching  
And is lonely night & day  
I miss you – yes I miss you  
In many a different way.

---

Hazel eyes & chestnut hair  
Ruby lips, Beware! Beware!



The one & only one

I love but one & only one  
And that one is thee  
If you love & only one  
Pray let that one be me  
And don't be like the little birds  
That fly from tree to tree  
And when you see another boy  
(Then think no more of me)  
Then think all the more of me.

---

Our Father of France, enemy of Germany  
hallowed by thy name, The Kingdom  
of Germany must fall to hell, let  
it be defeated on earth as in heaven.  
Give us O Wilhelm our Alsace Lorraine  
the five million you have stolen from  
us. Do not lead us into temptation &  
war any other time because we are now  
washing out the name of Germany  
for ever. Amen.



Reproduced from original diary by  
Paula Sheldon Green  
(Daughter of Frederick Sheldon Johnson)  
2017