

Private Patrick Joseph Hayes (Regimental Number 1239), having no known last resting-place, is commemorated beneath the Caribou in Beaumont-Hamel Memorial Park.

His occupation previous to his military service that of a labourer working for a weekly \$5.00, Patrick Hayes presented himself for medical examination at the Church Lads Brigade Armoury in St. John's on February 19, 1915. He then enlisted eight days later – engaged at the private soldier's rate of \$1.10 per diem - on February 27, before attesting a month later again, on March 27.



Private Hayes of 'E' Company embarked in St. John's on board the Bowring Brothers' vessel *Stephano* (right above – from the *Provincial Archives*) almost four weeks later again, on April 22, 1915.

The ship sailed to Halifax where his contingent took ship on His Majesty's Transport *Missanabie* (right) – likely with Canadian troops - for the crossing to Liverpool – the ship departed Halifax on April 25. From Liverpool they travelled by train to Edinburgh where the Newfoundlanders arrived on May 2. 'E' Company was to have but a few days to savor the charms of the Scottish capital.



Only nine days later, on May 11, the entire Battalion was posted for training from Edinburgh to a tented Stobs Camp near the Scottish town of Hawick.

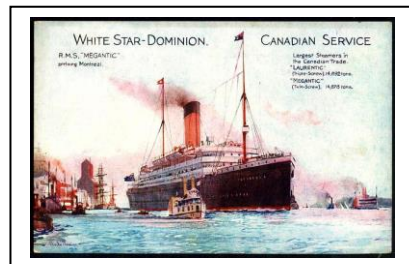
(Right: *the Regiment on parade at Stobs Camp on June 10, the day it received its Colours* – courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)



From Stobs, some thirteen weeks later again, in early August, 'A', 'B', 'C' and 'D', the senior Companies now become 1<sup>st</sup> Battalion, the Newfoundland Regiment, were transferred to Aldershot in southern England. There they were to undergo final preparations – and a royal inspection – before departing on active service to the Middle East and to the fighting on the Gallipoli Peninsula.

'E' and 'F' Companies – the latter having arrived at Stobs Camp on July 10 - were to be posted to the new Regimental Depot and were to form the nucleus of the newly-formed 2<sup>nd</sup> (Reserve) Battalion.

When he was apprised of his transfer seems not to be recorded, but Private Hayes was one of the few from 'E' Company who were to swell the ranks of the units posted to Aldershot - thus he became a soldier of 'B' Company. It was during the period while he was at Aldershot, and as was the case with the great majority of the Newfoundland troops, that Private Hayes was prevailed upon to re-enlist *for the duration of the war*. This he did on August 16\*.



*\*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 Hayes took ship on board the requisitioned passenger liner *Megantic* (right top) 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.



(Right above black & white: *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)*

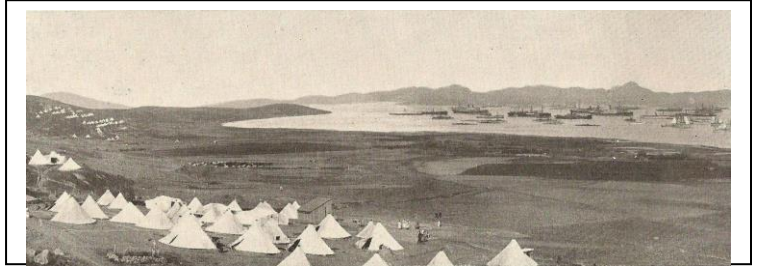
(Right above: *'Kangaroo Beach', where 1<sup>st</sup> Battalion landed on the night of September 19-20, 1915, is in the distance at the far end of Suvla Bay. The remains of a landing-craft are still visible in the foreground on 'A' Beach. – photograph from 2011)*



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

On December 3, Private Hayes was evacuated into the 26<sup>th</sup> Casualty Clearing Station at Suvla, suffering from frostbite to both feet. From there he was transported on the following day, the 4<sup>th</sup>, to the 3<sup>rd</sup> Australian General Hospital at Mudros on the Greek island of Lemnos.

The next documentation reports him as being released to the Lowland Convalescent Camp Hospital, also on Lemnos, December 10. From there, on Christmas Day, Private Hayes was discharged *to duty* at the Base Depot at Alexandria, Egypt.



(Right above: *By the end of 1915, the bay and harbour at Mudros were almost entirely enveloped by Allied medical facilities.* – from *Illustration*)

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



(Right above: *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*)

Although the exact date seems not to have been recorded, Private Hayes re-joined his unit soon after its arrival back in Egypt – January 16 or 26 is the likely date – certainly before the end of January. While at Suez, Private Hayes had a run-in with the authorities for throwing a bottle and striking a military policeman in the head. The incident was reported on January 30, his court martial held on February 11, and the sentence – one-hundred twenty days hard labour – was confirmed on March 5, some nine days before 1<sup>st</sup> Battalion's departure for France. His sentence was eventually reduced from four to three months, possibly to allow for his inclusion in the impending British offensive of that summer.

He was also surely with 1<sup>st</sup> Battalion at Suez on March 2, because he was admitted into the 18<sup>th</sup> Stationary Hospital there on that date, to be discharged back to duty a week later, on March 9.



On March 14, the decision having been taken, 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 above) for passage to the French Mediterranean port of Marseilles, en route to the *Western Front*.



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

(continued)



(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 in France on March 22, 1<sup>st</sup> Battalion's train arrived at the small provincial town of Pont-Rémy.

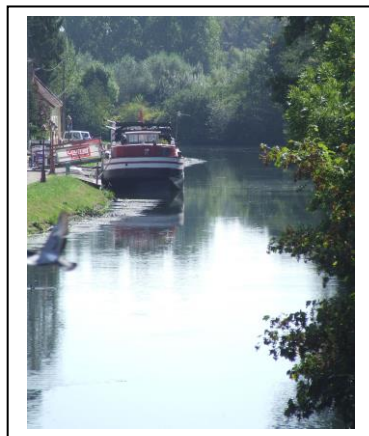
It had been a cold, miserable journey, the blankets provided for them travelling unused in a separate wagon. De-training at the station at two in the morning the Newfoundlanders still had a long march ahead of them before they would reach their billets at Buigny l'Abbé.



(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, welcomed re-enforcements from Rouen 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.



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



The son of John Hayes and Mary Hayes (née *Mollowney* (sic)) of 6, Brennan Street, St. John's – 3 Demerill's Lane is later, and 3 Mullock Street, later *again* recorded\* - he had been sent to live with his uncle, Richard Maloney – to whom he had allotted a daily allowance of fifty cents from his pay - of 4, Lyon Square, for the two years prior to his enlistment - a sick wife and three children had been too much for his father who subsequently sent his two other, younger sons to the Mount Cashel Orphanage.

\**Several other addresses seem to be associated with John Hayes during this period: Barter's Hill; 5, Lime Street; 8 Lime Street; 25, Patrick Street; and 129 New Gower Street.*

(continued)

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

Patrick Joseph Hayes had enlisted at the age of eighteen years: date of birth, July 15, 1897.

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

Private Patrick Joseph Hayes 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).

