



Private Aloysius Hynes (Regimental Number 1715), is interred in the Roman Catholic Cemetery in the community of St. Bernard's, Fortune Bay.

His occupation prior to military service recorded as that of a *fisherman*, Aloysius Hynes presented himself for medical examination at the *Church Lads Brigade Armoury* in St. John's, capital city of the Dominion of Newfoundland on July 21, 1915. It was a procedure which was to pronounce him as...*Fit for Foreign Service*.

Aloysius Hynes was now to wait only perhaps hours before things were to proceed further. On the same July 21, and at the same venue, the *CLB Armoury* on Harvey Road, he was now to enlist, thereupon engaged at the daily private soldier's rate of a single dollar to which would be added a ten-cent per diem Field Allowance.

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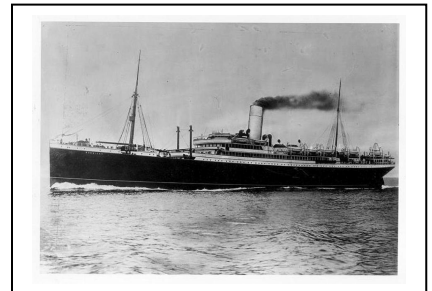
On the following day he was to undergo the final formality of his enlistment: attestation. On that July 22 he pledged his allegiance to the reigning monarch, George V. At that moment, Aloysius Hynes was to become...*a soldier of the King*.

A further, and lengthier, waiting-period was now in store for the recruits of this draft, designated as 'G' Company, before they were to depart from Newfoundland for...overseas service.

Private Hynes, Regimental Number 1715, was not to be again called upon until October 27, after a period of fourteen weeks less a day. Where he had spent this interval appears not to have been recorded although he possibly was to return temporarily to his work and perhaps had travelled to be at the family home at St. Bernard's – but, of course, this is only speculation.

On that October 27, 'G' Company left St. John's by train to cross the island to Port aux Basques, the other passengers on board reportedly having included several naval reservists and also some German prisoners-of-war. The contingent then traversed the Gulf of St. Lawrence by ferry – the ship documented as having been the *Kyle* - and afterwards proceeded again by train from North Sydney as far as Québec City.

There the Newfoundlanders joined His Majesty's Transport *Corsican* for the trans-Atlantic voyage to the English south-coast naval establishment of Devonport where they arrived on November 9. The vessel had departed Montreal on October 30 with Canadian troops on board before stopping at Québec: the 55th Canadian Infantry Battalion and the Second Draft of the (1st?) Divisional Signals Company.



(Right adjacent: *The image of Corsican is from the Old Ship Picture Galleries web-site. Launched in 1907 for the Allan Line, one of the largest private shipping companies of the time, she spent much of her early career chartered to the Canadian Pacific Line which in 1917 was to purchase the entire Allan Line business. She was employed as a troop-ship during much of the Great War which she survived – only to be wrecked near Cape Race on May 21, 1923.*)

(Right: *The once-busy Royal Navy facility and harbour of Devonport almost a century after the Great War – photograph from 2012(?)*)

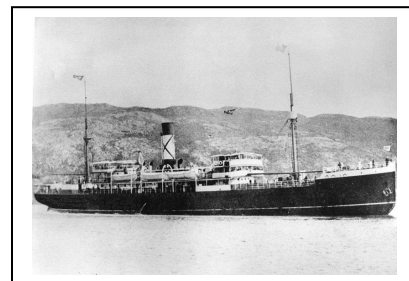


By the morning of November 10, Private Hynes and his 'G' Company had again travelled by train, to Scotland where the personnel had been billeted in huts in a military camp at Gailles, not far removed from the evolving Newfoundland Regimental Depot at Ayr where accommodation for the new arrivals was as yet not available.

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More than a year prior to that November 10 of 1915, in the late summer and early autumn of 1914, the newly-formed Newfoundland Regiment's first recruits had undergone a period of training of five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's and elsewhere in the city, and were formed into 'A' and 'B' Companies.



During that same period the various authorities had also been preparing for the Regiment's transfer overseas.

(Right above: *The image of 'Florizel' at anchor in the harbour at St. John's is by courtesy of Admiralty House Museum.*)

This first Newfoundland contingent was to embark on October 3, in some cases only days after a recruit's 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 had sailed for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the 1st Canadian Division overseas, off the south coast of the Island.

(Right below: *Fort George, constructed in the latter half of the eighteenth century, still serves the British Army to this day. – photograph from 2011*)

Once having disembarked* 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 it was to provide the first garrison from outside the British Isles.



**It was to do so at Devonport through which 'G' Company would pass eleven months later.*

Only days after 'A' and 'B' Companies had taken up their posting there, on February 16 of 1915, 'C' Company – the first re-enforcements for the original contingent - would arrive directly – through Liverpool of course - from Newfoundland. On the final day of the month of March it had been the turn of 'D' Company to arrive – they via Halifax as well as Liverpool – to report...*to duty*...at Edinburgh, and then 'E' Company five weeks less a day later again, on May 4*.



**These five Companies, while a contingent of the Newfoundland Regiment, did not as yet comprise a battalion and would not do so for a further five months – as will be seen below.*

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(Preceding page: *The venerable bastion of Edinburgh Castle dominates the Scottish capital from its hill in the centre of the city.* – photograph from 2011)

Seven days after the arrival of 'E' Company in the Scottish capital, on May 11 the entire Newfoundland contingent had been ordered elsewhere. On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit had been dispatched to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, close to the town of Hawick.

(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 of Mrs. Lillian Tibbo)



Two months less a day later, on July 10, 'F' Company would march into *Stobs Camp*.

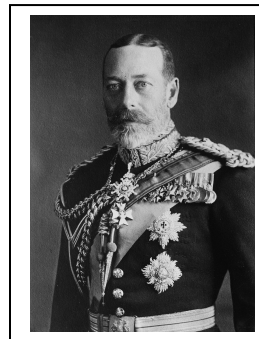
This had been an important moment: the Company's arrival was to bring the Newfoundland Regiment's numbers up to some fifteen hundred, establishment strength* of a battalion which could be posted on...active service.



**A number sufficient to furnish four 'fighting' companies, two re-enforcement companies and a headquarters staff.*

(Right above: *The men of the Regiment await their new Lee-Enfield rifles.* – original photograph from the *Provincial Archives*)

From *Stobs Camp*, some three weeks after the arrival of 'F' Company, in early August 'A', 'B', 'C' and 'D', the four senior Companies, having now become the 1st Battalion of the Newfoundland Regiment, had been transferred to *Aldershot Camp* in southern England. There they were to undergo final preparations – and a royal inspection – before the Battalion's departure to the Middle East and to the fighting on the *Gallipoli Peninsula*.



(Right above: *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.)



The later arrivals to the United Kingdom, 'E' and 'F' Companies, were to be posted to the new Regimental Depot and were eventually to form the nucleus of the soon to be formed 2nd (Reserve) Battalion of the Newfoundland Regiment.

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(Preceding page: *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 kind courtesy of the Carnegie Library at Ayr)

(Right below: *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.*

The Regimental Depot had been established during the summer and the early autumn of 1915 in the Royal Borough of Ayr on the west coast of Scotland, there to serve as a base for the newly-forming 2nd (Reserve) Battalion. It was from there – as of November of 1915 – that the new-comers were to be sent in drafts, at first to *Gallipoli* and then subsequently to the *Western Front*, to bolster the four fighting companies of the 1st Battalion*.



****The first such draft was, in fact, to leave Ayr for service on the Gallipoli Peninsula days after the arrival in Scotland of Hynes' 'G' Company, on November 15.***

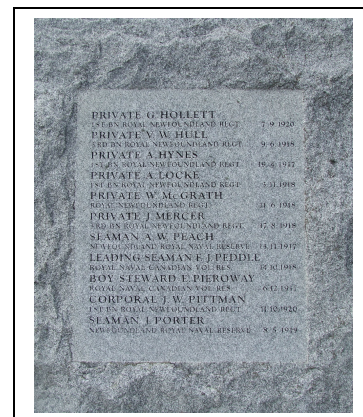
This then had been the situation facing the new-comers: the new Regimental Depot had still been in the throes of its establishment at Ayr when Private Hynes and his comrades-in-arms of 'G' Company were to arrive in Scotland on November 10 of 1915; thus, as related in an earlier paragraph, the new-comers were required to be quartered at Gales, some sixteen kilometres further up the coast – but apparently more than sixty kilometres distant by road.

On March 5 of 1916, Private Hynes was admitted into the 3rd Scottish Hospital in Glasgow, there to be at first diagnosed as with an...*inflammation of the right middle ear*...but then, on March 19, as suffering from...*tuberculosis of the lung*. He returned for two days to his unit – possible only on paper - on March 29, just a single day after having been recommended for discharge as...*permanently unfit for any form of military service*...and for return passage to Newfoundland for sanatorium treatment.



He departed from the Regimental Depot at Ayr on March 31 of that 1916 and is recorded as having embarked in the port of Liverpool on board the *Allan Line* vessel, the SS *Scandinavian* on April 4.

Private Hynes arrived back home in Newfoundland later that same month – likely having travelled via Halifax as the ship was operating commercially at the time - at which time a local medical board, on April 30, discharged him officially on the grounds of his being...*medically unfit*.



The son of Vincent Hynes and Margaret Hynes (née *Banfield*) of Fox Cove, Fortune Bay, and his own place of residence given as Bay l'Argent, he was also brother to Thomas-William, Francis-Joseph, Alphonsus, Philemina (sic), George, Lucy and to Bernard.

After his return from Scotland, Private Hynes was married on July 21, 1916, to Miss Minnie Banfield to whom he had allotted a daily allowance of fifty cents from his pay before his departure for overseas.

(Preceding page: *The sacrifice of Private Hynes is commemorated and honoured on the Screen Wall in Mount Pleasant Cemetery in St. John's.* – photograph from 2010)

He was reported to have...*died of sickness*...on April 19, 1917, at home, just one year after his repatriation.

Aloysius Leo Hynes had enlisted at the *declared* age of twenty-three years: date of birth at Bay l'Argent, Newfoundland, November 21, 1893 (from the Newfoundland Birth Register – as is the name Leo).

Private Aloysius Hynes was entitled to the British War Medal for his overseas service.



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. Last updated – February 5, 2023.