



Private Francis (Frank) Charles Payne (Regimental Number 1006) is buried in Forest Road Anglican Cemetery in St. John's, Newfoundland, in the Naval and Military Plot.

His occupation prior to military service recorded as that of both *train agent* and *brakeman* with the *Reid Nfld. Company* – he also later records *carpenter* -, Francis Charles Payne likely presented himself for medical examination at the *Church Lads Brigade Armoury** in St. John's, capital city of the Dominion of Newfoundland, on January 29, 1915. It was a procedure which was to pronounce him as being...*Fit for Foreign Service*.

**The building was to serve as the Regimental Headquarters in Newfoundland for the duration of the conflict.*

On the day of that medical assessment, January 29, and while at the same venue, the *CLB Armoury*, Francis Charles Payne was to enlist*. He was thereupon engaged...for a year's service...at the private soldier's daily rate of a single dollar to which was then to be appended a ten-cent per diem Field Allowance.

It was then to be two weeks and a day following, on February 22, and on this occasion also at the *CLB Armoury* on Harvey Road that he underwent the final formality of enlistment: attestation. He was then and there to swear his allegiance to the reigning monarch, George V, whereupon, at that moment, Francis Charles Payne became...a soldier of the King.

**A medical report issued at Wandsworth has the date of his enlistment as December 28 of 1914; another source states that, by the time of his enlistment, he had already been rejected on three previous occasions; the reasons, although likely medical, appear not to have been recorded.*



There thereupon followed a lengthy waiting period of one-hundred eighteen days before Private Payne, Regimental Number 1006, was to embark onto His Majesty's Transport *Calgarian* on June 19 in St. John's Harbour and sail (almost*) directly to the United Kingdom. He was one of the two-hundred forty-two personnel of 'F' Company and eighty-five naval reservists to take passage on that day.

(Right above: *Naval reservists from Newfoundland, during the early days of the Great War, before their departure for the United Kingdom - from The War Illustrated*)

Where Private Payne was to spend the prolonged interim between his attestation and his departure on...overseas service...is not clear – and is not documented among his papers.

It may be that he returned temporarily to work and perhaps not unlikely that he was to spend at least some of that time at his family home in the city, his father being ill - but this of course is only speculation.

It also appears to have been about this time that the Newfoundland Regiment was to be able to offer more comfortable quarters to its new recruits. Following his enlistment therefore it is possible that Private Payne was to report...to duty...to be boarded in the temporary barracks either established, or soon to be so, in the St. John's curling rink and the *Prince's Skating Rink* in the eastern end of the city. If so he is also likely to have remained there except for training, of course - until *Calgarian* sailed.

(Right: *This photograph of the Prince's Rink in St. John's with military personnel, apparently attired in uniforms of Great War vintage, on parade is from the 'Ice Hockey Wiki' web-site.*)



(Right: *The photograph of Newfoundland military personnel in tenders on their way to board 'Calgarian' is from the Provincial Archives. 'Calgarian' was not a requisitioned troop transport but in September of 1914 had been taken over by the British government to serve as an armed merchant-cruiser. She did, however, as on this occasion, at times carry both troops and civilians across the Atlantic. She was torpedoed and sunk by U-19 off northern Ireland on March 1, 1918.*)



**Apparently the ship took nineteen days to make what was usually the journey of about a week. Not only was Calgarian escorting three submarines, but she sailed by way of the Portuguese Azores and then Gibraltar – some of the Newfoundlanders apparently even having the time to cross the straits to spend a few hours in North Africa. She reached Liverpool on July 9.*



(Right above: *The British Crown Colony of Gibraltar in pre-Great War days: The Spanish mainland is in the background beyond the harbour and Royal Navy dockyard. – from a vintage postcard*)

And it was during this voyage that Private Payne began to complain of *fainting fits*.

On the day after its arrival in the United Kingdom, 'F' Company travelled from Liverpool by train to Hawick from where the detachment marched and then reported...*to duty...at Stobs Camp* on the evening of July 10. It was an important moment: the Newfoundland Regiment, as of that day counting fifteen hundred personnel*, was now at establishment strength and could be posted on...*active service*.

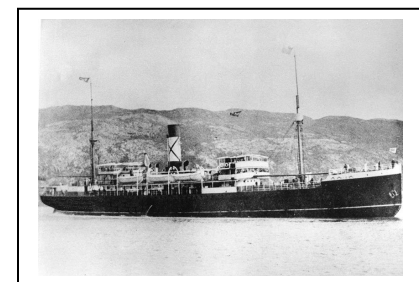


**A number sufficient to furnish four 'fighting' companies, two re-enforcement companies and a headquarters staff.*

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

* * * * *

Almost nine months before that June 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, they to become 'A' and 'B' Companies.



During this period the various authorities on both sides of the ocean had also been preparing for the Regiment's transfer overseas.

(Preceding page: *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 date they had boarded the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.

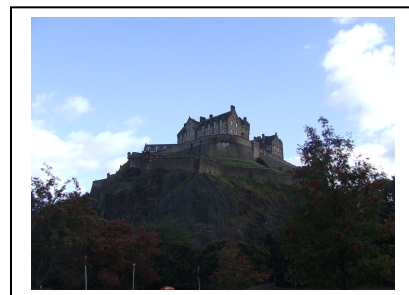
The ship had eventually sailed for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the (1st) Canadian Division overseas, off the south coast of the Island.

(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.



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, was not yet a battalion and would not be so for a further five months – as will be seen below.*

(Right above: *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 was ordered elsewhere. On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit was dispatched to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, close to the town of Hawick.

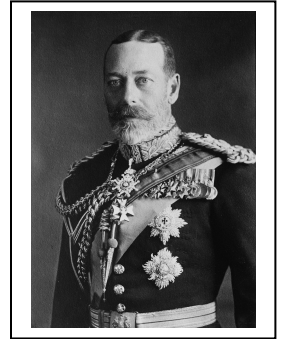
(Right: *The Newfoundland Regiment marches past on the training ground at Stobs Camp and is presented with its Colours on June 10, 1915. – by courtesy of Reverend Wilson Tibbo and of Mrs. Lillian Tibbo*)



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

* * * * *

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, were transferred to *Aldershot Camp* in southern England. There they were to undergo final preparations – and a royal inspection – before departing to the Middle East and to the fighting on the *Gallipoli Peninsula*.



(Right: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India* – the photograph is from *Bain News Services* via the *Wikipedia* web-site.)

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.

The Depot was to be Private Payne's home for the more than eight months which were to follow during which period he was operated to treat a problem of varicose veins.



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

Ayr was a small town on the west coast of Scotland whose history precedes the year 1205 when it was established as a Royal Burgh (Borough) by the crown of Scotland, an appointment which emphasized the importance of the town as a harbour, market and, later, administrative centre.

By the time of the Great War centuries later it was expanding and the River Ayr which had once marked the northern boundary of the place was now flowing through its centre; a new town to the north (Newton-on-Ayr), its population fast-increasing, perhaps encouraged by the coming of the railway, was soon to be housing the majority of the personnel of the Newfoundland Regimental Depot.



(Right above: *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.

During this posting to the Regimental Depot, on January 27, some eight weeks before his eventual departure on...*active service*, Private Payne was prevailed upon to re-enlist...*for the duration of the War**.

(continued)

****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 were to enlist for a limited period of a single year. As the War progressed, however, this would likely cause problems and they were encouraged to re-enlist. Later recruits signed on for the ‘Duration...or until their discharge from service’ at the time of their original enlistment.***

* * * * *

The Regimental Depot had been established during the summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland, and was to eventually serve as the base for the 2nd (Reserve) Battalion. It was from there – as of November of 1915 and up until January of 1918 – that the new-comers arriving from home were despatched in drafts, at first to *Gallipoli* and later to the *Western Front*, to bolster the four fighting companies of the 1st Battalion.



(Right above: *Wellington Square seen here almost a century after it hosted the officers of the Newfoundland Regiment – photograph from 2012*)

(Right: *The new race-course at Newton-upon-Ayr - opened in 1907 – where the men of the Regiment were sometimes billeted and where they replaced some of the turf with a vegetable garden; part of the present grandstand is original – photograph from 2012*)



At the outset there were to be problems at Ayr to be able to accommodate the number of new arrivals – plus men from other British regiments which were still being billeted in the area...and a measles epidemic which was to claim the life of several Regiment personnel – but by the spring of 1916, things had been satisfactorily settled: the officers were in Wellington Square in the town-centre of Ayr itself, and the *other ranks* had been billeted at Newton Park School and if not, in the grandstand or a tented camp at the newly-built racecourse in the suburb of Newton-upon-Ayr.

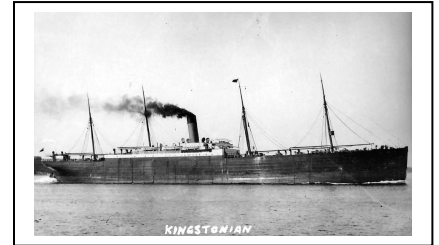
* * * * *

Those afore-mentioned eight months having passed, on March 13 Private Payne, as a soldier of the 2nd Re-enforcement Draft from Ayr, passed through the naval establishment of Devonport on the English south coast, en route – although nobody was aware of it at the time – for France. The Newfoundlanders were to travel to *the Continent* – western Europe and the *Western Front* - by way of Egypt*.

****At the time there was some confusion as to whether the 1st Battalion as a unit of the 29th Division would stay in the Middle East or not, and this draft from Ayr apparently had orders to set sail for Egypt to join the 1st Battalion there. However, there was surely a bureaucratic foul-up as the Newfoundland re-enforcement draft, once having arrived there, was then to re-embark in Egypt on only the following day for passage back to France.***

The two ships – one carrying the re-enforcements eastward, the other carrying the parent 1st Battalion westward to France from Port Suez (see further below) - likely passed each other in the Mediterranean Sea, going in opposite directions.

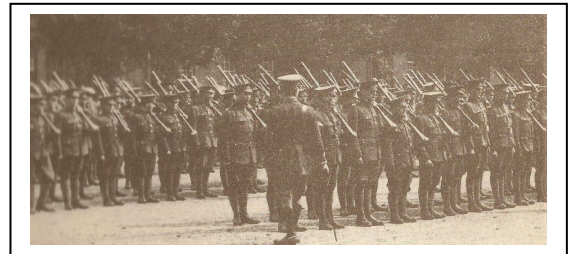
Private Payne’s draft of one-hundred forty *other ranks*, under the command of Captain Ledingham, having disembarked from HM Transport *Kingstonian* in the French Mediterranean port-city of Marseille on April 3, joined the Newfoundland Battalion on April 8 in the small community of Louvencourt where the parent unit – still on its march towards the forward area of the *Western Front* - had already been billeted for two days.



(Right above: The image of ‘Kingstonian’ is from the Old Ship Picture Galleries web-site.)

* * * * *

While Private Payne and his ‘F’ Company had been beginning their time of training at Ayr in the summer of 1915, the aforementioned four senior companies, ‘A’, ‘B’, ‘C’ and ‘D’, of the Newfoundland Regiment, having now become the 1st Battalion, had thereupon been attached to the 88th Infantry Brigade of the 29th Division of the (British) Mediterranean Expeditionary Force and had been dispatched to...*active service*.



(Right above: Some of the personnel of ‘A’, ‘B’, ‘C’ and ‘D’ Companies of the 1st Battalion of the Newfoundland Regiment at Aldershot in August of 1915, prior to its departure to active service on the Gallipoli Peninsula – from The Fighting Newfoundlander by Col. G.W.L. Nicholson, C.D.)



(Right: The image of Megantic, here in her peace-time colours of a ‘White Star Line’ vessel, is from the Old Ship Picture Galleries web-site.)

On August 20 of 1915, the Newfoundland Battalion had embarked in the Royal Navy Harbour of Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks. There, a month later – having spent some two weeks billeted in British barracks in the vicinity of the Egyptian capital, Cairo - on September 20, the 1st Battalion was to land at *Suvla Bay* on the *Gallipoli Peninsula*.



(Right above: ‘Kangaroo Beach’, where the officers and men of the 1st Battalion of the Newfoundland Regiment landed on the night of September 19-20, 1915, is to be seen in the distance at the far end of Suvla Bay. The remains of a landing-craft are still clearly visible in the foreground on ‘A’ Beach. – photograph taken in 2011)

(Right: Newfoundland troops on board a troop-ship anchored at Mudros: either *Megantic* on August 29, *Ausonia* on September 18, or *Prince Abbas* on September 19 – Whichever the case, they were yet to land on Gallipoli. – from Provincial Archives)



(Right below: A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where the 1st Battalion was to serve during the fall of 1915 – photograph from 2011)



When the Newfoundlanders had landed from their transport ship at *Suvla Bay* they were to disembark into a campaign that was already on the threshold of collapse.

Not only in the area where the Newfoundland Battalion would now serve but, even ever since the very first days of the operation in April of 1915, the entire *Gallipoli Campaign*, including the operation at *Suvla Bay*, had been proving to be little more than a debacle:

Flies, dust, disease, the frost-bite and the floods – and of course the casualties inflicted by an enemy who was to fight a great deal better than the British High Command* had ever anticipated – were eventually to overwhelm the British-led forces and those of their allies, the French, and it would finally be decided to abandon not only *Suvla Bay* but the entire *Gallipoli* venture.



(Right: An un-identified Newfoundland soldier in the trenches at *Suvla Bay* – from Provincial Archives)

***Many of the commanders chosen were second-rate, had been brought out of retirement, and had little idea of how to fight – let alone of how to win. One of the generals at *Suvla*, apparently, had handed in his resignation during the Campaign and had just gone home.**

(Right: *No-Man's-Land* at *Suvla Bay* as seen from the Newfoundland positions – from Provincial Archives)

November 26 would see what perhaps was to be the nadir of the Newfoundland Battalion's fortunes at *Gallipoli*; there was to be a freak rain, snow and ice-storm strike the *Suvla Bay* area and the subsequent floods had wreaked havoc amongst the forces of both sides. For several days, survival rather than the enemy was to be the priority.



There were to be many casualties on both sides, some of them, surprised by the sudden inundation of their positions, fatalities who had drowned in their trenches – although no Newfoundlanders were to be among that number. Numerous, however, had been those afflicted by trench-foot and by frost-bite.

(Right: This is Anzac Bay in the fore-ground with the Salt Lake in the centre further away. The bottom of Suvla Bay is just to be seen on the left and adjacent to the Salt Lake, and further away again. The hills in the distance and the ones from which this photograph was taken were held by the Turks and formed a horse-shoe around the plain surrounding the Salt Lake - which was where the British and Newfoundlanders were stationed. – photograph from 2011)



By this time the situation there had daily been becoming more and more untenable, thus on the night of December 19-20, the British had abandoned the entire area of Suvla Bay – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard. Some of the Battalion personnel had thereupon been evacuated to the nearby island of Imbros, some to Lemnos, further away, but in neither case was the respite to be of a long duration; the 1st Battalion would be transferred only two days later to the area of Cape Helles, on the western tip of the Gallipoli Peninsula.



(Right above: 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)



The British, Indian and Anzac forces – the Australian and New Zealand Army Corps was also to serve at Gallipoli – had by now simply been marking time until a complete withdrawal of the Peninsula could be undertaken.

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

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

***Lieutenant Owen Steele of St. John’s, Newfoundland, is cited as having been the last soldier of the Mediterranean Expeditionary Force to step into the final small boat to sail from the Gallipoli Peninsula.**



(Right: ‘W’ Beach almost a century after its abandonment by British forces in that January of 1916 and by the Newfoundlanders who were to be the last soldiers off the beach: Vestiges of the wharves in the black-and-white picture are still to be seen. – photograph from 2011)

(continued)

Immediately after the British evacuation of the *Gallipoli Peninsula*, the Newfoundland unit had been ordered to the Egyptian port-city of Alexandria.

On January 14, the Australian Expeditionary Force Transport *Nestor* had arrived there with the 1st Battalion on board. The vessel was to sail just after mid-day on the 16th, on its way southwards down the Suez Canal to Port Suez where she had docked early on the morrow and where the Newfoundlanders had landed and marched to their encampment.



There they were to await further orders since, at the time, the subsequent destination of the British 29th Division had yet to be decided*.

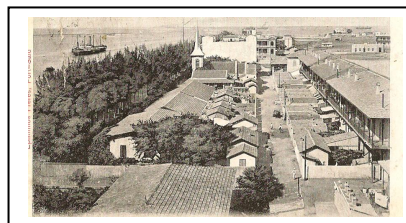
(Right above: *The image of the Blue Funnel Line vessel Nestor is from the Shipspotting.com web-site. The vessel was launched and fitted in 1912-1913 and was to serve much of her commercial life until 1950 plying the routes between Britain and Australia. During the Great War she served mainly in the transport of Australian troops and was requisitioned once again in 1940 for government service in the Second World War. In 1950 she was broken up.*)

**Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was already becoming a theatre of war.*

(Right: *The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1st Battalion of the Newfoundland Regiment were among the last to leave on two occasions, at both Suvla Bay and Cape Helles. – photograph taken from the battleship Cornwallis from Illustration*)



After a two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and *other ranks* of the 1st Battalion were to board His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage back up through the *Suez Canal* en route to France.



(Right adjacent: *Port Tewfiq at the south end of the Suez Canal just prior to the Great War – from a vintage post-card*)

The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseille, on March 22.

(Right: *British troops march through the port area of the French city of Marseille. – from a vintage post-card*)



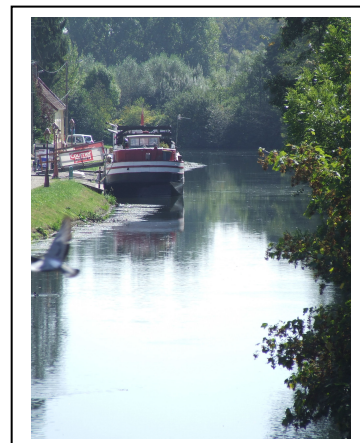
Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

It had been a cold, miserable journey, the blankets provided for the troops having inexcusably travelled unused in a separate wagon.

Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

It is doubtful if many of those tired soldiers were to pay much attention to the slow-moving stream flowing under the bridge which they had then traversed on their way from the station. But some three months later *the Somme* was to have become a part of their history.

(Right: *A languid River Somme as seen from the bridge at Pont-Rémy* – photograph from 2010)



And as related in an earlier paragraph, it was to be during the trek from Pont-Rémy towards the area of *the Front* that Private Payne, accompanied by Captain Ledingham and the other personnel of the 2nd Re-enforcement Draft from Ayr – via Egypt – had reported...*to duty...*with the 1st Battalion on April 8 in the Community of Louvencourt.

* * * * *

On April 13, the entire 1st Battalion had subsequently marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy - where it would be billeted, would receive re-enforcements from Scotland via Rouen and, in two days' time, would be introduced into the communication trenches of the *Western Front*.

Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British unit* before the entire Newfoundland unit was to then be ordered to move further up for the first time into forward positions on April 22.

**It should be said that the Newfoundland Battalion and two-hundred men of the Bermuda Rifles who were serving at the time in the 2nd Lincolnshire Regiment Battalion, were then the only units at the Somme from outside the British Isles - true also on the day of the attack on July 1.*

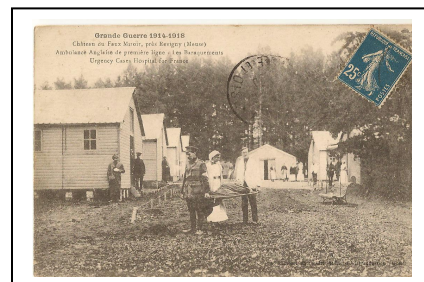
(Right below: *A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel* – photograph from 2009(?))

Having then been withdrawn at the end of that April to the areas of Mailly-Maillet and Louvencourt where they would be based for the next two months, the Newfoundlanders were soon to be preparing for the upcoming British campaign of that summer, to be fought on the ground named for the languid, meandering river, *the Somme*, that flowed – and still does so today – through the region.

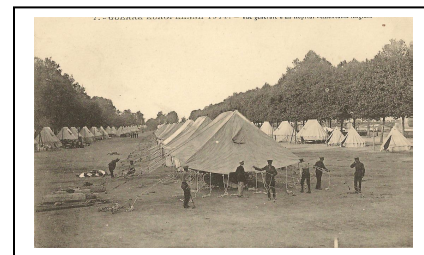


(Right below: A British field ambulance, of a more permanent nature than some: The Field Ambulances were often responsible for the operation of the Rest Stations, the above establishment perhaps being one. – from a vintage post-card)

On or about June 1, Private Payne is recorded as having been admitted into a Divisional Rest Station suffering from multiple PUO (*Pain(s) of Unknown Origin*) all over his body...Has not felt well since explosion of a shell a few feet from him 3 weeks ago. Since then he has had severe frontal headaches: weakness of legs: dyspnoea (laboured breathing on slight exertion or excitement: giddiness.



There appear to be two versions of succeeding events: the first has him returning about a week later...to duty...with the...1st Battalion for several days before then being sent to the 87th Field Hospital and on from there to the 6th General Hospital in Rouen; the second has him not admitted to the DRS until on June 8, then forwarded on the 15th to the 87th FA, to be transferred again on the 17th, on this occasion to the 29th Casualty Clearing Station at Gezaincourt – in both instances for treatment to herpes.



(Right above: A British casualty clearing station – the one pictured here under canvas for mobility if and when the necessity arose – being established somewhere in France during the early years of the War – from a vintage post-card)

Whatever the scenario was, however, it would be decided to send Private Payne back across the English Channel, and on June 21 he was taken on board His Majesty's Hospital Ship *Asturias*. It was apparently on board ship that it was determined that he also had cardiac problems – aortic stenosis and regurgitation.



(Right above: The image of 'Asturias' clad in her war-time hospital-ship garb is from the Old Ship Picture Galleries web-site. Built in 1907 for the Royal Mail Steam Packet Company for its route from Great Britain to Argentina, on the outbreak of the Great War she was immediately requisitioned and converted for use as a hospital ship with accommodation for eight-hundred ninety-six sick and wounded. In March of 1917 the vessel was torpedoed, fortunately having discharged her cargo of casualties but nonetheless with a loss of thirty-five lives. She did not sink but was so badly damaged that for the remainder of the conflict she was used to store ammunition. After the War the ship was converted once again, on this occasion to serve as a cruise-ship which she did until retired in 1933.)

On the following day Private Payne was admitted into the 3rd London General Hospital in the Borough of Wandsworth where – due to a diagnosed hypertrophic heart - it was subsequently to be recommended that he be...discharged as permanently unfit for Military Service.

(continued)

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



(Right below: A party of Newfoundland patients clad in hospital uniform but otherwise unfortunately unidentified, is seen here convalescing in the grounds of the 3rd London General Hospital, Wandsworth – courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)

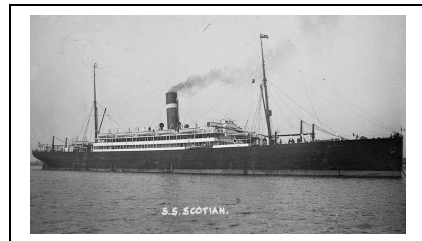


Private Payne was discharged from Wandsworth likely on August 1 and thereupon granted the customary ten-day furlough accorded military personnel upon release from medical care in the United Kingdom. He was then posted back to the Regimental Depot at Ayr where he presented himself on the 10th day of that month. But he was back in hospital, only two weeks later, on the 24th, having fainted in the street, on this further occasion in Carrick House Auxiliary Hospital for not only the fainting - but for further treatment for herpes.



(Right: The once-hospital 'Carrick House' in Ayr is today a hotel which no longer caters to the sick but to well-heeled tourists. – photograph from 2013)

Private Payne remained under medical care there until November 13, the day on which a Lieutenant Wilson of the Royal Army Medical Corps noted in his report: *I recommend that he be posted to the Depot at St. John's, Newfoundland.*



On November 24, eleven days later, Private Payne left Ayr to travel to nearby Glasgow and, on the morrow, to sail from there on board HM Transport *Scotian*.

(Right above: The photograph of the Allan-Line steamer 'Scotian' is from the Old Ship Picture Galleries web-site.)

Upon his arrival back in Newfoundland it would seem that Private Payne was hospitalized for some time at the *Naval & Military Convalescent Hospital* on Waterford Bridge Road. He was ordered *discharged* from there on or about January 19 of the New Year, 1918, by the Standing Medical Board, and also to present himself to Captain Howley of the...*Pensions and Disabilities Board*...on that same date.

It would seem, however, that Captain Howley had things in mind other than a pension for Private Payne and he was re-attested on July 2 of 1917 for...*Special Duty, Bay Roberts (Home Defence Duties)* and also...*Special Guard Duty* in the community of Hearts Content – perhaps because of the trans-Atlantic telegraph cable - where he boarded with a Mrs. H.

R. Randell from August 3 to September 3* – the bill amounting to \$26.70, and again from September 18 to October 12 for a further \$22.50 charged to the public purse.

Having then returned to St. John's he was to be discharged for a second time, only to be re-attested just days later to be part of a recruiting drive, a part of which at least he conducted of the Burin Peninsula.

It was not until November 8 that Private Payne was...*struck off*...Regimental Strength to be *definitively* discharged three weeks afterwards as...*medically unfit*...on December 29, 1917.

On May 20, 1919, Francis Charles Payne is recorded as having disembarked from the *Kyle* in North Sydney. Describing himself as a *clerk*, he was on his way to Halifax where he was soon to fall ill and need medical attention to his legs – although attributable to his heart problems. As seen below, this was soon to lead to hospitalization.

The son of William Payne (former cooper, deceased of paralysis on June 8, 1916) and of Susan Payne (née *Carter**) of 13 Balsom Street, St. John's, he was husband of Florence Elizabeth Payne** of 31 1/2, Gottingen Street, Halifax, Nova Scotia, and father of their child; he was also brother to John-Carter, William-Robert, William-Thomas, Mary-Horwood, Gertrude-Winscombe, Edith-Clara and to Sarah.

**The couple had been married in St. Andrew's Manse in St. John's on August 9, 1879.*

***The couple had been married in Halifax on September 21 of 1918. Private Payne presumably met his wife in Halifax prior to the time of his hospitalization there in 1918 – by April 27 of 1919 he was writing that he had a wife and child. Admitted into 'Camp Hill Hospital' in Halifax on September 18, 1918, for rest and for treatment with digitalis, he was released on December 12 of the same year at which time it appears that he and his family travelled back to Newfoundland.*

Frank Payne, former bugler with 'A' Company, was reported as having died of pneumonia in the Military Hospital in St. John's, Newfoundland, on March 5 of 1920.

Frank Payne had enlisted at the *declared* age of nineteen years – date of birth in St. John's, Newfoundland, September 12, 1895 (from a Discharge Form, from one of his Medical Reports, and from the Newfoundland Birth Register).

Private Francis Charles Payne was entitled to the British War Medal (above left) and also the Victory Medal (Inter-Allied War Medal).



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 – January 30, 2023.