

Private George Dullanty (Regimental Number 1096), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.



His occupation previous to his military service being that of a *store-keeper* working for an annual four-hundred dollars, George Dullanty presented himself for medical examination at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland, on December 14 of the year 1914. It was a procedure which in fact was to disqualify him from service until he had undergone minor surgery – possibly to strip some varicose veins.

There was now to be a period of eight weeks and three days following that medical assessment to allow time for the results of the subsequent surgery to render him, on February 9, 1915, as...*Fit for Foreign Service*. Thus, on February 10 George Dullanty returned to the *CLB Armoury* to enlist and was engaged at the private soldier's rate of a single dollar per diem plus a daily ten-cent *Field Allowance*.

However, whereas attestation for others had come about on the day of enlistment, he was now to wait a further nine days, until February 19, before *that* final formality would come to pass and he was eventually to become...*a soldier of the King*.

For Private Dullanty, Number 1096, there was now to be yet another, but final, waiting period of four weeks plus a day before he would be summoned to...*overseas service*. How he occupied himself during that time is not recorded among his papers; he may, of course, have temporarily returned to work, but this is only speculation.

(Right: *The image of the Bowring Brothers' vessel 'Stephano', sister-ship of 'Florizel', as she passes through 'the Narrows' of St. John's Harbour is from the Provincial Archives.*)



Unlike the two previous contingents to have departed Newfoundland (see below) for...*overseas service*, Private Dullanty's 'D' Company was not to sail directly to the United Kingdom. On March 20 it, he a soldier of the Number 8 Platoon, embarked onto the Bowring-Brothers' vessel *Stephano* for the short voyage to Halifax, capital city of the Canadian province of Nova Scotia, where it was thereupon to board a second vessel, the newly-launched *Orduña* for the trans-Atlantic crossing\*.



(Preceding page: *The image of Orduña is from the Old Ship Picture Galleries web-site. The vessel was not to be requisitioned during the Great War but would be used by the Cunard Company to operate on its commercial service between Liverpool and New York.*)

Having then sailed from Nova Scotia on March 22 for Liverpool, Private Dullanty and his draft landed there eight days later, on the 30<sup>th</sup>. Once disembarked in Liverpool, the two-hundred fifty men and officers of 'D' Company were thereupon transported on the same date by train directly to Edinburgh, the Scottish capital, to join the Newfoundland Regiment's 'A', 'B' and 'C' Companies.

These units were by this time stationed at the historic Castle, 'A' and 'B' having recently been posted from Fort George and 'C' having arrived directly from home (see further below). After 'D' Company's arrival at the end of that month of March, the Newfoundlanders were now to remain at Edinburgh for the following six weeks.

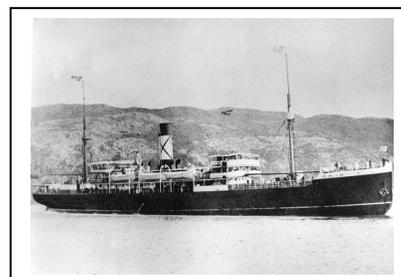


(Right above: *From its vantage point on Castle Hill, the venerable fortress overlooks the city of Edinburgh where in 1915 the Newfoundlanders were to provide the first garrison to be drawn from outside the British Isles. – photograph from 2011*)

\* \* \* \* \*

Five to six months before that time, in the late summer and early autumn of 1914 there had been a period of training of some five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's for the newly-formed Newfoundland Regiment's first recruits – these to become 'A' and 'B' Companies - during which time the authorities had also been preparing for the Regiment's transfer overseas.

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 1<sup>st</sup> Canadian Division overseas, off the south coast of the Island.

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

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



(continued)

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, as recorded beforehand, 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 ‘C’ Company – the first re-enforcements for the original contingent\* - would arrive directly from Newfoundland.

*\*This contingent, while a part of the Newfoundland Regiment, was not yet a battalion and would not be so for a further five months – as will be seen below.*

\* \* \* \* \*

As seen in a previous paragraph, for the month of April and the first days of May of 1915, ‘A’, ‘B’, ‘C’ and ‘D’ Companies, now united, were to furnish the garrison – the first troops from outside the British Isles to do so - of the guardian of Scotland’s capital city. Then, during the first week of May, ‘E’ Company was to report there...*to duty*...from home. Four days later again, on May 11, the Newfoundland contingent was ordered elsewhere.

On that day, some seven weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit was dispatched to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, in the vicinity of the town of Hawick.

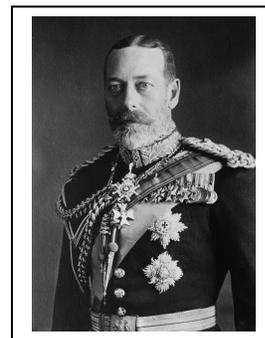
It was to be at *Stobs Camp* that the Newfoundland contingent would eventually receive the re-enforcements from home – ‘F’ Company which arrived on July 10, 1915 - that would bring its numbers up to that of British Army establishment battalion strength\*. The now-formed 1<sup>st</sup> Battalion of the Newfoundland Regiment was thus rendered available to be sent on ‘*active service*’.

(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 Mrs. Lillian Tibbo*)



*\*This was approximately fifteen hundred, sufficient to furnish two re-enforcement companies and a headquarters staff.*

At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’, were then sent south from *Stobs Camp* to undergo a final two weeks of training, as well as an inspection by the King, at Aldershot. This force, now the 1<sup>st</sup> Battalion of the Newfoundland Regiment, was thereupon attached to the 88<sup>th</sup> Brigade of the 29<sup>th</sup> Division of the (British) Mediterranean Expeditionary Force.

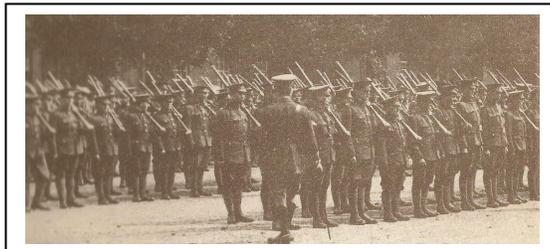


Meanwhile the two junior Companies, ‘E’ – last arrived at Edinburgh - and the aforementioned ‘F’, were ordered transferred to Scotland’s west coast, to Ayr, there to provide the nucleus of the newly-forming 2<sup>nd</sup> (Reserve) Battalion.

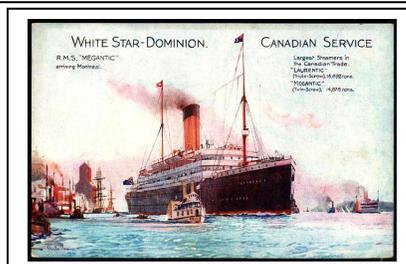
**(Preceding page: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India* – the photograph is from *Bain News Services* via the *Wikipedia* web-site.)**

**It was while the Newfoundland Battalion was in training during those weeks at Aldershot, on August 15 that Private Dullanty would be prevailed upon to enlist for the duration of the conflict.**

***\*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.***



**(Right above: *Some of the personnel of ‘A’, ‘B’, ‘C’ and ‘D’ Companies of the 1<sup>st</sup> 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 adjacent: *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, 1915, Private Dullanty and his Newfoundland unit 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 1<sup>st</sup> Battalion was to land at *Suvla Bay* on the *Gallipoli Peninsula*.**



**(Right above: *Kangaroo Beach, where the officers and men of the 1<sup>st</sup> Battalion, 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 above: *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*)***

**(continued)**

**(Preceding page: A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla Bay, and where the 1<sup>st</sup> Battalion of the Newfoundland Regiment was to serve during the autumn of 1915 – photograph from 2011)**

**When the Newfoundlanders landed from their transport ship at Suvla Bay on that September night of 1915 they were to disembark into a campaign that was already on the threshold of collapse.**

**Not only in the area where the Newfoundland Battalion was to 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, was 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 the French, and it would finally be decided to abandon not only Suvla Bay but the entire *Gallipoli* venture.**



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

**(Right below: *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.**



**November 26 of 1915 would see perhaps 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.**

**(Right: *Anzac Bay is 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*)**



**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, were those afflicted by trench-foot and by frost-bite.**

During the days that followed, the British positions at *Suvla Bay* were to become yet more and more untenable and thus on the night of December 19-20, the area was abandoned – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard.



(Right: *Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture. – photograph from 2011*)

Some of the Battalion personnel were to be 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 Newfoundland Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.



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

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

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

*\*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 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*)

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 1<sup>st</sup> Battalion on board. The vessel was to sail just after mid-day on the 16<sup>th</sup>, on its way southwards down the *Suez Canal* to *Port Suez* where she arrived on the morrow and where the Newfoundlanders landed and marched to their encampment.



There they were to await further orders since, at the time, the subsequent destination of the British 29<sup>th</sup> Division was yet to be decided\*.

(Preceding page: *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 by this time entered the conflict on the side of the Central Powers, and Salonika was already becoming a theatre of war.*

(Right above: *The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1<sup>st</sup> 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 1<sup>st</sup> Battalion boarded His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage through the *Suez Canal* en route to France.

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



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

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



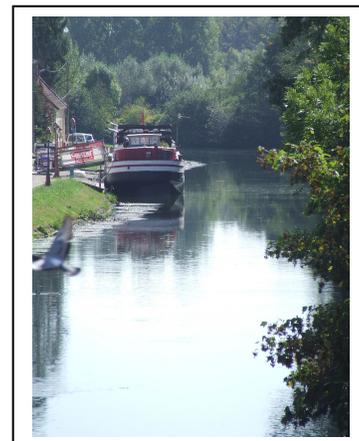
Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseilles. It had been a cold, miserable journey, the blankets provided for the troops having inexcusably 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 over which they then marched on their way from the station. But some three months later *the Somme* was to have become a part of their history.

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

On April 13, the 1<sup>st</sup> Battalion subsequently marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy - where it would be billeted, would receive reinforcements 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 then 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 2<sup>nd</sup> 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: *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.



If there is one name and date in Newfoundland history which is etched in the collective once-national memory, it is that of Beaumont-Hamel on July 1 of 1916; and if any numbers are remembered, they are those of the eight-hundred who went *over the top* in the third wave of the attack on that morning, and of the sixty-eight unwounded present at muster some twenty-four hours later\*.

(Right above: *Beaumont-Hamel: Looking from the British lines down the hill to Y Ravine Cemetery which today stands atop part of the German front-line defences: The Danger Tree is to the right in the photograph. – photograph taken in 2009*)



(Right above: *A view of Hawthorn Ridge Cemetery Number 2 in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?)*)

***\*Perhaps ironically, the majority of the Battalion's casualties was to be incurred during the advance from the third line of British trenches to the first line from where the attack proper was to be made, and while struggling through British wire laid to protect the British positions from any German attack.***



**(Right: Wounded at the Somme being transported in hand-carts from the forward area for further medical attention – from *Le Miroir*)**

**There are other numbers of course: the fifty-seven thousand British casualties incurred in four hours on that same morning of which nineteen-thousand were recorded as having been *killed in action or died of wounds*.**

**It was to be the largest disaster ever in the annals of the British Army...and, perhaps just as depressing, the carnage of *the Somme* was to continue for the next four and a half months.**



**(Right above: *Beaumont-Hamel is a commune, not a village\**. – photographs from 2010 and 2015)**

***\*In fact, Beaumont-Hamel was a commune – it still exists today – at the time comprising two communities: Beaumont, a village on the German side of the lines, and Hamel which was behind those of the British. No-Man's-Land, on which the Newfoundland Memorial Park lies partially today, was on land that separated Beaumont from Hamel.***



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

**On July 1, 1916, the first day of the fighting of...*First Somme*, Private Dullanty was one of the all-too-many wounded by shell-fire. He had incurred from flying shrapnel to the right shoulder, chest and lung at Beaumont-Hamel\*.**

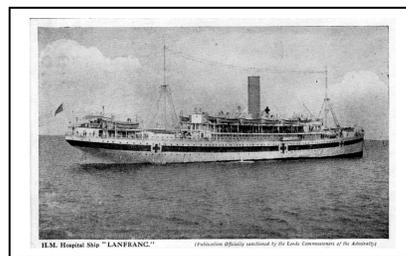


**(Right: *Yet a further area of the re-constructed battle-field as it was some ninety years after the event in the Newfoundland Memorial Park at Beaumont-Hamel – complete with corkscrew-type wire pickets – photograph from 2007)***

***\* Apparently, the name of Private George Dullanty appeared for a while on the official list of those who had been killed in action on July 1, 1916.***

**(continued)**

Having been evacuated to England via His Majesty's Hospital Ship *Lanfranc* on July 4 from the 2<sup>nd</sup> General Hospital in LeHavre – there appear to exist no records of where he had been treated in the interim after July 1 - he was admitted into the Royal Victorian Hospital at Netley on the 5<sup>th</sup> day of the month, before then being forwarded to the 3<sup>rd</sup> London General Hospital in the Borough of Wandsworth on August 18.



(Right above: *The image of HMHS 'Lanfranc' clad in her war-time hospital attire is from the Old Ship Picture Galleries website. Built for the Booth Steamship Company, she serviced a route from Britain which took her some sixteen-hundred kilometres up the Amazon River. Requisitioned at the onset of hostilities and converted to serve as a hospital ship, she served in that capacity until April 17 of 1917 when she was torpedoed without warning and sunk with the loss of forty-two lives which included eighteen wounded German prisoners-of-war.*)

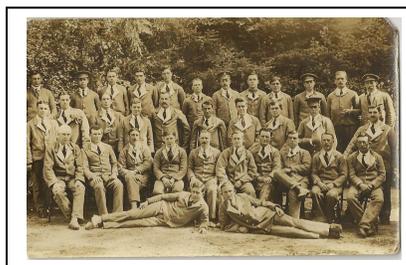


(Right above: *The picture of the Royal Victorian Hospital, Netley - a suburb of Southampton - is from a vintage post-card.*)

Ten days after his admission at Wandsworth, on August 28, Private Dullanty was sent for convalescence to the Lammus Auxiliary Hospital, Esher – a subsidiary of the 3<sup>rd</sup> London General Hospital complex. It was at this time that he chose to leave hospital without permission and was subsequently awarded seven days confined to barracks (surely to quarters at the hospital?) with loss of pay\*.



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



(Right: *A party of Newfoundland patients, here dressed in hospital uniform but otherwise unfortunately unidentified, is seen here convalescing in the grounds of the 3<sup>rd</sup> London General Hospital at Wandsworth – by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)

After convalescence, on September 5 – after sixty-four days of medical care - Private Dullanty was discharged from hospital and - without any furlough\* - was posted – under escort - to the Regimental Depot where he reported...*to duty* ...on the same September 5.

*\*Military personnel released from hospital in the United Kingdom in most cases received a ten-day furlough. Private Dullanty, likely because of his illicit absence from Esher, did not.*

At the end of this summer of 1915, the once-Royal Borough of Ayr on Scotland's west coast was to begin to serve as the overseas base for the 2<sup>nd</sup> (Reserve) Battalion of the Newfoundland Regiment from where – as of November of 1915 and up until January of 1918 - re-enforcement drafts from home were to be despatched to bolster the 1<sup>st</sup> Battalion's numbers, at first to the Middle East and then later to the *Western Front*.

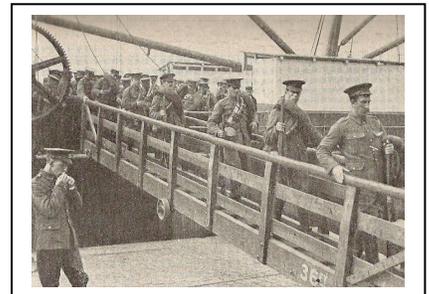


(Right above: *An aerial view of Ayr, likely from the period between the Wars: Newton-on Ayr, where were quartered the 'other ranks', is to the left of the River Ayr and the Royal Borough, where were housed the officers, is to the right.* – by courtesy of the Carnegie Library at Ayr)



(Right: *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.

On the 3<sup>rd</sup> day of October of 1916, the 11<sup>th</sup> Re-enforcement Draft from Ayr passed through the English south-coast port of Southampton on its way to the Continent. On the following day it disembarked at Rouen, the capital city of Rouen and site of the large British Expeditionary Force Base Depot from where the draft, after final days of training and organization\*, was to travel to report to the parent Newfoundland Battalion in the field.



(Right above: *Earlier in the War, British troops disembark at Rouen en route to the Western Front.* – from *Illustration*)

*\*Apparently the standard length of time for this final training at the outset of the war had been ten days – although this was to become more and more flexible as the War progressed - in areas near Rouen, Étaples, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.*

Private Dullanty's detachment subsequently reported...*to duty...*with the 1<sup>st</sup> Battalion on October 12, on the day of the costly action at Gueudecourt (see below) but, as the Regimental War Diary reports, the new-comers were to remain in the rear area, in the Battalion Transport Lines, for the best part of two days before moving forward to be parcelled out to the four depleted fighting companies – they had incurred a total of two-hundred thirty-nine casualties – whereupon Private Dullanty found himself once more serving in the trenches.

\* \* \* \* \*

Some fifteen weeks beforehand, after the events of the morning of July 1, 1916, and of Private Dullanty's evacuation from the field, such had then been the dire condition of the attacking British forces that it had been feared that a German counter-assault might well annihilate what had managed to survive of the British Expeditionary Force on *the Somme*.

The few remnants of the Newfoundland Battalion – and of the other depleted British units - had thus remained in the trenches perhaps fearing the worst, and at night searching for the wounded and burying the dead. It was to be July 6 before the Newfoundlanders were to be relieved from the forward area and to be ordered withdrawn to Englebelmer.

It had then been a further two days before the unit had marched further again to the rear area and to billets in the village of Mailly-Maillet.

(Right: *The re-constructed village of Mailly-Maillet – the French Monument aux Morts in the foreground - is twinned with the community of Torbay, St. John's East. – photograph from 2009*)

There on July 11, a draft of one-hundred twenty-seven reinforcements – a second source cites one-hundred thirty – had reported to *duty*. They had been the first to arrive following the events at Beaumont-Hamel but even with this additional manpower having arrived, the Regimental War Diary records that on the 14<sup>th</sup> of July, 1916, the 1<sup>st</sup> Battalion still had numbered only...*11 officers and 260 rifles...*after the holocaust of Beaumont-Hamel, just one-quarter of establishment battalion strength.



On July 27-28 of 1916, the 1<sup>st</sup> Battalion - still under establishment battalion strength at only five-hundred fifty-four strong, even after further re-enforcement – had moved north and entered into the *Kingdom of Belgium* for the first time.

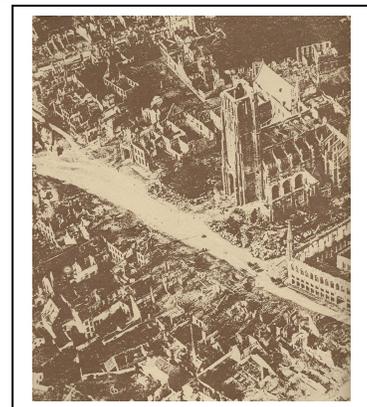
It had been ordered to the *Ypres Salient*, one of the most dangerous pieces of real estate on the entire *Western Front*, there to continue to re-enforce and to re-organize after the ordeal of Beaumont-Hamel.

(Right: *The entrance to 'A' Company's quarters – obviously renovated since that time - in the ramparts of the city of Ypres when it was posted there in 1916 – photograph from 2010*)

*The Salient* – close to the front lines for almost the entire fifty-two month conflict - was to be relatively quiet during the time of the Newfoundlanders' posting there; yet they nonetheless had incurred casualties, a number – fifteen? - of them fatal.

Then on October 8, after having served in Belgium for some ten weeks, the Newfoundland Battalion had been ordered to return south, back into France and back into the area of – and the battle of – *the Somme*.

(continued)



(Preceding page: *An aerial view of Ypres, taken towards the end of 1916: it is described as the 'Ville morte'. – from Illustration*)



Four days after that return to France, on October 12, 1916, the 1<sup>st</sup> Battalion of the Newfoundland Regiment had again been ordered to the offensive; it was to be at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.

The encounter had proved to be another ill-conceived and costly affair – two hundred and thirty-nine casualties all told - for little gain.

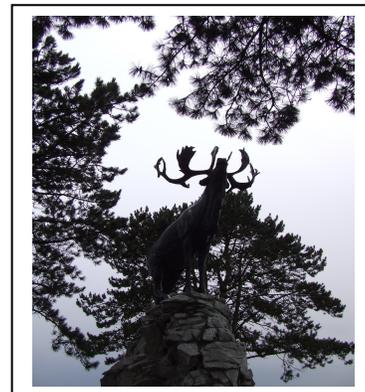
(Right above: *This is the ground over which the 1<sup>st</sup> Battalion advanced and then mostly conceded at Gueudecourt on October 12. Some few managed to reach the area where today stand the copse of trees and the Gueudecourt Caribou, on the far right horizon. – photograph from 2007*)

(Right below: *The Caribou at Gueudecourt stands at the furthest point of the Newfoundland Battalion's advance of October 12, 1916. – photograph from 2012*)

And it was, of course, and as related in an earlier paragraph, at the time and place of the confrontation at Gueudecourt that Private Dullanty was to arrive from Ayr via Rouen to re-join the Newfoundland Battalion.

\* \* \* \* \*

The Newfoundland Battalion was not to be directly involved in any further concerted infantry action in the immediate area of Gueudecourt although, on October 18, it would supply two-hundred fifty men to act as stretcher-bearers in an attack undertaken by troops of two British regiments, the Hampshires and the Worcestershires, of the 88<sup>th</sup> Brigade.



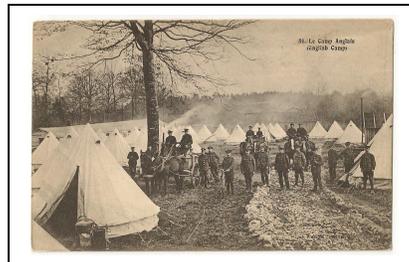
(Right: *Stretcher-bearers not only shared the dangers of the battle-field with their arms-bearing comrades, but they often spent a longer period of time exposed to those same perils. This photograph was likely taken during First Somme. – from Illustration*)



On October 30, the Newfoundland unit had eventually been retired to rear positions from the Gueudecourt area. It had been serving in front-line and support positions for three weeks less a day.

The Newfoundlanders were now to spend two weeks withdrawn to the area of Ville-sous-Corbie, re-enforcing and reorganizing. It was not to be until November 15 that the 1<sup>st</sup> Battalion began to wend its way back up to the front lines to be posted to the area of Les Boeufs.

(Right: A typical British Army Camp during rather inclement winter conditions somewhere on the Continent – from a vintage post-card)



There was to be no concerted infantry action in the five days of the tour which now ensued - apart from the habitual patrolling – but the artillery of the two warring sides was busy, as it usually was.

The Regimental Diary entry of November 19, 1916, records: *C Co. relieved D in firing line. D moved to Supports. Heavily shelled.*

And on November 21 (there being no entry for November 20): *Battalion relieved in trenches by 2<sup>nd</sup> Hants... Total casualties while in line 5 killed and 15 wounded.*

The adopted son of Thomas Dullanty\* (labourer at City Works, found as *Delahunty*, deceased February 16, 1921) when he was only weeks old – and of Agnes Peterson (née *Walsh*, deceased September 14, 1920) - of Forest Road, St. John's, he was also brother to Mrs. Lizzie Collymore of 33, Scott Street, to whom he had allotted a daily allowance of sixty cents from his pay – this address, Scott Street, also recorded as his own on his enlistment papers.

*\*In a letter to be found in Private Dullanty's files, his adoptive father claimed to have never known his adopted son's original name, date of birth, or place of birth. In that same letter, he, Thomas Dullanty, refers to Agnes as his wife but the 1913 Business Directory has him living c/o Agnes Peterson widow of Henry, and Vital Statistics document he death as that of Agnes Peterson.*

*As Agnes Walsh she had married Henry (Harry) Peterson on May 16, 1893, but by the time of the 1911 Census was a widow with three children: Mary-Emma, Neil and Elsa.*

*Thomas Dullanty apparently claimed that George had been adopted by...‘my wife and I...when he was a few weeks old’...but Agnes was presumably still with her husband at the time and the name of George has not been recorded on the 1911 Census. Thus, was Agnes the wife he was referring to since he, born in 1853, may have been previously married?*

Private Dullanty was reported as having been *killed in action* on November 21, 1916 – but, as seen, it may have occurred before - while serving with ‘D’ Company during an enemy bombardment of the Newfoundland Battalion trenches near the destroyed community of LesBoeuifs in the French *Département de la Somme*.



George Dullanty had enlisted at the *declared* age of twenty years – the family memorial seen below records his death at twenty-seven years.

(continued)

(Preceding page: *Two soldiers from Newfoundland are interred here, in Guards Cemetery, LesBoeuifs – near to where Private Dullanty died – as well as a medical officer seconded from the Royal Army Medical Corps to the Battalion, and killed while serving with the Newfoundland unit. - photograph from 2010*)



(Right: *A family memorial which stands in Mount Carmel Roman Catholic Cemetery in St. John's – although his papers cite him as being of the Methodist persuasion - commemorates the sacrifice of Private Dullanty. – photograph from 2015*)

Private George Dullanty 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).



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](mailto:criceadam@yahoo.ca). Last updated – February 7, 2023.