

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

His occupation previous to his military service being that of a store-keeper working for an annual \$400.00, George Dullanty presented himself for medical examination at the Church Lads Brigade Armoury in St. John's on December 7, 1914. He then enlisted – engaged at the private soldier's rate of \$1.10 per diem – more than two months later, on February 10, 1915, before attesting on February 19.



Private Dullanty then embarked with 'D' Company, just more than four weeks later again, onto the Bowring Brothers' vessel *Stephano* on March 20, 1915, for passage to Halifax and for overseas service. From Halifax he took ship on His Majesty's Transport *Orduna* for the trans-Atlantic crossing to Liverpool.

Private Dullanty's 'D' Company was not to travel alone, but it appears that the other passengers on the ship were civilians. *Orduna* was plying her commercial run from New York to Liverpool at the time and it was not to be until later in the War that she was requisitioned by the British government as an auxiliary cruiser and troop transport.



(Right above: *The photograph of Stephano sailing through the Narrows of St. John's Harbour is from the Provincial Archives.*)

(Right above: *The photograph of Orduna is from the Old Ship Picture Galleries web-site.*)

Having sailed from Nova Scotia on March 22 for Liverpool, the draft landed there eight days later, on the 30th, and immediately entrained to Edinburgh, arriving at the city's historic Castle on the same day. For the next six weeks, having been united with 'A', 'B' and 'C' Companies already stationed there, the Newfoundlanders were to form the garrison – the first troops from outside the British Isles to do so - of the guardian fortress of Scotland's capital city.



(Right above: *The venerable bastion of Edinburgh Castle dominates the skyline of the Scottish capital city from the summit of Castle Hill. – photograph from 2011*)

On May 11 the Newfoundlanders were transferred to *Stobs Camp*, near Hawick, to the south-east of Edinburgh. There they remained for some three months until the beginning of August when the senior Companies, 'A', 'B', 'C', and 'D' – now since the arrival of 'F' Company having officially become the 1st Battalion of the Newfoundland Regiment - were sent south to Aldershot in the south of England.



(Right above: *The Newfoundland Regiment on parade at Stobs Camp on June 10, the day it received its Colours* – from a post-card of the time by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)

While at Aldershot the 1st Battalion received final training – and underwent a royal inspection - to prepare for *active service* at the eastern end of the Mediterranean Sea, in Gallipoli. At the same time, the more recent arrivals, 'E' and 'F' Companies, were sent to the new Regimental Depot being established at the town of Ayr, on the west coast of Scotland. There they were to become the nucleus of the newly-forming 2nd (Reserve) Battalion, Newfoundland Regiment.



(Right above: *An aerial view of Ayr – probably from the period between the Wars: Newton-on Ayr is to the left of the River Ayr and the Royal Borough is to the right.* – courtesy of the Carnegie Library at Ayr)

It was during this period at Aldershot, on August 15, that Private Dullanty was prevailed upon to re-enlist, on this occasion for the *duration of the war**.

**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 Dullanty took ship on board the requisitioned passenger liner *Megantic* 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 the night of September 20, the 1st Battalion landed on the beach at Suvla Bay on the Gallipoli Peninsula.

(Right above: *The image of Megantic in peace-time livery is from the Old Ship Picture Galleries web-site.*)



(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)

(Right: 'Kangaroo Beach', where the men of 1st 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 clearly visible in the foreground on 'A' Beach. – photograph from 2011)



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



On the night of December 19-20, the British abandoned their positions and withdrew from Suvla Bay. Only two days later, the 1st Battalion was transferred to Cape Helles on the western tip of the Gallipoli Peninsula.

They were soon, on January 8-9, to be abandoning Cape Helles as well. On both of these occasions, at Suvla Bay and at Cape Helles, the Newfoundlanders were ordered to provide a rear guard and were to be among the very last troops to retire from the beaches.



(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)

(Right black & white: 'W' Beach at Cape Helles as it was only days before the final British evacuation in January of 1916, and under fire from the Turkish artillery – from Illustration)



(Right below: The same 'W' Beach some ninety-five years after its abandonment by British Mediterranean Expeditionary Force: vestiges of the wharves shown in the black-and-white picture above are still to be seen – photograph from 2011)

When the British evacuated the entire Gallipoli Peninsula in January of 1916, the 1st Battalion was despatched to the British Mediterranean naval base at Alexandria, arriving there on the 15th of that month.



From there the Newfoundlanders were transferred, almost immediately, south to the area of Suez at the lower end of the canal of the same name. There the Battalion was to wait several weeks for further orders since, to that point, it seems that the theatre of the future posting of the 29th Division, of which it was a component, was still uncertain*.

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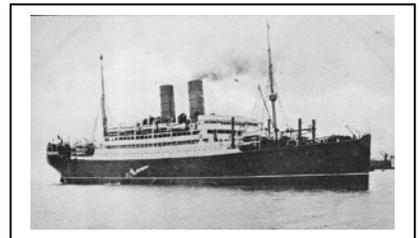
****In fact, a re-enforcement draft was sent from Scotland to Egypt, only for it then, upon arrival, to be ordered back to France. On its way out, it had passed the ship transporting the parent Battalion from the Middle East to Marseille.***



(Right: The British destroy their remaining supplies during the final hours of the evacuation of the Gallipoli Peninsula. The Newfoundlanders were among the last to leave on two occasions, from both Suvla Bay and Cape Helles. – photograph taken from the British battleship HMS Cornwallis as published in Illustration)



On March 14, the officers and men of 1st Battalion embarked through Port Tewfiq at the southern end of the Suez Canal onto His Majesty's Transport *Alaunia* for the voyage to the French Mediterranean port of Marseilles, en route to the *Western Front*.



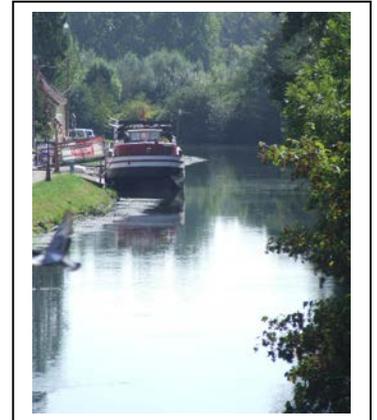
(Right above: Port Tewfiq at the south end of the Canal at some time just before the Great War – from a vintage post-card)

(Right above: The photograph of Alaunia is from the Old Ship Picture Galleries: Launched in 1913, the ship was to sink after hitting a mine on October 19, 1916.)



(Right: Led by an officer in tropical uniform, British troops march through the port area of the French city of Marseille. Once in Gallipoli, neither the uniforms nor those who wore them were to remain smart for very long. – from a vintage post-card)

Some three days after the unit's disembarkation on March 22, the Battalion's train arrived at the small provincial town of Pont-Rémy. For the Newfoundlanders it had been a cold, miserable journey, the blankets provided for them travelling undistributed and unused in a separate wagon.



De-training at the railway-station in Pont-Rémy at two in the morning, the troops still had a long march ahead of them along deserted country roads before they were to reach their billets at Buigny l'Abbé.

(Right above: The River Somme as seen from the bridge at Pont-Rémy as it flows through the community towards the sea – 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 crossed on their march from the station. Some three months later *the Somme* was to have become a part of their history.

On April 13, the 1st Battalion marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy - where the Newfoundlanders were billeted, where they welcomed re-enforcements on the 15th and, on the evening of that same day, were introduced into the British lines of the *Western Front*, there to be immediately set to work to improve the communication trenches.



The Newfoundlanders would also soon be preparing for the British campaign of that summer, to be fought on the ground named for that meandering river, *the Somme*.

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



(Right: *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*)

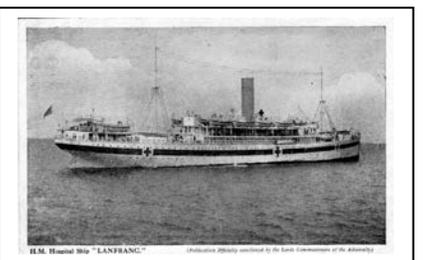
On July 1, 1916, the first day of the fighting of *the Somme*, Private Dullanty was wounded by shell-fire to the right shoulder, chest and lung at Beaumont-Hamel.



* *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.*

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

Evacuated to England via His Majesty's Hospital Ship *Lanfranc* on July 4 from the 2nd General Hospital in Le Havre, he was admitted into the Royal Victorian Hospital at Netley on the 5th, before being forwarded to the 3rd London General Hospital in the Borough of Wandsworth, on August 19.



(Right: *The image of HMHS Lanfranc from a post-card of the time is from the Old Ship Picture Galleries web-site.*)

Ten days later, on August 28, Private Dullanty was sent for convalescence to the Lammus Auxiliary Hospital, Esher – a part of the 3rd London General Hospital complex. It was during this period that he chose to leave hospital without permission and was subsequently awarded seven days...*confined to barracks...*(surely to quarters at the hospital?) with an accompanying loss of pay.

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(Right: *The image of the Royal Victorian, Netley, is from a vintage post-card.*)



(Right below: *The main building of what became 3^d London General Hospital during the Great War was originally opened, on July 1st, 1859, as a home for the orphaned daughters of British soldiers, sailors and marines. – photograph from 2010*)

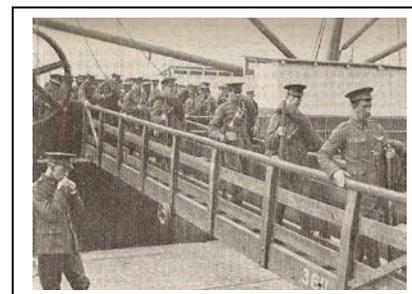


(Right below: *Newfoundland patients, here unfortunately unidentified, convalescing at the 3^d London General Hospital, Wandsworth – from a post-card of the time by courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo*)



After convalescence, on September 5, Private Dullanty was granted the customary ten-day furlough allowed those military personnel released from hospital, before being posted to the Regimental Depot where he reported *to duty* – having apparently spent at least some of his leave there, at Ayr - on or about September 14.

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



On the third day of October of 1916, the 11th 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 join 1st Battalion.

(Right above: *British troops disembark at Rouen in the early days of the Great War 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, Étapes, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.*

The contingent with which Private Dullanty reported *for duty in the field* was a large detachment of two-hundred sixty-six *other ranks* which arrived from Rouen at the Battalion transport lines on October 12.

That October 12 was also the day on which the 1st Battalion was to make its attack on the enemy positions at Gueudecourt, again sustaining heavy casualties – two-hundred thirty-nine all told - and gaining little.

Thus it was that the new-comers remained behind the lines until the 14th, two days later, when they were moved up to *Switch Trench* and parcelled out to the Battalion's four depleted fighting companies. Consequently, the date of their arrival is often recorded not as October 12 but as October 14.

(Right above: *This is the ground over which the 1st Battalion advanced and then mostly conceded at Gueudecourt on October 12. The copse of trees on the far-right horizon marks the unit's furthest progress and today is the site of the Gueudecourt Caribou. It was the positions in this area that the re-enforcements of October 12/14 then had to occupy and help to consolidate.* – photograph from 2010)



The adopted son, when he was only weeks old, of Thomas Dullanty* (deceased February 16, 1921) and of Agnes Dullanty (née *Peterson*, deceased September 14, 1920) - of Forest Road, St. John's, he was also brother to Lizzie Collymore of 33, Scott Street, to whom he had allotted a daily allowance of sixty cents from his pay.

**In a letter in Private Dullanty's files, Thomas Dullanty claimed to have never known his adopted son's original name, date of, or place of birth.*

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

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

Private Dullanty was reported as having been *killed in action* on November 21, 1916 – but it may have occurred before - while serving with 'D' Company during an enemy bombardment of the Battalion trenches near the village of LesBoeufs in the French *Département de la Seine*. There is no burial report to be found among his papers.



George Dullanty enlisted at the declared age of twenty years – yet the family memorial has his death having occurred at the age twenty-seven years.

(Right above: *Two soldiers from the Newfoundland Regiment are interred here, in Guards Cemetery, LesBoeufs – near to where Private Dullanty died – as well as a medical officer seconded from the Royal Army Medical Corps to the Battalion, and a Newfoundlander in Canadian uniform.* - photograph from 2010)

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(Right: A family memorial which stands in Mount Carmel Roman Catholic Cemetery in St. John's 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) (right).

