

**REVEREND CANON JOHN NIGEL
PHILPOTT M.A. - RECTOR OF
COLEORTON (1921 - 1932)
PLUS SUPPLEMENTARY INFORMATION ON HIS SON
CAPT. JOHN REGINALD PHILPOTT MC.**



ST. MARY'S CHURCH, COLEORTON - 2015

BY SAMUEL T STEWART - JUNE 2024

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RESEARCH

Certain information taken from Magdalen College, Oxford - "The Slow Dusk" - for which the author respects their copyright. Without the information contained in the records, it would not have been possible to record the memorial to Capt John Reginald Philpott MC in Part 2 of this publication.

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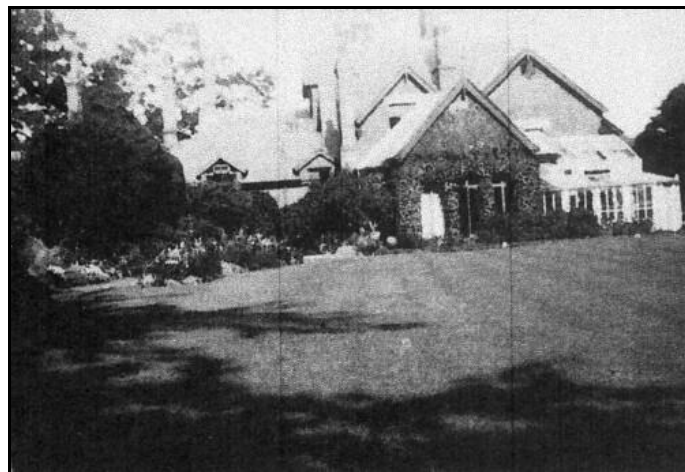
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REVEREND CANON JOHN NIGEL PHILPOTT (1859-1932)

John Nigel Philpott (1859 -1932) who became Rector of Coleorton in 1921 was the third son of the Reverend Richard Stamper Philpott (1827-1894) and Mary Charlotte Philpott (*nee*.Tattersall) (1827-1901) who were married in 1851.

The Philpotts were generally part of the educated middle classes and a few of them are recorded as marrying well. John Nigel Philpott was educated at St. Michael's College, Tenbury Wells, Worcestershire from c.1872 and in 1877 he matriculated at Magdalen College, Oxford as a *Bible Clerk*, a term used in the past to define an undergraduate whose university education was subsidised by his college for his help with chapel services. In 1882 he obtained a B.A. and an M.A. in 1887. He trained for the priesthood at Ely Theological College and was ordained deacon in 1882 and achieved priest status in 1883. From 1882 to 1890, he was curate of St. George's Church, Leicester and married Mary Florence Heygate (*nee*. Beaumont) on the 20th of May 1890, presumably at St. Mary's Church, Coleorton. From 1890 to 1893 he was Rector of Stoke-Albany with Wilbarston, Northants and from 1893 to 1918 he was Rector of Southchurch, Southend-on-Sea, Essex, where according to one of his obituaries "he brought about great improvements.....and watched its population grow from 900 to 5,000". From 1918 to 1921 he was Rector of Waldershare with Coldred, Kent, a village about two miles north of Dover and from 1914 to 1918 he was an honorary Canon of Chelmsford Cathedral and from 1917 to 1918 the Rural Dean of Canewdon and Southend-on-Sea, Essex.

In 1921 he resigned his posts in Kent and Essex to become the Rector of Coleorton, Leicestershire by appointment of Sir George Arthur Hamilton Beaumont, 11th Baronet of Stoughton (1881-1933). At the time, Coleorton was a parish of 520 souls with a gross income of £321 p.a.



A VIEW OF COLEORTON RECTORY c.1910

John Nigel Philpott, became Rector following the death of the former Rector, Harold Robinson and remained so for eleven years till his own death on February 21st 1932, when he was succeeded to the living by Herbert Edward Stevens M.A., again on appointment by Sir George Arthur Hamilton Beaumont.

There can be little doubt that John Nigel Philpott was presented to the living by Sir George Arthur Hamilton Beaumont, on the basis of a connection to the Beaumont family through marriage, in that his wife Mary Florence Philpott (*nee*. Heygate) (b.16th January 1861), was the daughter of William Unwin Heygate, JP, DL, MP (1825-1902) and his wife Constance Mary Heygate (***nee*. Beaumont**) (1834 - 1929) who were married on July 6th 1852 when Constance Mary was only 18 years of age. Constance Mary was the daughter of Sir George Howland Willoughby Beaumont, 8th Baronet of Stoughton (1799 -1845) and his wife Mary Anne Beaumont.

Mary Florence Heygate (nee. Beaumont) had two younger sibling brothers:-

Reginald Beaumont Heygate, who was born 1st October 1857 and died on the 5th January 1903 at the age of 45, unmarried. He graduated from King's College, Cambridge with an M.A.

Harry Beaumont Heygate born on the 8th February 1872 and died on 20th July 1897, unmarried. He gained the rank of Lieutenant in the Royal Navy

John Nigel Philpott's wife, Mary Florence Philpott (*nee*. Beaumont), died on July 1st 1929 at the age of 68 and is buried with her husband who died later on February 21st 1932 at the age of 73, in St. Mary's Church, graveyard on the right side of the path leading up to the church. Sir George Arthur Hamilton Beaumont, 11th Baronet of Stoughton (1881–1933), attended the Rector's funeral together with his wife, Lady Beaumont, Renee Muriel Northey (c.1903–1987). John Nigel Philpott left £19,382 12s. 3d. in his will.

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**PHOTOGRAPH OF JOHN NIGEL PHILPOTT AND HIS WIFE MARY FLORENCE
(nee. BEAUMONT) GRAVE IN ST. MARY'S CHURCH GRAVEYARD -
PHOTOGRAPH TAKEN 2024**

**The Marriage of
Constance Mary Beaumont b. July 25th 1834
m. July 6th 1852, d. Oct 7th 1929 – Aged 95**

Transcribed from the Leicester Journal – July 9th 1852

Marriage of Miss Beaumont – The marriage of Constance Mary, daughter of the late, and sister of the present Sir George Beaumont, Bart., High Sheriff of the County, (*9th Baronet*) to William Unwin Heygate Esq., of the Midland Circuit, son of the late Sir W. Heygate, Bart., and brother of Sir F. W. Heygate, was solemnized in the Parish Church at Coleorton, in the presence of a large circle of relatives and friends. The auspicious event excited much interest in that part of the county, and the inhabitants of Coleorton and other places in the neighbourhood, dressed in their best, flocked to the church in large numbers.

The wedding party left the hall about half-past eleven o'clock, and were greeted with "Hail Smiling Morn", which was well performed by the Melbourne Junior Brass Band, under the leadership of Mr. Leonard Warren.

The bride was attired in a white glace silk dress, covered with Honiton Lace, and wore a bouquet and wreath of orange flowers, myrtle, and lilies, and a Honiton Lace veil. The bridesmaids were Miss Alice Kingsmill, Miss Crewe, Miss Mary Crewe, Miss Henrietta Cockerell, Miss Jane Packe, Miss Beacham, and Miss Mary Belli, all of whom wore white tarlatan muslin dresses, trimmed with pink, white jackets to match, and white fancy straw bonnets with wreaths of wild roses.

The ceremony was performed by the Rev. C. A. Belli, and the bride was given away by her brother, Sir George.

The path from the hall to the church was carpeted, and on either side were ranged the children of the village day school, nearly 120 in number, each of whom was supplied with a white satin rosette, and on the bride and bridegroom leaving the church a profusion of flowers were strewed before them. The javelin men in uniform, and carrying white wands, were in attendance, and they as well as all connected with the estate were all supplied with flowers. As the bride and bridegroom left the church, the band struck up "The Wedding Polka", the bells sent forth a merry peal, and a salute of twenty cannons were fired. The dinner party then partook of an elegant dejeuner at the hall, and at half-past one o'clock the happy couple left for Loughborough, in a new travelling carriage drawn by four grey horses, amidst the endless cheering of the assembled multitude, which was kept up continuously until the carriage had quitted the grounds. From Loughborough they would proceed per railway to town, on their way to Switzerland, to spend the honeymoon.

The remainder of the party, amongst whom were Sir George and Lady Beaumont, Mrs. Howley, Sir F. W. and Lady Heygate, Miss Mary Ann Beaumont, Mr. F. Beaumont, Mr. and Mrs. Kingsmill, Miss Cockerell, Mr. J. Belli, Mr. W. Belli, Rev. Mr. and Mrs. Beacham, Earl and Countess Howe, Hon. W. Curzon, Mr. C. W. Packe, and Mrs. Packe-Reading, Mr. Herrick of Beaumanor, and Miss Herrick, Archdeacon Harrison, Mr. C. Hodson (formerly secretary to the Archbishop of Canterbury), Rev. F. Merewether, Mrs., Miss,

and Mr. C. Merewether, Rev. J. B. Sweet, Rev. W. C. Stapleton, Rev. E. Paget, and about twenty others whose names are not known to us, then proceeded to Ashby, where a general meeting of the society of Ivanhoe Archers was held on the Bath Grounds.

About two o'clock, the javelin men, tenants, and others sat down to dinner on the lawn, under the presidency of Mr. P. Heward, under steward to Sir George, and with Mr. Faux in the vice chair. Health and happiness to the bride and bridegroom, the health of Sir George and Lady Beaumont, the health of Mrs. Howley, and other toasts were drunk, and in the afternoon and evening a selection of country dances were engaged in, to the strains of the band before named, and all seemed highly delighted with the entertainment provided for them.

A Contribution by the Dowager Lady Beaumont taken from the Cole Orton Parish Magazine, November, 1929.

On October 7th there passed away one who had lived amongst us for eight years, and had reached the great age of ninety-five. I have been asked to write some record of her life, as I have known and loved her for nearly fifty years.

Constance Mary Beaumont was born on July 25th 1834, and her mother, Lady Beaumont, died in February 1835, leaving behind her a sorrowing husband, and three motherless children.

The baby girl was taken into the loving care of her grandparents Archbishop and Mrs. Howley, and brought up at Lambeth Palace and at Addington, only coming from time to time to Cole Orton to see her father and her two brothers.

She had a most nice and loving upbringing, though she must have been lonely sometimes, as she herself used to say "My youngest playfellow was an Archdeacon". But she was the light and joy of her grandparents, and perhaps her first great sorrow was the death of Archbishop Howley in 1848.

During her childhood at Lambeth she had met many celebrated people, and she had many recollections of those early days, and of her visits to Queen Adelaide, the widow of William IV.

She used to relate how the Archbishop had confirmed, crowned and married Queen Victoria, and baptized the Princess Royal and the Prince of Wales.

Constance Beaumont was married in Cole Orton Church on July 6th 1852, to Mr. William Heygate. She was very young, not quite eighteen, and a very fair young bride she must have been. There are very few people still living who can remember her wedding. It was the beginning of a long and happy life lasting for fifty years, till her husband was taken from her in March 1902.

Her life was full of interests and of work for others. She travelled much, and went on many long voyages, for she loved the sea, and the rougher the weather the more she enjoyed it.

Her home for many years was Roeciffe Manor, and she often came to Cole Orton to visit her two brothers, Sir George Beaumont and Canon Beaumont, to both of whom she was deeply attached.

When I came to Cole Orton for the first time in November 1880 Mrs Heygate gave me a warm welcome, and from that time she was to me a most kind aunt and a true and loyal friend. In many times of trouble I could always count upon her loving sympathy and help, and I loved her dearly.

All through her life religion was her guiding principle, and she loved to worship every Sunday in church, and would never miss a service if she could help it. In this she set us all a wonderful example.

During the last year of her life it was her great sorrow that she could not come to church, and she grieved to that she could not visit her friends in the parish, who loved to see and talk to her, and who missed her sadly.

The last year of her life brought to her much suffering and great sorrow in the loss of her loving and devoted daughter, **Mrs. Philpott, (Mary Florence)** whose passing brought grief to the whole parish.

I saw Mrs. Heygate on the morning of October 7th and she just knew me. She passed away peacefully that evening and was laid to rest beside her husband in the Churchyard of St. Mary, Woodhouse Eaves, on Thursday October 10th 1929. She will be held in loving remembrance by many, especially in Coleorton, and in Woodhouse Eaves, where so much of her long life was spent.

**SUPPLEMENTARY INFORMATION ON
CAPTAIN JOHN REGINALD PHILPOTT MC
(1893 - 1918)**



POSSIBLY TAKEN AFTER HE RECEIVED THE MC IN OCTOBER 1916

John Reginald Beaumont was born on the 12th July 1893, the only child of Reverend Canon John Nigel Philpott (1859-1932) and Mary Florence Philpott (*nee*. Heygate) (1861-1929) who were married in 1890.

Mary Florence Philpott, John Reginald Philpott's mother, was the daughter of William Unwin Heygate, JP, DL, MP (1825–1902) and Constance Mary Heygate (*née* Beaumont) (1834–1929) who were married in 1852.

From 1902 to 1907, John Reginald Philpott attended Windlesham House Preparatory School, Brighton, Sussex, England's first real preparatory school,

which became one of the top five English preparatory schools in the nineteenth century. Founded on the Isle of Wight in 1837, the school moved to Brighton in 1838 and to new buildings in 1846. From here, in December 1906, Philpott obtained a Foundation Scholarship to Marlborough College, where he was a pupil from 1907 to 1912, and while there he joined the Junior Officers' Training Corps, rising to the rank of Corporal. In his final year there he became a Prefect. He matriculated at Magdalen as a Commoner on 15 October 1912, having been exempted from Responsions (*the first examination taken by a candidate for the B.A. degree at Oxford University and required for matriculation*) as he had an Oxford and Cambridge Certificate. He took one part of the First Public Examination, Greek and Latin Literature (Homer, Cicero, Tacitus), in Trinity Term 1913, but sat no more examinations after that and left without taking a degree at the end of Trinity Term 1914 to join the Army. In a letter that President Warren wrote to Philpott's father in January 1923, he paid his son the following tribute: "I never forget your dear boy – one of the straightest, most dutiful and most loyal we have ever had in his father's College."

Philpott applied for a Temporary Commission on 12 August 1914 and was commissioned Second Lieutenant in the 7th (Service) Battalion, the Suffolk Regiment, on 28 August 1914, a week after it had been formed at Bury St Edmunds on 20 August 1914. He must have applied for a transfer to the newly formed Royal Flying Corps (RFC) fairly soon afterwards, although, officially speaking, he remained part of the 7th Battalion until 3 December 1915, when his official transfer to the RFC (Royal Flying Corps) went through. Philpott was either injured in an accident or taken seriously ill, for he had had to undergo extensive treatment in the Great Northern Central Hospital, Holloway Road, London, N7. Despite this incapacity, Philpott's injury card records that he was promoted Flying Officer (the RFC/RAF equivalent of Lieutenant) on 17 April 1915.

On 31 May 1915, *i.e.* when Philpott had not yet fully recovered from his medical condition, the 7th Battalion of the Suffolk Regiment had left England from Folkestone and landed in Boulogne on the following day as part of 35th Brigade, in the 12th Division. It then travelled by train to Lumbres, about five miles south-west of St-Omer, and marched a mile north-westwards to Acquin, where it trained for about a week before route-marching roughly 20 miles northwards to the small town of Nieppe, five miles west of Armentières and just below the frontier with Belgium. And by early August, when Philpott had recovered but was still in England, the 7th Battalion was either in billets near or actually in the trenches at Ploegsteert, a couple of miles away across the frontier in Belgium. So despite his continuing attachment to the 7th Battalion, Philpott never served with it on the Continent and was, incidentally, never mentioned in its War Diary. And just to complicate matters further, although Philpott learned to fly during an uncertain period some time after leaving hospital, his Royal Aero Club Aviator's Certificate, no. 1,536, dated 5 August 1915, has him affiliated to the 10th (Reserve) Battalion of the Suffolk Regiment. This was based in Bury St Edmund's, Suffolk, and then Colchester, Essex, from April 1915 until spring 1916. But this apparent puzzle simply indicates that when the 7th Battalion went overseas on active service, Philpott, who had not yet returned to any form of active service, had to be assigned to

another unit for administrative reasons and so was nominally transferred to another Battalion of his parent Regiment that was on Home Service.

On 8 August 1915 Philpott gained his basic flying qualification on a Hall Biplane at John Lawrence Hall's (1891–1920) Flying School.

Soon after completing his basic training, Philpott reported for duty with the 3rd Reserve/Training Squadron at Shoreham-on-Sea, Sussex, and on 14 August, he was duty officer.

Although it is not completely clear what happened to Philpott after he had completed the Shoreham course, it seems almost certain that he underwent a more advanced course of flying training on the (now disused) airfield at Stoke Albany, near Kettering, Northamptonshire, the village where his father had been Rector in the early 1890s before Philpott was born. Either way, he learnt to fly Martinsydes, Blériots and Avros.

In November 1915, he obtained his "wings" from the RFC, and on 4 December 1915, after he had completed a long course at the RFC's Central Flying School at Upavon, Wiltshire, he graduated as a qualified Flight Commander and was formally gazetted as a Flying Officer in the RFC on the same day. On 16 December 1915 he was allocated as an officer to 12 Squadron, RFC, founded at Netheravon, Wiltshire, in February 1915. Although very few records concerning 12 Squadron's early history have survived (in which there is no mention of Philpott until January 1916), two independent sources date its move to France as 4 September 1915 and its arrival at St-Omer in the Pas de Calais as part of 12 Wing, 3 Brigade RFC, as of 6 September 1915. But neither source mentions Philpott by name or includes him on its list of officers, and this fits in well with his injury card and obituary in *The Times*, according to which he embarked for France on 15 December 1915 and reported for duty with 12 Squadron at St-Omer soon afterwards.

According to 12 Squadron's official history, "its early duties consisted mainly of patrols around St-Omer and reconnaissance missions, but during the Battle of Loos (25 September – 13 October 1915), when vigorous bombing commenced, the Squadron played its part".

On 7 October 1916 he was made Acting Flight Commander and promoted Acting Captain, and two weeks later, on the **20th October 1916, Lt. John Reginald Philpott was awarded the MC "for his conspicuous gallantry and skill."**

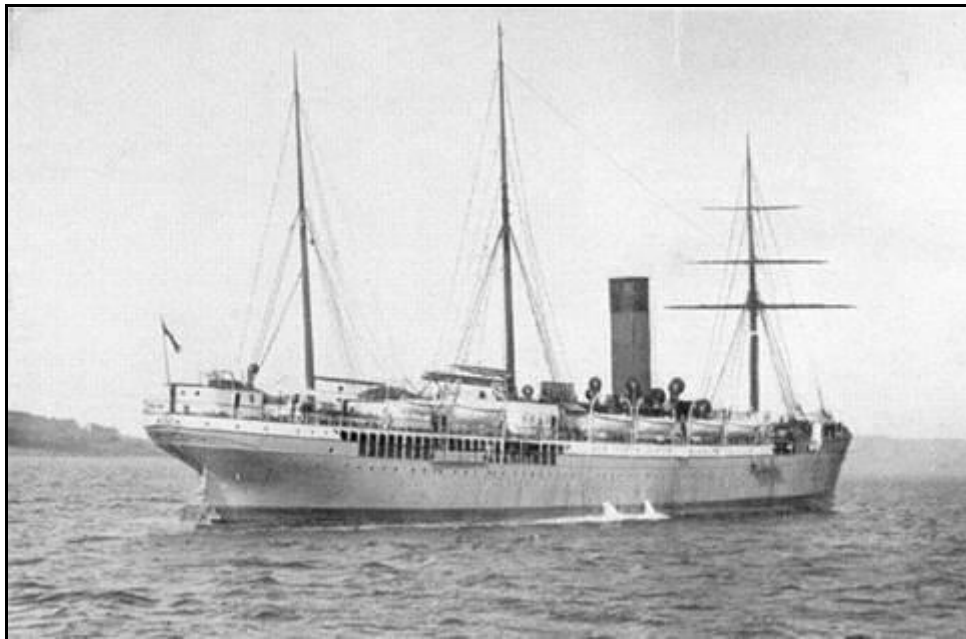
The citation for Philpott's MC complements his colleague Tyson's and reads:-

For conspicuous gallantry and skill in descending to about 300 feet, under heavy fire of all descriptions, in order to bomb a train. Finding that Capt. Tyson had wrecked the train, he dropped his bombs on a station and then assisted him to beat off hostile machines. He then, with Capt. Tyson, attacked a machine which was endeavouring to leave the ground. he had previously displayed great gallantry.

12 Squadron allowed Philpott a further period of leave from the 19th to 29th November 1916 that was extended to 11th December 1916 for reasons that are unknown and might have been medical in origin. Then on the 9th of January 1917 he was either wounded or injured or succumbed to medical problems, and by 13 January 1917 he was hospitalized in England once more and had been struck off the strength of the British Expeditionary Force (BEF), an indication that he was not expected to return to duty quickly. After his discharge from hospital, he was given five months' medical leave or home service in England.

However, Philpott had joined 63 Squadron in Cramlington as the Commanding Officer of 'A' Flight by 21 February 1917, for that was the day on which, as far as one can tell from the Squadron's sketchy log-books, he appeared there for the first time and from then on, he flew from Cramlington fairly frequently in that capacity until the middle/end of May 1917.

Three weeks later, on 23 June, the Squadron sailed from Devonport for Mesopotamia aboard the RMS *Dunvegan Castle*, and after short stops at Cape Town and Durban, it disembarked at Basrah, at the mouth of the River Tigris, on 13 August 1917. There it was awaited by a difficult and uncertain military situation where fighting was happening on two or three fronts and over large distances, and in which it would be difficult for an incoming RFC unit to find its proper role.



RMS Dunvegan Castle (1896–1926)

By the time that No. 63 Squadron had arrived in northern Iraq, the Turks were starting to withdraw north-westwards towards Turkey from a front line in the spring of 1917 that was roughly 100 miles north-west of Baghdad and in the general area of the cities of Tikrit and Daur. This meant that a no-man's-land of c.80 miles was gradually developing between Samarra and Tikrit, so that the Squadron's reconnaissance missions, which lasted an average of three-and-a-half hours, had to be flown over practically waterless desert, with the

river banks of the Tigris inhabited by hostile Arabs whose willingness to help Allied pilots after forced landings was a “very doubtful quantity”.

As Philpott was one of the first pilots to arrive at Baghdad, he was detailed to go on the Squadron's first reconnaissance mission from there, with Corporal O.N. Grant as his Observer and his close friend Lieutenant Malcolm Glassford Begg, MC and Bar (*b.* 1896 in Argentina, *d.* 1969) – with whom he had shared a cabin on the voyage to Mesopotamia – as his wingman, and Lieutenant Edward Noel Baillon (*b.* 1895, *d.* 1971 in Dunham, Quebec) as Begg's Observer. Begg, had been educated at Marlborough College, Wiltshire.

The two R.E.8's took off from Samarra at 07.30 hours 25 September 1917, crossed the lines at Daur at 7,000 feet, and flew northwards as far as the Jebel Hamrin ridge, the rough dividing line between Arabic-speaking and Kurdish-speaking Iraq, before turning round in order to fly the 60 or so miles back to the Allied lines. When passing over Tikrit aerodrome, Begg threw down a bag containing an Iron Cross marked by long coloured streamers that belonged to a German officer who had been taken prisoner and had since died. But when the flight noticed a single-seat Halberstadt D.II of the Ottoman Air Force at about their own height, they climbed to get the advantage of height, and then, with Begg in front on the right and Philpott just behind him on the left, dived towards it firing their machine-guns at intervals.

The R.E.8. was a British two-seat biplane reconnaissance and bomber aircraft of the First World War that was designed and produced at the Royal Aircraft Factory.



A vintage R.E.8 performing over the Duxford Jubilee Airshow 2012

During the dive, Begg noticed that his machine was doing between 115 and 120 mph, a dangerously fast speed, and after firing around 25 rounds of tracer which seemed to hit a Halberstadt's fuselage, he heard a crash and felt his aircraft shudder. At first he thought that an anti-aircraft shell had burst right above him, but on looking up he was “horrified” to see that his top wing had snapped off the struts on both sides of his aircraft's fuselage right up to the main struts so that the two halves of the wing were tending to fold backwards. At first, Begg thought that it was “all over” with them, but at a height of 5,000 feet managed, nevertheless, to raise his aircraft's nose and then tried to fly it

straight and level by using just the joy-stick and throttling forward as far as possible. Although this worked for a while, enabling Begg to turn in the direction of Samarra **with Philpott still behind him**, he saw as he did so the Halberstadt land in the desert just outside Tikrit aerodrome. But Begg also soon discovered that despite his best efforts, his R.E.8 was losing height so rapidly that he would not be able to reach the Allied lines. So with fabric and broken bits of wood streaming backwards for ten feet from both halves of the damaged upper wing, he managed to land and avoid the nearby Turkish camp by pushing his joy-stick hard over to the left and side-slipping, left lower wing first, onto the aerodrome itself, where it slewed round and finished up with its engine buried in the earth a few yards from a terrified Bedouin shepherd. Incredibly, Begg and Baillon survived the landing virtually unharmed, but they had been shaken up “pretty badly” by what was, in fact, a barely controlled fall through the air, and they were very downhearted at the thought of becoming prisoners-of-war on their very first operational sortie in Mesopotamia.

They were soon taken prisoner by a party of Turkish soldiers led by an officer on horseback, who, like all educated Turkish officers, spoke good French, prevented one of his men from stealing Begg’s watch, and provided horses on which the two British airmen could ride back under escort to the Turkish camp. Meanwhile, Philpott had tried to land and pick them up, but when he was at 2,000 feet, his engine, which had had starting problems at take-off that morning, refused to open up. The problem worsened, and watched by Begg and Baillon, Philpott was forced to land in a depression in the desert about two miles away, and although he tried to taxi he was prevented from doing so when large numbers of Turkish soldiers started to snipe at them. So he and Grant got out of the aircraft, tried to set it on fire, and surrendered to men of the Turkish 3rd Regiment, who took possession of the R.E.8 and managed to extinguish the blaze. On the following day the Turks got the machine flying again, giving rise to the story, which the four British flyers would hear in mid-October while in captivity in Mosul, that they had landed their two aircraft unnecessarily out of sheer “funk” (fear). At the Turkish camp, the two crews were examined by a doctor and allowed, much to their relief, to meet up after their ordeal. Philpott was even permitted to write a letter to his Colonel – which all four men then signed – in which he briefly explained what had happened, asked him to wire the news to their respective parents, and stressed the kindness of the Turkish Staff. The letter, which still exists in the RAF Museum at Hendon, was probably dropped behind the British lines by a Turkish pilot as a gesture of courtesy for Begg’s earlier return of the German prisoner’s Iron Cross

The men kept a diary which recorded “Phil rather worse today”. By Saturday the 20th of October it had become very clear that Philpott’s condition was worsening significantly, for the diary reads: “Phil had a very bad night. Suspect dysentery”, and by midday, when the convoy reached Demi Carpi (Iron Gate), where the three officers had a chance to wash and bathe in “a topping stream”, the author added that Philpott was “very bad today”. So the other two consulted the doctor “who said it was dysentery but wanted him to

get on to Naserbin". Philpott went to bed early, but the other two men were entertained very well by the French-speaking Turkish officers.

The diary recorded that during the night of 20/21 October, Begg was very sick – probably because of the unaccustomed quantity and quality of the food on the previous evening – and on 21 October, Philpott was in such a bad state that the Turks decided to take him to Nusaybin, "a very old desert town with green grass and trees, a most refreshing sight with a very good hospital". The journey there should have taken three hours but the road was so bad that it took double that time. Begg and Baillon had asked to be allowed to stay with Philpott, but their request was refused and they left him with a man from the Cheshire Regiment who saw to his kit and got him to the German Hospital. "We saw a lot of Kut prisoners here also some from the Dardanelles. All working on the railways. The Indian troops were very well dressed and looked well (which is more than can be said for the British troops)."

The diary finishes with Begg's entry of 2 November 1917. In contrast, from Nusaybin, Philpott was eventually taken to the prisoner of war camp at Afion Kara Hissar, in western Turkey, 125 miles north of Antalya, where he died of dysentery in the camp hospital on 15 January 1918, aged 24, and where he was temporarily buried in the Armenian Cemetery, just east of the town. **In c.1927 his remains, like those of most other Allied combatants who were buried in remote sites in Iraq and Turkey, were transferred to Baghdad (North Gate) War Cemetery; Grave XXI. A.3**



Captain John Reginald Philpott's original grave in the Armenian Cemetery, Afion Kara Hissar, Turkey



**Captain John Reginald Philpott MC is commemorated on the
Coleorton war Memorial**