



Private James Pittman (also found as *Pitman*) Watts (Regimental Number 397), having no known last resting-place, is commemorated on the bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.



His occupation prior to military service documented as that of a worker with the *British Aerated Company* for an annual four-hundred dollars - he also records himself as having been a sailor earning twenty-five dollars a month - and a member of the *Newfoundland Highlanders*, James Pittman Watts presented himself at the *Church Lads Brigade Armoury* on Harvey Road in St. John's, capital city of the Dominion of Newfoundland, on August 29 of 1914 – just three weeks and four days after the *Declaration of War* – for a medical examination. It was an exercise which was to pronounce him as...*Fit for Foreign Service*.

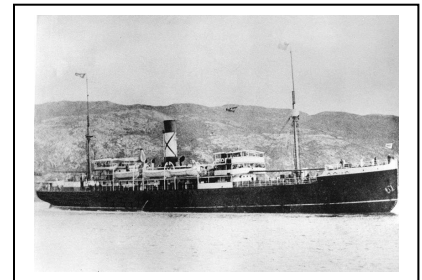
Nine days later, on September 7, James Watts returned to the *C.L.B. Armoury*, on this second occasion for enlistment, whereupon he was engaged at the private soldier's daily rate of a single dollar plus a ten-cent per diem *Field Allowance*. A recruit of the First Draft, he was likely now ordered to the tented area by that time established on the shores of *Quidi Vidi Lake* in the East End of St. John's where a four-five week course of training was already under way.

The regimental authorities were *also* busy by now, preparing for the transport of this, the first body of volunteers, to *overseas* - and later to *active – service*.

At the beginning of the month of October a large number of the new recruits underwent attestation; Private Watts was one of that number, taking his oath of allegiance on the first day of October.

Two days later, after the Newfoundland contingent – it was not as yet a battalion – of 'A' and 'B' Companies had paraded through the city, it embarked onto the Bowring Brothers' vessel *Florizel* which was awaiting in St. John's Harbour.

Private Watts and his comrades-in-arms of the *First Five Hundred* – also to be known to history as the *Blue Puttees* – were now to sit on board ship for the best part of a day as it was not to be until the morrow that *Florizel* would sail to the south coast of the Island and to its rendezvous with the convoy carrying the Canadian Division to the United Kingdom.



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

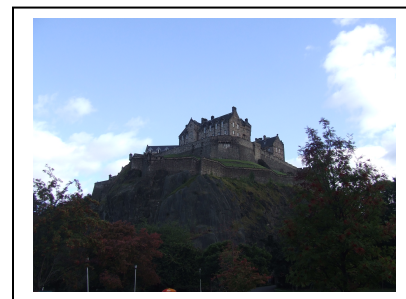
**(Right below: *Fort George, constructed in the latter half of the eighteenth century, still serves the British Army to this day. – photograph from 2011)***

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 the unit was to provide the first garrison from outside the British Isles.



**(Right below: *The venerable Edinburgh Castle dominates the city from its position on the summit of Castle Hill. – photograph from 2011)***

Some three months later, on May 11, and some seven weeks into spring – although in Scotland there was apparently still snow - the entire Newfoundland unit – by now ‘A’ and ‘B’ Companies re-enforced by ‘C’, ‘D’, and ‘E’ - was ordered moved from the Scottish capital 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 received 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 ready to be ordered on ‘active service’.

***\*The number was about fifteen hundred, sufficient to provide four ‘fighting’ companies, two re-enforcement companies and a headquarters staff.***

**(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)***



At the beginning of that August of 1915, the four senior Companies, ‘A’, ‘B’, ‘C’ and ‘D’ – Private Watts among their ranks - 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.

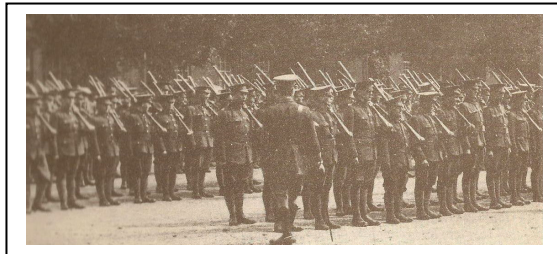
This force, now designated as the 1<sup>st</sup> Battalion of the Newfoundland Regiment, was thereupon attached to the 88<sup>th</sup> Brigade of the 29<sup>th</sup> Division of the (British) Mediterranean Expeditionary Force.

Meanwhile the two junior companies, the later-arrived ‘E’ and the aforementioned last-arrived ‘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.

(continued)



(Right: *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: *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.)*



\* \* \* \* \*

However, at this juncture Private Watts was diagnosed as suffering from scabies and was admitted into the *Cambridge Hospital* at Aldershot from August 5 to 9 of 1915. After treatment, Private Watts was posted to the new Regimental Depot and thus the Newfoundland Battalion was to sail for the Middle East from Devonport without him.

At the end of that summer of 1915, the once-Royal Borough of Ayr on Scotland's west coast was to begin to serve as the overseas base and depot 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.*

It was there, at Ayr, on October 1, that Private Watts re-enlisted, on this occasion signing on for *the duration of the war\**. His comrades-in-arms had done so at Aldershot before sailing to the Middle East but of course, by that time, Private Watts had been in hospital and then ordered to Ayr.

And it was now to be at the Regimental Depot at Ayr that Private Watts was to spend the next five-and-a-half months of the *Great War*.

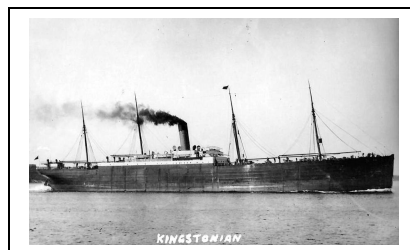
(continued)

***\*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 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.***

It was at the very end of the winter of 1915-1916 that, as a soldier of the 2<sup>nd</sup> Reinforcement Draft from Ayr, Private Watts passed through the English naval port of Devonport on March 13, on his way to join the 1<sup>st</sup> Battalion of the Newfoundland Regiment, then still in the Middle East.

Some three weeks later, however, on April 3, he and the others of that draft would instead be disembarking in France.

***\*At the time there was some confusion as to whether the 1<sup>st</sup> Battalion would stay in the Middle East or not, and this draft had already set sail for Egypt before the 1<sup>st</sup> Battalion began its journey to France from Egypt – the draft sailed on March 13, the parent 1<sup>st</sup> Battalion was to do so on March 14 (see further below). The two vessels likely passed each other in the Mediterranean Sea going in opposite directions.***



Having changed ships upon its arrival in Egypt, Private Watts' detachment arrived in the French Mediterranean port of Marseilles on board His Majesty's Transport *Kingstonian* on April 3-4, to join - not the (British) Mediterranean Expeditionary Force in Egypt but - the British Expeditionary Force in France.



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

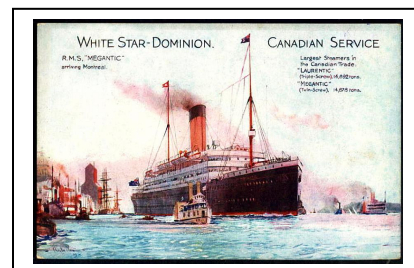
(Right above: *British troops march through the port area of the French city of Marseilles. – from a vintage post-card)*

Four days later again, on April 8, Captain Ledingham and Lieutenant W. J. Pippy – the officers in charge - arrived from Marseilles with that 2<sup>nd</sup> draft of one-hundred forty *other ranks* from Ayr to report to *duty* with the Newfoundland Battalion in the village of Louvencourt, in the *Département de la Somme*.

The 1<sup>st</sup> Battalion of the Newfoundland Regiment had itself arrived in Marseilles from Egypt on March 22 (see further below).

\* \* \* \* \*

While 'E' and 'F' Companies – and Private Watts - were beginning their posting to the Regimental Depot at Ayr in the summer of 1915, on August 20 the 1<sup>st</sup> Battalion had embarked in the Royal Navy Harbour of Plymouth-Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks.



(Preceding page: *The image of Megantic, here in her peacetime colours of a 'White Star Line' vessel, is from the Old Ship Picture Galleries web-site.*)

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: Megantic on August 29, Ausonia on September 18, or Prince Abbas on September 19 – Whichever the case, they were yet to land on Gallipoli – Dardanelles to the French, Çanakkale to the Turks. – from Provincial Archives*)



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

When the Newfoundlanders had landed from their transport ship at *Suvla Bay* on that September night of 1915 they would 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*, had proved 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: *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 would see the nadir of the Newfoundland Battalion's fortunes at *Gallipoli*; a freak rain-, snow- and ice-storm was to 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.

On the night of December 19-20, the British had abandoned the 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 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 1<sup>st</sup> 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 only 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 above: '*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)

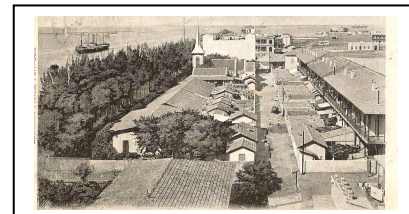
Immediately after the British had evacuated the entire *Gallipoli Peninsula* in January of 1916, the Newfoundland Battalion was to be ordered to the Egyptian port-city of *Alexandria*, to arrive there on the 15<sup>th</sup> of that month.

The Newfoundlanders were then to be immediately transferred southward to the vicinity of Suez, a port at the southern end of the Canal which bears the same name, there to await further orders since, at the time, the subsequent destination of the British 29<sup>th</sup> Division had yet to be decided\*.



*\*Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was soon to become 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)*



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

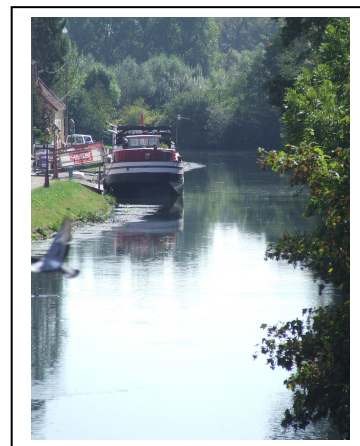
After that two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and *other ranks* of the 1<sup>st</sup> Battalion were to board His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage through the *Suez Canal* en route to France. The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseilles, on March 22.

Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train had arrived in 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 had marched 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 it was during this period of the 1<sup>st</sup> Battalion's march from Pont-Rémy to the forward area of the *Western Front* that the Newfoundland unit had paused for a few days in the community of Louvencourt. It was to be there on April 8, as seen in a

previous paragraph, that Private Watts and his draft had reported to duty.

\* \* \* \* \*

On April 13, the entire 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 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 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: 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.*

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, just as depressing, the carnage of *the Somme* would continue for the next four and a half months.

*(Right: 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...?)*

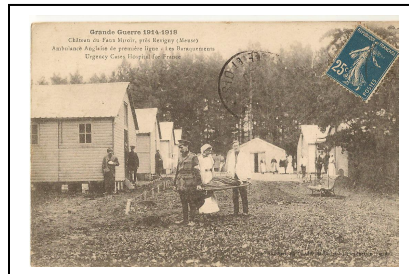
\* \* \* \* \*

Private Watts, however, was not to fight with the Newfoundland Battalion at Beaumont-Hamel. He was one of twenty-two *other ranks* who had been seconded to the 88<sup>th</sup> Brigade Machine-Gun Company on June 18. As such, while he and they took part in the fighting of July 1, the first day of *the Somme*, perhaps at or close to Beaumont-Hamel, he was not to serve with the 1<sup>st</sup> Battalion.

*(Right: The area just behind the British lines near the commune of Beaumont-Hamel – which was where the 88<sup>th</sup> Brigade fought: the trees on the far horizon are in the Newfoundland Memorial Park – photograph from 2010)*

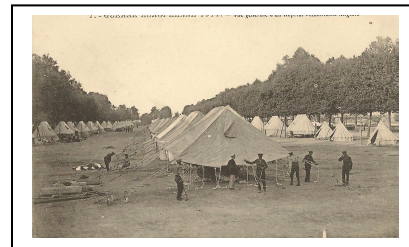
On an unspecified date but soon after July 1, Private Watts was admitted into the 87<sup>th</sup> Field Ambulance suffering from neurasthenia (fatigue, dizziness, aversion to noise); from there he was transferred to the 29<sup>th</sup> Casualty Clearing Station at Gezaincourt on July 20.

*(Right above: A British Field Ambulance of a more or less permanent nature somewhere in the north of France in the later years of the war – from a vintage post-card)*



On the morrow, July 21, Private Watts was forwarded to the 5<sup>th</sup> General Hospital in Rouen for further care; the only diagnosis documented at that time was the ubiquitous NYD (*Not Yet Determined*), often used instead of what later became better known as *shell-shock*.

(Right: A *British casualty clearing station* – the one pictured here under canvas for mobility if and whenever the necessity were to arise – being established somewhere in France during the early years of the War. Other such medical establishments were often of a much more permanent nature. - from a vintage post-card)



Private Watts was then released to the 2<sup>nd</sup> Convalescent Depot on July 23, by now having been further diagnosed as afflicted with myalgia, before being discharged *to duty* at the 29<sup>th</sup> Division Base Depot at Rouen on the final day of that month. A month later again, he then returned *to duty* with the 1<sup>st</sup> Battalion - by then in Belgium - on September 1.

\* \* \* \* \*

During the period of Private Watts' secondment to the 88<sup>th</sup> Brigade Machine-Gun Company and immediately after the events of the morning of July 1, 1916, 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 above: *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 re-enforcements – 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 man-power having arrived, the Regimental War Diary records that on the 14<sup>th</sup> of July, 1916, the 1<sup>st</sup> Battalion still 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 Newfoundland 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.

(continued)

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.

(Preceding page: *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 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*.

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

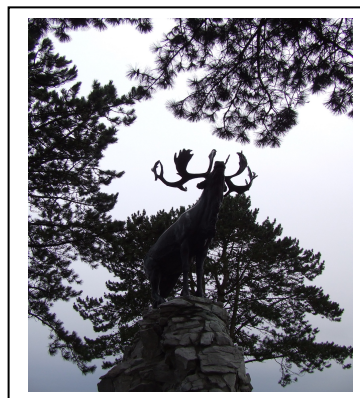


Four days after that return to France, on October 12, 1916, the 1<sup>st</sup> Battalion of the Newfoundland Regiment had again been ordered to the offensive; it was to be at a place called Gueudecourt, the vestiges of a village some dozen or so kilometres to the south-east of Beaumont-Hamel.



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 Newfoundland Battalion advanced and which it then mostly conceded at Gueudecourt on October 12 of 1916. Some few were to manage to reach the area where today stand the copse of trees and the Gueudecourt Caribou, seen on the far right horizon.* – photograph from 2007)



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



The son of Charles Wesley Watts (former fisherman, deceased January 30, 1898) and of Elizabeth Sophia Watts (née *Welsh* - she later *Abbott* of Plymouth Road?), he was also brother to Francis-Amelee, to Dorothy-Elizabeth and to Charles-Wesley.

On November 6, 1911, James Pittman Watts had married Nina May Stickland – to whom during his military service he would allocate a daily ninety cents from his pay – the family home 25, Walsh’s Square, Signal Hill Road – she, widowed, later of French's Lane – both addresses in St. John's. The couple had two children, Kitchener and Dorothy.

Private Watts was at first reported as being *missing in action* on October 12, 1916, while serving with ‘B’ Company in the fighting at Gueudecourt. He was officially *presumed dead* some six months later, on or about May 9, 1917.

James Pittman Watts had enlisted at a *declared* twenty-four years of age: date of birth in Whale Cove, Burin, Newfoundland, February 12, 1891 (from the Newfoundland Birth Register – his name written as *Pitman* therein).

*The three Watt brothers were apparently all to serve with the 1<sup>st</sup> Battalion of the Newfoundland Regiment: Private James Pittman Watts, documented here; Lance Corporal Francis Watts (#71) who survived the conflict; and Private Wesley Watts (#2226) who was ‘killed in action or died of wounds on or shortly after 9/19/17’, at the Broembeek (see elsewhere in these files).*

(Right: *Private Wesley Watts (Regimental Number 2226) is...‘believed to be buried’...in Cement House Cemetery – Special Memorial A. 1.. – photograph from 2010*)



Private James Pittman Watts 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).



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 11, 2023.