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EDITORIAL

Welcome to the latest edition of the Journal. I hope this edition finds you well.

In this edition we take a glimpse into a family's journey from India to Scotland, evacuating in 1942. We also receive a timely reminder of the events and circumstances of VJ day and its aftermath in Mike Tickner's superbly-researched article. In addition to this, I hope you will be inspired by further contributions from members from their own research. If you have any pieces which you have been working on yourself, please share them with the Editor via the advertised contact details on the inside back cover. Contributions, however short, are welcomed for consideration by the editor.

I would like to take this opportunity to thank the contributors to this journal and the previous editions of which I have been the Editor. It has been a pleasure to explore your work. The next edition, and hopefully many after, will be overseen by a friend and previous colleague of mine, Jacob Bailey. Jacob is currently working at the London School of Economics and Political Science, within the Department of Management. He is also studying for an MA in Russian and Post-Soviet Politics and I feel confident that he will be an asset to the FIBIS team. Welcome aboard, Jacob!

Furthermore, I would like to extend my gratitude to Margaret Murray whose passion for the Journal and FIBIS in general, as well as her keen eye for detail, have made editing the last three editions much more manageable.

MARK A. YOUNG

ADVENTURES TRAVELLING FROM INDIA TO SCOTLAND

MAY – JULY 1942

Bruce Calderbank

Introduction

In early 2020, I obtained a copy of Douglas Henson Wright's Baby Book, which provided some limited information on his early years. He was the oldest child of Henson George Wright and his wife Helen Isabella (née Kirkpatrick) [my 1st cousin twice removed]. By May 1942, there were 2 brothers added to the family, and their ages were respectively four and a half years, two and three-quarter years, and 4 months old.

The family's evacuation from India to Scotland from May to July 1942, provided some tantalizing stories that I wanted to fill out. This is what I found.

Living in Assam in early 1942

Living in Silcoorie, Cachar, Assam in early 1942 must have felt very insecure for Henson George Wright and Helen Isabella with 3 small children. Since Japan had entered the war against the Allies on 07 December 1941, they would have seen Malaya fully occupied by 31 January 1942, and on 15 February 1942, the British surrender of Singapore.

Closer to Assam, on 21 December 1941, a military alliance was formed between Japan and Thailand. On 22 January 1942, the Japanese Imperial Army (JIA) after being allowed to cross Thailand, crossed the Thai-Burma border and on 26 January 1942, took Moulmein (now Mawlamyine) in Lower Burma. The JIA was able to push northward and captured Rangoon (now Yangon) on 07 March 1942.

The Allies attempted to make a stand in the north of the country (Upper Burma) having been reinforced by a Chinese Expeditionary Force. However, by May 1942, with the effective collapse of the entire defensive line in Burma, there was little choice left other than an overland retreat to Imphal, India, for the British forces, and Yunnan for the Chinese forces.

In addition, on 23 March 1942, the Andaman and Nicobar Islands had been captured. On 05 April 1942, the Japanese carried out their first air raid on Colombo, Ceylon (now Sri Lanka); a few days later Trincomalee was also attacked. Further air raids occurred during April and May. In addition, during April and May 1942, there was extensive Imperial Japanese Navy activity in the Bay of Bengal and the Arabian Sea by Japanese submarines and surface vessels.

In May 1942, as part of a scorched-earth operation, Henson George Wright burned down the carpentry shop and other facilities on the tea plantation of which he was in charge.

Against this background, the decision was made that Helen Isabella Wright with the children, would leave India for Scotland.

Travel from Silcoorie to Bombay

From Douglas Henson Wright's Baby Book:

"Left Silcoorie in May 1942. Stayed in Calcutta for 10 days. Proceeded to Bombay remaining 4 days. Sailed from Bombay to Glasgow May 24th 1942."

Based on the records available, around 06 May 1942, the family left Silcoorie, Cachar, Assam, for Calcutta, where they would then have arrived around 08 May. The family stayed in Calcutta for 10 days. Around 18 May, the family took the train to Bombay, which took at least 36 hours. Around 20 May, the family would have arrived in Bombay, and stayed there for 4 days. On 24 May 1942, the family would then have boarded ship.

On 01 January 1942, the Assam Bengal Railway combined with the Eastern Bengal Railway to form the Bengal and Assam Railway. The Assam Bengal Railway line had been built to serve the tea plantations in Assam, and connect with Calcutta. The nearest train station to Silcoorie by road was at Silchar about 20 kilometres north of Silcoorie. The train from Silchar connected with Dimapur, which was about 290 kilometres from Silchar, or Pandu (Guwahati) which was about 320 kilometres from Silchar. This road and train trip in May 1942, would most probably have taken the better part of a whole day. It is more likely that the wife, Helen Isabella Wright and children, travelled to Pandu (Guwahati), which was away from the India-Burma border.

In any event, from Dimapur, there would have been evacuation trains or an Assam Express train, and from Pandu there would have been the addition of the Assam Mail train direct to Calcutta. The Assam Mail train usually left in the early afternoon and arrived in Calcutta on the same day. [Source: Jean Ellis, *Goodbye Burma*] Of course, train arrival and departure times could be altered by train, troop and equipment movements, which would have had priority.

From the port of Calcutta, a broad-gauge railway ran for 235 miles (378 kilometres) to Parbatipur. Here, goods had to be trans-shipped on to a metre-gauge train. This wandered for 215 miles (346 kilometres) up the Brahmaputra Valley to a ferry at Pandu (Guwahati) which was 450 miles (720 kilometres) from Calcutta. Once ferried across the river, the train continued to Dimapur over 600 miles (970 kilometres) from Calcutta.

Of course, the trip that the Wright family made in May 1942 would have been in reverse.

From December 1941 to March 1942, a group of Royal Navy survivors from the Hong Kong 2nd Motor Torpedo Boat Flotilla had crossed China to Rangoon, Burma then sailed from Rangoon to Calcutta in March 1942. Their train trip from Calcutta to Bombay took 36 hours.[1]

It is expected that a large number of other tea-planters' wives and children and European evacuees from Burma would have been on the train with the Wright family.

Travel from India to Scotland from 24 May to 14 July 1942

From Douglas Henson Wright's Baby Book:

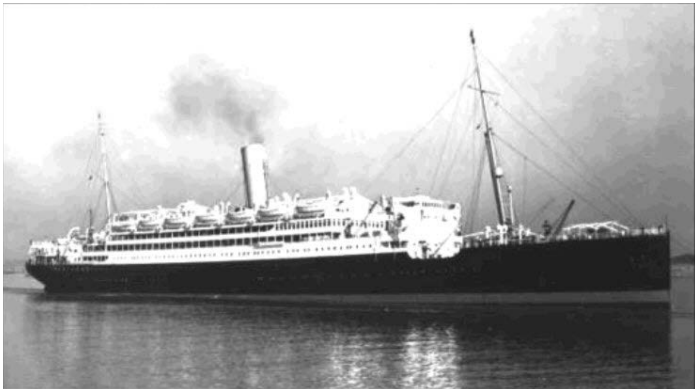
"Sailed from Bombay to Glasgow May 24th 1942. Reached Durban June 1942…Reached Cape Town June 1942…Reached Glasgow July 14th 1942."

Based on the records available, there was only one ship found travelling from Bombay to Glasgow which matched this schedule. HMT [His Majesty's Transport] Almanzora left Bombay on 25 May and sailed for Durban, South Africa (arrived 06 June and departed 08 June) then Cape Town, South Africa (arrived 11 June and departed 19 June) then Freetown, Sierra Leone (arrived about 29 June and departed 01 July) and arrived in the Firth of Clyde on 14 July 1942.

HMT Almanzora was a Royal Mail Line's (RML) South American liner built in 1914. During the First World War she was commissioned in 1915 as an Armed Merchant Cruiser, attached to the Tenth Cruiser Squadron. She was engaged mainly in convoy service in the North and Central Atlantic. Reconditioned after war service, she made her maiden voyage as a passenger liner in 1920. She was on her last voyage from South America in 1939 and arrived in Liverpool on 12 November 1939. She was immediately requisitioned, and converted into a troopship. She was broken up in 1948 in Blyth, Northumberland.

There was no Incoming UK ship passenger list record for Helen Isabella Wright and her children into Glasgow, Greenock, nor for any other port in the United Kingdom, nor at any time during the Second World War. To be sure, the individual pages of the Incoming UK ship passenger list records for Glasgow and for Greenock, for each month that were available for 1942, were checked. Consequently, there was no direct record available to indicate what merchant ship the family boarded in Bombay.

[1] Online at Gerard H Gandy R.N. - Escape from Hong Kong.



SS. Almanzora

Although outward bound convoys to the Suez and Bombay were organized, the return voyage was affected by unescorted passage from Suez or Bombay (as appropriate) via South Africa and Freetown. However, enemy submarine or Armed Merchant Cruiser activity often imposed variations, so that passage to Trinidad either direct from South Africa or via Freetown was quite usual. Some ships even made the passage to Britain via the Panama Canal.[2]

It was expected that the Wright family would have been taken aboard with other refugees, on one of the merchant ships delivering troops to India. There were two WS (Winston Special) convoys which departed South Africa and arrived in Bombay which could then have been turned around in time for the 24 May 1942 departure from Bombay. WS 17B arrived in Bombay on 16 May 1942 and WS 17BZ, which arrived in Bombay on 19 May 1942[3].

The Merchant Shipping Movement Cards at the National Archives Kew were examined for each vessel, in each of these two conveys. As mentioned previously, the only vessel which matched the information available was HMT Almanzora.

Some of the ships in these convoys remained in the Indian Ocean (SS Khedive Ismail and HMT Nova Scotia), and others carried on to Australia and then through the Panama Canal to the United Kingdom (Dunedin Star and Clan MacDonald).

A number of ships in these convoys returned via the Cape of Good Hope to England, either directly or indirectly, but these vessels landed in Liverpool and did not match the 14 July 1942 arrival date (HMT Johan van Oldenbarnevelt, Kina II, HMT Nieuw Holland, HMT Windsor Castle, and HMT Samaria). All of these ships carried refugees and some military personnel from India back to the United Kingdom.

[2] Online at Naval History – World War 2 at Sea, Route to the East – Background to the WS Convoys.
[3] Online at Naval History – World War 2 at Sea, Route to the East – The WS (Winston Special) Convoys.

The only other ship in these convoys not accounted for was HMT Cameronia, which does not appear to have docked in the United Kingdom from 09 March 1942 to 26 August 1945. The merchant shipping movement cards for this vessel from 1941 to 1945 inclusive, were not available.

In peacetime, the first-class accommodation onboard SS Almanzora was elaborately decorated in the Tudor and Jacobean styles and she also had a winter garden, a new feature for a ship on the South American line. In 1939, when she was converted into a troopship, most of the elaborate and finer features would have been stripped out of the vessel. There were most probably some individual cabins left on the upper decks, but the other decks would have had their cabins removed and the resulting open space set up with 4-tier bunk hammocks set up in rows, mounted fore and aft, as well as having extra toilet facilities installed.

Within 24 hours of the departure of HMT Almanzora from Bombay, there would have been a boat drill, which would have been repeated regularly until the vessel reached the Firth of Clyde. The civilian refugees would have had to get used to their unusual quarters and the orders of the ship's crew to maintain a blackout from sunset to sunrise. At times, they may have been instructed to go to bed fully-dressed, in case of being called to their muster station because of possible enemy action during the night.

There most probably would have been some opportunity to socialize in the ship's lounge(s). Around 29 May 1942, there may even have been a Neptune's party for the crossing of the equator ceremony, for the children onboard who had not crossed the Equator before. The date is based on the distance from Bombay to the Equator, using a speed of 15 knots.

Chased by armed merchant cruisers – 01 to 03 June 1942

From Douglas Henson Wright's Baby Book:

"Chased twice by Japanese raiders in Indian Ocean".

In May 1942, British forces started the capture of the Vichy French-controlled island of Madagascar. The seizure of the island by the British was to deny Madagascar's ports to the Imperial Japanese Navy (IJN) and German auxiliary cruisers, and to prevent the loss or impairment of the Allied shipping routes to India, Australia and Southeast Asia. On 05 May 1942, the assault began with Operation Ironclad, the seizure of the port of Diego-Suarez (now Antisiranana) near the northern tip of the island. On 29 May 1942, the IJN submarines I-10, I-16, and I-20 arrived off Madagascar and immediately started offensive operations. Between 05 June and 13 July 1942, these submarines sank 21 ships.

Usually, conveys and other shipping traffic would travel along the east coast of Africa through the Mozambique Channel, with Madagascar to the east, which was the route taken by Convoys WS.17B and WS.17BZ in early May. None of the other ships in those convoys left Bombay on or about 25 May. Consequently, HMT Almanzora would have been travelling alone from Bombay to South Africa. Perhaps HMT Almanzora chose or was instructed to travel south from Bombay into the Indian Ocean to avoid, if possible, enemy naval forces operating out of or around Madagascar.

Such a route would have taken the HMT Almanzora into the Southern Indian Ocean, most probably passing to the west of the Maldives and Diego Garcia, and heading to the east of British-controlled Mauritius and the Vichy controlled Réunion Islands. Around 01 June 1942, HMT Almanzora would have entered the area where the IJN Armed Merchant Cruisers (AMCs) Aikoku Maru and Hokoku Maru were active. The date is based on the distance from Bombay to the area of the Southern Indian Ocean where the AMCs were expected to be operating, using a speed of 15 knots.

During the first cruise of IJN AMCs Aikoku Maru and Hokoku Maru, the victims of these Japanese raiders included, on 09 May 1942, the capture of the Dutch tanker Genota; 05 June 1942, the sinking of the British cargo passenger ship Elysia; and on 12 July 1942, the capture of the New Zealand transport Hauraki. The AMCs were also involved in bunkering various IJN submarines.[4]

Luckily for the HMT Almanzora, when contact with the AMCs Aikoku Maru and Hokoku Maru was established, the two groups of vessels must have been some distance apart and close to sunset. The HMT Almanzora could make 15.5 knots, whilst the AMCs could make 21 knots.[5] Consequently, if the vessels had been closer together, then the AMCs could have easily closed the gap between the AMCs and the HMT Almanzora.

The HMT Almanzora had left Bombay as the monsoon season was starting, and travelled south across the Equator and into the Southern Indian Ocean. Hence, the HMT Almanzora would have encountered cooler and wintery weather. Perhaps this was the reason that the observation seaplanes carried aboard each AMC did not find the HMT Almanzora, or could not be deployed in the first instance.

It would be expected that upon recognizing the presence of the AMCs, HMT Almanzora would have changed course and gone to maximum speed to avoid the AMCs. Apparently, the HMT Almanzora was spotted by the AMCs the next day, but had put sufficient distance between them, so that HMT Almanzora could only be chased again by the AMCs, and avoid the fate of being captured.

[4] Online from World War II: Sea War, Volume 6, The Allies Halt the Axis Advance, page 62 for April and page 160 for May.
[5] Merchant Shipping Movement Cards for HMT Almanzora.

The next Southern Indian Ocean cruise for IJN AMCs Aikoku Maru and Hokoku Maru started in early November 1942. However, on 11 November 1942, the AMC Hodoku Maru was sunk. The Aikoku Maru was converted to an ammunitions carrier from 16 December 1942, operating out of Rabaul, Papua New Guinea and Truk Islands, Federated States of Micronesia, and was sunk on 17 February 1944, in Truk harbour.

In addition, another lurking AMC was the Kriegsmarine German Auxiliary Cruiser Thor (known as Schiff.10), which had been able on 12 April 1942, to steam undetected around the Cape of Good Hope to enter the Southern Indian Ocean. On 10 May 1942, she captured the Australian liner Nankin; on 14 June 1942, she sank the Netherlands tanker Olivia; and on 19 June 1942, she captured the Norwegian tanker Herborg.

Freetown, Sierra Leone – 01 July 1942

From Douglas Henson Wright's Baby Book:

"Reached Freetown end of June. Not allowed ashore. Saw HMS NELSON and RODNEY."

In May 1942, HMS NELSON was assigned to the Eastern Fleet after she finished working-up following war damage repairs in Rosyth, Scotland. On 31 May, she departed Rosyth to escort Convoy WS.19P from the Clyde to Freetown, Sierra Leone.

On 01 June 1942, Convoy WS.19P departed the Clyde, arrived in Freetown on 15 June 1942, and departed Freetown on 19 June 1942. Convoy WS.19P continued southward, and on 26 June 1942,HMS NELSON and HMS RODNEY detached and left the convoy for Freetown. These vessels arrived in Freetown at 0400 hours on 01 July and departed on 17 July 1942[6].

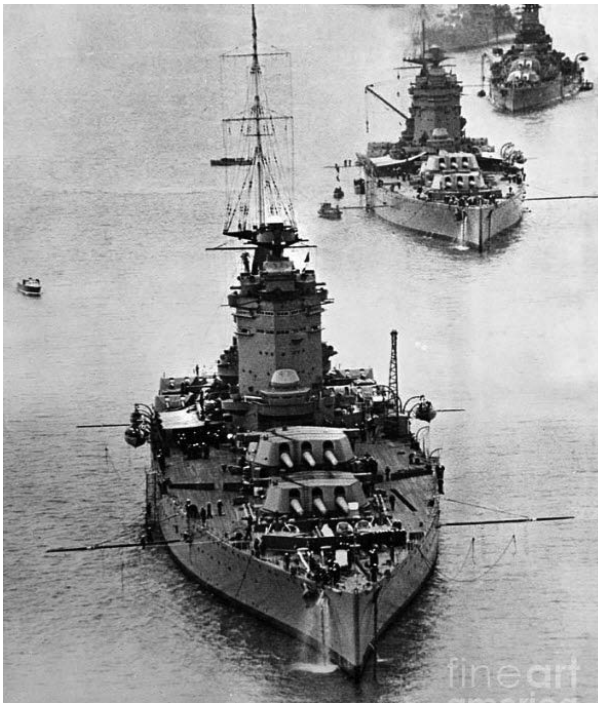
HMT Almanzora arrived in Freetown about 29 June and departed on 01 July 1942. Consequently, the Wright family would have been able to see HMS NELSON and HMS RODNEY prior to the departure of HMT Almanzora later on 01 July.

The visual sighting of these two battle cruisers on 01 July in Freetown, the day of the departure of HMT Almanzora, is another fact which helped confirm that HMT Almanzora was the ship carrying the Wright family.

Once onshore in Glasgow, Helen Isabella Wright and children travelled to Kirkcudbright, Stewartry of Kirkcudbright, Scotland where they arrived on 15 July 1942. Since the arrival was on 14 July 1942, in the Firth of Clyde, and

[6] Online at Naval History net, Service Histories, Battleships, Nelson Class, Nelson.

their next day departure to Kirkcudbright, it is expected that the Wright family's disembarkation was air-raid free.



The Nelson and Rodney
moored in line during a pre-war navy review.

Information on Assam in May 1942

I would appreciate hearing from anyone via FIBIS, who has any information about Assam in May 1942, as some of what I have written are educated guesses!

THE SAVAGE WARS OF PEACE: VJ DAY AND AFTERMATH

Mike Tickner

For many years an announcement has been placed in the Daily Telegraph's "In Memoriam" section every 15 August. On that date in 1945, Sub-Lieutenant Hockley RN was shot down over Tokyo Bay, nine hours after the Japanese surrender and was captured and then executed. The war in the Far East ended abruptly, violently and chaotically following the nuclear bombs at Hiroshima and Nagasaki and Sub-Lieutenant Hockley's death provides a small but poignant reminder of the chaos and the bloodshed which followed VJ Day. Japan's sudden surrender created a seismic resetting of the political and social order in the Far East as power vacuums were exploited for political gain and rapid decisions were made with consequences which reverberate today.

Filling the Void

While the Imperial Japanese Army had been defeated in Burma and was losing the war in the Pacific, her army in Hong Kong, French Indo-China, the Netherlands East Indies, Manchuria and Siam was undefeated. Many Japanese refused to believe the surrender order and unreliable communications between Tokyo and the field commanders created further confusion. The Army planned a coup d'état and to continue the war and Lieutenant General Itagaki, the Singapore regional commander, planned a guerrilla campaign until he received the Emperor's order from Prince Haruhito Kanin. Itagaki then relayed these orders to his officers at a meeting in Raffles Hotel, after which 300 officers committed suicide in the following days, including some in the lounge of the hotel immediately afterwards.

As the Americans planned the invasion of Japan, Russia declared war on Japan and hundreds of thousands of Soviet troops moved across Russia to Manchuria. She had successfully fought against Japan in Manchuria in 1938 and 1939 and now ignored the surrender, to seize the opportunity to destroy her centuries old enemy. Rapid decisions were necessary to limit further Soviet expansion and Korea was thought a potential objective. Having been annexed by Japan in 1905, the country was now arbitrarily divided into an American and a Russian sphere of influence, divided by the 38th Parallel. Chinese influence replaced Russian in the late 1940s and the seeds were sown for the 1950 - 1953 Korean War, with its unresolved consequences.

Many Burmese had welcomed the Japanese invasion in 1942, believing the promise of "Asia for the Asians" and the benefits of the Greater East Asia Co-Prosperity Sphere. Instead, Burma was pillaged, her people brutalised and the requirements of good government neglected. Matters deteriorated further in

1944 and 1945 as the Japanese retreat created a void filled with ethnic cleansing, criminal gang violence and the independence movements fighting to establish primacy. So extreme was the violence that advancing troops became increasingly involved with resolving inter-community violence rather than defeating the retreating enemy. Economic recovery, re-establishing government and rebuilding infrastructure was paramount to Burma's and also Britain's post-war recovery and the Civil Affairs Service (Burma) was established in a role similar to the Control Commission in Germany.

Indian troops on patrol in the Netherlands East Indies

Operation Zipper

As General Slim's 14th Army defeated the Japanese Army in Burma, South East Asia Command (SEAC) planned Operation Zipper, the liberation of Malaya. Planning had begun in March 1945 and D Day was set for mid-September. These amphibious landings would be larger than Normandy, involving 186,000 Indian, African and British troops. The army was restructured and re-equipped in preparation and troops in the British Liberation Army in Germany, fearing that they would participate in the forthcoming campaign, darkly commented that "BLA" really meant "Burma Looms Ahead". With the sudden surrender, Operation Zipper was advanced as inter-community violence broke out and the wartime communist resistance attempted to seize control. The landings allowed law and order to be re-

established but the communists went underground to plan their uprising. The Malayan Emergency began in June 1948.

Japanese Surrendered Personnel

The main instrument of surrender was signed on the USS Missouri on 2 September in Tokyo Bay, but other ceremonies were conducted across South East Asia. Negotiating and taking the surrender of 5 million Japanese officers and soldiers was complex and required sensitive handling. Major General Robert Mansergh, GOC 5th (Indian) Division, arrived in Singapore on HMS Sussex three weeks after the VJ Day. Dressed in a crumpled Jungle Green uniform, with his skin stained yellow by Mepacrine anti-malaria tablets, he was met on the quay by the immaculately-dressed Japanese delegation. At first, the Japanese were tetchy and complained that Mansergh was late and eventually obsequious during the four-hour meeting to agree the arrangements. With bitter irony, the Japanese sought assurance that their soldiers would be treated in accordance with the Geneva Convention. Fearing retribution from their own soldiers, Japanese officers would retain their pistols for protection.

The Japanese sign the instrument of surrender in the Municipal Building in Singapore.

Now designated as Japanese Surrendered Personnel (JSPs), SEAC issued guidance on dealing with the Japanese:

"… There will be no fraternisation whatever between Japanese and Allied forces. In dealing with the Japanese your behaviour will be guarded and coldly polite. You will, in the case of senior officers, use their correct titles. You will not shake hands with them … In no case will British and Japanese officers feed in the same room, nor will tea be offered at any meeting. Any Japanese who come to receive orders or report should be kept at arm's length, eg with a table between you and them, and they should not be allowed to sit at the same table …"

The surrender ceremony in Singapore was eventually held on 12 September in the Municipal Buildings. A Union Flag, which had been hidden in Changi prisoners of war (POWs) camp throughout the war, was hoisted and a 17-gun salute fired. As the Japanese delegation departed, the crowd chanted "Bakaro! Bakaro!" (Bastard! Bastard!): a Japanese word which the Singaporeans had come to know too well. The 1,297 days of the occupation had ended.

Prisoners of War released from their camp at Changi in Singapore

Guests of the Emperor

SEAC's most pressing task was recovering their POWs and civilian internees knowing little about their condition or locations in camps across South East Asia, China and Japan. The Japanese had executed the only Red Cross representative in the captured territories in 1943 and SEAC's lack of information led to mistakes. In September 1944, two Japanese ships containing POWs were torpedoed by Royal Navy submarines and camps in Burma were bombed by the RAF believing them to be Japanese barracks.

Recovery Allied Prisoners of War and Internees (RAPWI) was a dedicated organisation established to locate the camps and repatriate the captives. Known as "Rap-Wee", its members parachuted into Japanese areas to liaise with the local guerrillas and Force 136 (SOE) to find these camps. As inter-community violence raged, SEAC feared for the safety of the POWs. Leaflets and food were dropped ordering them to remain in their camps until recovered and the Japanese were ordered to protect the camps. While the POWs were desperate to return home, many were too ill to travel and SEAC needed to establish events during the past three years, identify grave sites and also gather evidence for the forthcoming war crimes trials. RAPWI bore much of the former prisoners' frustration who darkly joked that the initials stood for "Retain All Prisoners of War Indefinitely".

Operation Masterdom

The Japanese announced at the peace negotiations in Rangoon that they could not control French Indo-China and the Netherlands East Indies until French and Dutch troops could return. SEAC now had to expand her area of operations with British and Indian troops deploying to additional countries to supervise the Japanese surrender, recover Allied prisoners of war and internees and to restore law and order. In doing so, they would enter a political minefield with poorly defined and often conflicting strategic direction. In addition, 7th (Indian) Division deployed to Siam to oversee the Japanese surrender and British and Indian troops became part of the 300,000 army of occupation in Japan.

Known as Operation MASTERDOM, Major General Douglas Gracey and 20th (Indian) Division deployed to French Indo-China at short notice. Troops from the 19th Hyderabad Regiment flew into an airstrip in Saigon secured by Japanese troops on 6 September, with the remainder of the Division arriving by ship a week later. The Japanese flew black rather than white surrender flags and the Vietnamese also hung banners, although the messages were not always completely welcoming:

"WELCOME BRITISH AND AMERICANS, BUT NOT THE FRENCH"

The relationship between the Communist Viet Minh and the 20th (Indian) Division deteriorated rapidly, with martial law declared two weeks after arriving. Gracey re-armed recently-released French former POWs who took their revenge on the Vietnamese while the French civilians participated in mob violence. The Viet Minh now viewed the Indian Division as complicit with the French and attacked the Division and also kidnapped, tortured and murdered off-duty Indian soldiers.

The new French commander, General Philippe Leclerc, and the 9e Division d'Infanterie Coloniale did not arrive until early October but were unwilling to conduct a handover before the end of November. The Japanese refused to see the Vichy French as victors and only complied with their orders when relayed through the Indian Division. Gracey then made the controversial decision to use the Japanese on combat operations against the Viet Minh, which finally stabilised the situation sufficiently to begin disarming the Japanese.

The formal surrender in Saigon was not until 30 November and was low-key because Field Marshall Count Hisaichi Terauchi, C-in-C Southern Army Command, was recovering from a stroke. Gracey remained until the end of January 1946 but the last Indian troops remained until May. The conditions had now been set for the disastrous French campaign in the 1950s and the Vietnam War.

Merdeka!

Christmas 1945 was the 23rd (Indian) Division's fourth in the field and was spent in the Netherlands East Indies (NIE) as part of the hardest fought operation that immediately followed VJ Day. Like Gracey's Division, they had deployed at short notice with confused intelligence and poorly defined strategic aims.

The Indonesians had welcomed the Japanese in 1942 and Dr Sukarno's nationalist movement was encouraged because of its strong anti-Dutch sentiment. However, the reality of Japanese rule was soon apparent as food was requisitioned, Indonesians who were not sufficiently pro-Japanese were arrested, women were kidnapped to be "Comfort Girls", men forced into labour gangs and mandatory Emperor-worship for all, which Indonesia's predominantly Muslim community found particularly offensive. Two days after the surrender and with Japanese support, Sukarno declared Indonesian independence and became the Republic's first president.He began taking over the country's administration but nationalists, communist and Islamic groups all jostled for power and the 78,000 Dutch internees captured in 1942 relied upon their Japanese guards for protection. Holland was recovering from four years of German occupation and her army was too small to re-establish their administration and to oversee the repatriation of 250,000 JSPs. Again, this challenge would fall to SEAC and troops who had just fought a hard campaign in Burma.

The 49th (Indian) Brigade during the fighting in Surabaya in the Netherlands East Indies.

The first elements of 23rd (Indian) Division arrived to disarm the Japanese and recover POWS a month after the surrender. An eerie calm hung over the country and although suspicious, the Indonesians were not initially hostile. However, banners proclaiming "DEATH TO VAN MOOK" (Dr Hubertus van Mook was the Dutch Lieutenant Governor) provided a clue to the future. Tensions rose as Eurasians and the remaining Dutch were attacked and the violence was then transferred to the Indian Division. The 49th (Indian) Brigade in the port of Surabaya was cut off by nationalists armed by the Japanese with artillery and tanks. When the Brigade Commander, Brigadier Mallaby, entered the city to negotiate a settlement, his car was surrounded by an angry mob and he was murdered. The 5th and 26th (Indian) Divisions rapidly deployed from Malaya and on 9 November, the nationalists in Surabaya were given 24 hours to surrender. The following morning, 24,000 Indian and British troops entered the city supported by Royal Navy gunfire and the RAF. Three weeks of brutal house- to- house fighting followed, leaving the city in ruins.

A pattern of nationalist violence and atrocities began, united by Sukarno's cry of "Merdeka!" (Freedom!) The Japanese deployed on combat operations with the Indian Divisions and Major Kido, a Japanese officer, was nominated for the Distinguished Service Order for his work with the 3rd Gurkha Rifles. The behaviour of the small Dutch Army contingent was aggressive and provocative and Britain became increasingly frustrated at Holland's failure to relieve British and Indian troops. The Seaforth Highlanders were the first to arrive and the last to leave, finally sailing from Jakarta at the end of November 1946. There was little hope of peace following their 13-month deployment where 2,100 British and predominantly Indian troops were killed. A bloody counter-

insurgency campaign followed against the Dutch who finally recognised Indonesian independence in December 1949.

Operation Python

Motivated by a sense of having "done their bit", British and Indian servicemen became increasingly dissatisfied with slow demobilisation, poor living conditions and poor food. A points-based demobilisation scheme created a priority for release, based on length of service and overseas service. This enabled the Government to control the rate at which demobilised servicemen entered the labour and housing market, while maintaining Britain's overseas commitments. Although considered as broadly fair and avoiding the Great War's chaotic demobilisation, servicemen feared that the best jobs would be taken before they were released and also a return to the mass unemployment of their childhoods.

Many men had served throughout the Far East campaign and SEAC realised that this was having a negative effect on morale. Operation PYTHON was introduced in December 1944 to repatriate those with over three years and eight months overseas service. The Python scheme immediately created problems by reducing the available manpower for the Burma campaign and Operation ZIPPER preparation and increasing the burden placed on the remaining Indian and African troops. The Government then made the necessary but unpopular decision to post those British servicemen with a period of service remaining to SEAC. In response, 50,000 members of the RAF mutinied in January 1946 in fourteen different locations across India and Burma.

In February 1946, the Royal Indian Navy (RIN) mutinied, involving 78 ships, 20 shore establishments and 20,000 personnel and saw greater violence than the British mutinies. RIN ships exchanged fire with Royal Artillery batteries and 15th Battalion Parachute Regiment retook HMIS Hindustan by force and much fire was exchanged. Across India, elements of the Royal Indian Air Force, the Indian Army and the police mutinied in sympathy with the mutineers and there was large scale industrial action in several cities. In May 1946, a battalion of the Parachute Regiment mutinied in Malaya, having just returned from fighting in Indonesia. Dissatisfaction was widespread and infectious.

Indian National Army

As the war ended, the Government now had to decide the future of 11,000 Indian National Army (INA) POWs who had fought against Britain in Burma. The Japanese had recruited this 40,000 strong force from Indian POWs captured in 1942 and from ethnic Indians in South East Asia. Mass courts-

martial were impracticable and only the most severe cases were to be heard. Lieutenant Colonel Burhan ud Din was the first defendant and was charged with ordering the flogging of five deserters during which a Sikh soldier had died. This case and others consistently unravelled on technicalities. In November 1945, Captains Shah Nawaz Khan and Prem Sahgal and Lieutenant Gurbaksh Singh Dhillon were charged with 'waging war against the King Emperor' and 'murder or abetment to murder'. Large protest rallies and rioting occurred across India and when the verdict was given on 31 December 1945, there was further rioting. The defendants were sentenced to deportation for life, which was commuted to being cashiered and they were immediately released.

In early 1946, there were still plans to court martial 600 hardline INA members and the next assizes included the trial of Abdul Rashid. The Muslim League declared 11 February 1946 as 'Rashid Day' and four days of rioting followed, which was worst in Delhi, Bombay and Calcutta. Ultimately, only 14 INA members were court martialled and most were quietly discharged by February 1946, with a small ex-gratia payment from the Government.

Quit India

The victory celebrations were held in New Delhi from 4 to 9 March 1946 but there did not seem to be much to celebrate. As the main parade entered Connaught Circus, stones were thrown at the soldiers and the day ended with tear gas fired and rioters shot. India's independence movement had become more dominant during the war and Gandhi's 1942 "Quit India" campaign had paralysed much of India for over a year. The preceding month, the Government had set the date for independence as March 1948, but at this stage, Partition and establishing Pakistan were not planned. The RIN mutiny had just been quashed, communal violence was escalating and Indian troops were deployed across South East Asia fighting other independence movements. Crowds were angry and public order began to unravel, finally reaching a crescendo eighteen months later in the bloodshed at Partition.

Six months after VJ Day, peace still seemed a distant hope and other savage wars of peace were yet to be fought. The bad government, economic mismanagement and the sudden surrender of the Japanese created a void which was filled with bloodshed and the consequences of Victory over Japan reverberate across Asia today. The roots of the Vietnam War, the Korean War and their continued cold war, the Malaya Emergency, Myanmar's political circumstances, Pol Pot's Killing Fields, the Communist rise to power in China and Japan's post-war economic growth can all be traced back to the first, painful months of peace.

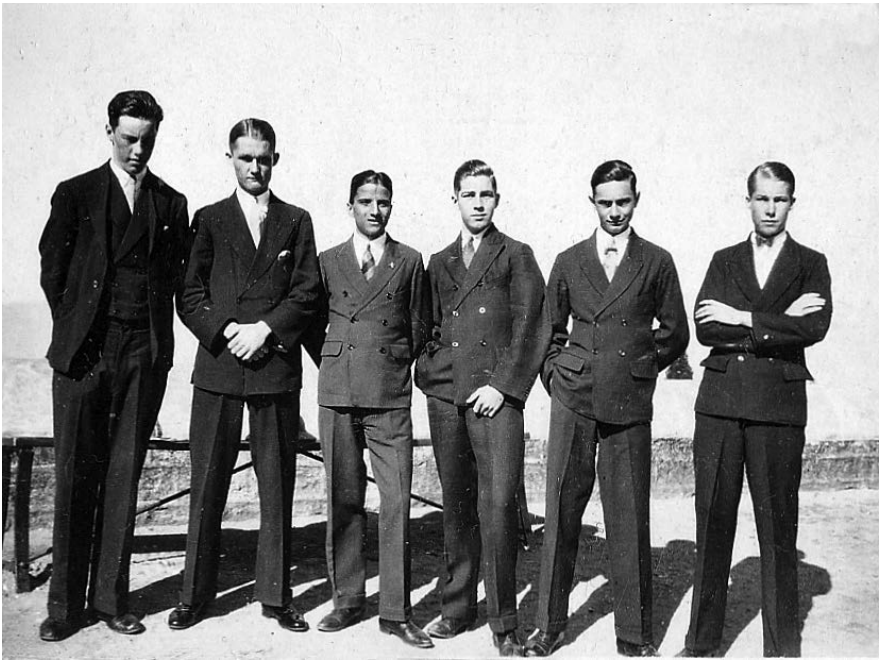
DARJEELING HIMALAYAN RAILWAY

Gordon Summers (Foreword by Peter Summers)

My father, Gordon Aubrey Summers, was born in Bareilly in 1913, the third child of four to Henry Ivanhoe and Anne Elizabeth Summers. Henry was a railwayman, an engineer, and he was posted to Darjeeling as Chief Engineer of the Darjeeling Himalayan Railway, the toy train.

My Dad had started his schooling at Sherwood College, Naini Tal, but the nearness of good local boarding schools to the Summers' parents meant that all their four children were transferred in 1923 to schools in the local area, Victoria for the two boys and Dow Hill for the two girls.

I have no pictures of the children when they were younger but this wonderful photograph shows Gordon's older brother Henry, second from left (then head boy) and Gordon on the far right; in his time, he became head boy too. Now, the purpose of this article is to let my father speak to us of those childhood years. He wrote this article for either VADHA (Victoria and Dow Hill Association) or the Gilbey's retired personnel newsletter, sometime in the 1970s.



Gordon's older brother, Henry (Second from Left)

Dad went on to join the railways himself, in the operations departments at Izatnagar and Gorakhpur, so his descriptions would be helped by this later occupation.

A Mountain Railway

I grew up, so to speak, with the Darjeeling Himalayan Railway. That was over fifty years ago in an India that was British, and the scene must have changed greatly to the present day, in an India now wholly Indian. I wonder if my railway has become just a road with cars and buses and lorries, and are there also now aeroplanes to fly burra sahibs and memsahibs from Calcutta to Darjeeling?

The Darjeeling Himalayan was smaller than her five-and-a-half-foot gauge sister, a mere two-footer. They met in the plains of Bengal at Siliguri, from which point began the sixty-mile journey to Darjeeling, comfortably over the first five miles, being flat, to Sukhna in the humid Terai at the foothills of the Himalayas.

From Sukhna began the winding ascent to eight thousand feet high Ghoom. From there it was a relief simply to roll down some two thousand feet to Darjeeling, that Queen of Hill Stations, as she was known in the old days. Does she still reign supreme, I wonder? And I remember the engines: they were coal-fired and tender-less, the fuel being put into hoppers in front of the locomotive cab. Water was carried in saddles of steel draped over the rounded boiler-housing behind the chimney. The wheel arrangement, I think, was one of two-by-four-by-two, and this was probably seen as the most efficient arrangement for hauling trains up the steep slopes, often as one-in-eight. Rolling stock were for the most part four-wheelers, simple in design, wooden for passenger coaches, steel-plating for freight cars. You were tempted to think they were taken from Hornby train sets, put on the line to play with.

A train would have six units of stock, hauled by an engine whose crew were the driver, the fireman and a pair of sand-boys. And, of course, no train was complete without a guard and brake van. Who ever heard of sand-boys? Strangely enough, no train could reach the top without them. They travelled on the cow-catcher, on either side of a box filled with sand. Their job then was to sprinkle sand on the rails over steep sections, to give the engine-wheels purchase and so retard "slipping". On downward trips, they were star performers in another oddity; they rode on the hand-brakes of carriages, the one screw-brake on the engine proving insufficient to control speed and bring the train to a standstill. Two short, sharp toots from the driver signalled the need for braking assistance, whereupon the boys riding between the carriages over the couplings, flung themselves upon the brakes, bearing down heavily. Communication between the boys and the driver was made possible through a cord passing over the top of the train tied to the engine whistle. A whistle-code conveyed a message of particular significance, e.g. a warning of danger in thick and foggy weather.

A train-following system of working was permissible and used to speed up traffic. Several trains followed each other at short intervals, at distances sufficient to ensure safety. It was quite exciting to be a passenger in a train chasing another and being chased in turn. From time to time, as your train swung round a hairpin bend, you could see, a few feet below, another train climbing in hot pursuit, but seemingly to be travelling towards your train on a collision course.

The origin of the existence of "sidings" and "loops" was explained as ingenious artifices of construction adopted by pioneer civil engineers. The need to employ these ruses was apparently felt only at certain places where the construction of the line's progress was being impeded. A "siding" was installed in this sort of manner: a buffer-stop was erected, and a switch inserted in the line. Another switch and another buffer-stop were put in some way back in the opposite direction. Thus, a train would have to stop, go back, climbing all the time, stop and move forward when the switch was reset for the main line.

"Looping" was another fascinating device. The track was made to twist like a corkscrew, the loop being carried over a bridge spanning the lower section. A familiar form of amusement was to detrain lower down as the train entered the loop, and entrain higher up as it left the loop. The exercise entailed an energetic walk up a steep, winding "puckdandi", worn through usage in the mountain side.

The Loop, Agony Point, Darjeeling

A brief winter slack, December to February, and the D.H.R. awakened in March taking a rush of children to a dozen or so schools in the District, to Kurseong, to Kalimpong and to Darjeeling itself. The long scholastic term of nine months was to begin.

There followed the seasonal rush from Calcutta and the plains to escape the intolerable heat of summer. The Governor of Bengal took up residence in Government House. The Secretariat spread itself over Darjeeling, and there was a military presence in barracks and rest-houses for soldiers on leave. The monsoon builds up for its five-month spell, and breaks suddenly and menacingly in June. There is a half-hearted surge back to Calcutta and the plains, where the dust has been laid and the heat allayed by the deluge.

The journey from Siliguri to Darjeeling is a long six hours of coal-dust discomfort, but the loveliness outside your compartment is compensation for any distress. True, you are startled, draw back apprehensively as your train hurtles recklessly round a bend, and you look down, in awe, a thousand feet to the foot of a boulder-strewn abyss. A moment, and you are among the tea gardens with the colourfully dressed "pahari" women, plucking tea leaves for a factory. Oak and pine forest cover the mountains and scent the crisp, cool, clean air, and it is summer. "Jhoras", or brooks, plunge headlong down the mountain sides, seeming from afar like silver threads zigzagging downwards.

Panting and puffing, you breast the last slope and you are at last in Ghoom. The mighty Kunchenjunga, Darjeeling's crowning glory, the 28,000 feet snow-clad mountain range, greets you. Darjeeling town is in sight, on a ridge 2000 feet below, and that is where our mountain train will rest to-night.

THE CHARLES DAVIS AFFAIR:

A Story of Race, a Bandmaster and a Raja

Will Barber Taylor

The concept of identity and race are intertwined. Racism, in all its forms both modern and historic, judges whether a person can claim a particular national identity. Nowhere was this more profound than in British India during the Victorian period. India had by the time of the early 1870s been transformed not into a segregated society but one which looked upon mixed marriages and the products of those marriages with a certain amount of disapproval.

This was in part due to a greater desire to promote Christianity and to ensure that there was no fraternisation between the ruling British and the native Indians. Those who did cross this line were often looked upon with scorn and the products of their unions were similarly viewed negatively. One such individual, who was a child of a mixed marriage and found his conduct called into question, was my ancestor, Charles Davis. In 1871, he found himself at the heart of a political storm that rocked British India and caused an incredibly difficult situation for the government.

The structure of British India is not entirely as some people may imagine it. Whilst the British government controlled the continent, there was nominal control for certain Maharajahs and Rajas who allied themselves with Britain. These "Princely States" acted alongside the British imperial establishment but were separate from it.

One such state was Jheend or Jind, founded out of the Maratha Empire in the late 18th century and whose rulers were descendants of Rawal Jaisal, founder of the kingdom of Jaisalmer. By the 19th century, the state of Jheend had become a British protectorate though it did, as was the case with most Princely States, have an amount of internal administrative freedom. In September 1871, the colonialist newspaper, Homeward Mail from India, China and The East, reported on an incident under the heading "An Englishman Imprisoned by a Native Chief." The "chief" in question was the Raja of Jheend, who had taken a prisoner called Charles Davis. Davis had served as his bandmaster since 1867, having previously been a bandmaster in the British Army.

The article, in a breathless and sensationalist manner, described how Davis had written a letter to a Scottish soldier named McGregor, advising him not to enter the employ of the Raja until he had received "a deed of agreement" because the natives were "proverbially deceitful." Davis was in this sense echoing a feeling of the time. Fourteen years after the Indian Mutiny of 1857, tensions were still high and many British colonisers felt that strong rule over "the savages [was] vital or we shall not be in existence to be ruled at all."

From Davis' point of view, he was simply offering sound advice – McGregor was, according to Davis, taking a severe risk by abandoning "his pension, his promotion,

his comrades and all society." The newspaper report describes how Davis had trained four bands of "common native rustic boys who when taken in hand were entirely ignorant of music."

Davis clearly was successful in his efforts, as his bands had played before the Raja on several occasions. Indeed, their accomplishments were such that Davis and his bands had in 1868 performed at the Umballa Durbar before Sir John Lawrence, the outgoing Viceroy of India, his successor Lord Mayo and the visiting Ameer of Afghanistan. This seemed to the press to prove Davis' point – his warning to McGregor must have been justified, for how could the Raja arrest a servant who had brought a great deal of honour to his court?

It was, for the press reporting on the story, a self-fulfilling prophecy. The Raja's actions seemed proof that Davis had been right and played into the belief that the native Indians were somehow untrustworthy. The belief in British imperial might was highlighted at the end of the article, in which the author remarks: "We have no doubt that on these facts coming to the knowledge of the Government of India, the Rajah will find that even a prince with power of life and death over his own subjects cannot with impunity commit such an outrage upon an Englishman."

Following on from the piece in Homeward Bound, the story spread throughout the Empire and was reported in a variety of other newspapers, ranging from the Illustrated London News to The Scotsman. The press whipped the story into a frenzy, demanding "action from the government" and that the Governor of the Punjab should directly intervene. The Cork Constitution went so far as to suggest that the Viceroy would make the Raja "dance to a different tune". That a man who had served the British Army for years, had performed before the Viceroy had been kept under house arrest for six months was not just an insult to Davis' own personal liberty but an attack on the institution of Empire – one that the press and public would not stand for.

The Raja, however, was not unaware of the fickleness of the press. He also understood realpolitik; during the 1857 mutiny, rather than join the mutineers he ensured that the town of Painpat did not fall into the hands of the rebels. He further ensured that the British could "keep open our communications to The Punjab". This was not done out of some fondness for Britain but an understanding of where power lay. He understood that he could not win an armed conflict against the British army and did not wish to risk his position in society because of Davis.

Whilst he governed his own land and, as the papers rather melodramatically put it, had the power of "life and death" over all his subjects, his powers were realistically constrained by the political and military power of the British. Since 1857, there had been deeply held suspicions against the Rajas. For, the reasoning went, if they could be involved in a mass rebellion once, why could they not do it again? Like many other native rulers, his situation with the British government was a precarious one. He understood that if he appeared to infringe on the dominance of Britain in India he would be in deep trouble. If he were to deal with the Davis situation properly, he would have to be more subtle.

He, therefore, utilised a presumption the press had made when reporting on the story – that Davis was white. The Raja informed The Moffusilite, a well-respected newspaper, that "Mr Davis was not an Englishman." He further suggested that he was "either a Christianised native or a Eurasian".

Neither of these facts were true – Davis was mixed race, but his father had been a Welsh Fife Major and he had been baptised at birth. Davis' father, Samuel, had, like his son, served the British Army with distinction during his time in it. He had originally been a drummer who rose through the ranks to become a Fife Major. Samuel Davis was married three times, but he was only married to an Indian woman once – his first wife, Virindar, Charles' mother.

Similarly, though he had several children, it was only his eldest son, Charles, who followed him into the musical profession, again with the army. Yet Charles outdid his father by becoming bandmaster of the 36th Native Infantry before ending his career as Band Director of the 35th Regiment of Infantry, the Royal Sussex Regiment. Davis had, through the army, succeeded in establishing himself at the heart of British India's life.

Yet the Raja understood that by insinuating that Davis was not somehow British because of his skin colour, it ensured that the pressure upon him became diluted. Papers such as the Essex Newsman, which had been supportive, now titled the story as "The Alleged Outrage in Jheend". The Raja subsequently released Davis but any true outrage at his actions was diluted by the Raja's masterful playing upon the question of identity. He turned the situation into one that he could easily manage.

Whilst Britain advanced at an incredible rate throughout the 19th century, its status as a colonial power meant that its relationship to race was not simple. Davis had succeeded in his chosen profession and was not impeded in it due to the colour of his skin or his parentage. Yet, at a time when he was in need of assistance, this factor was utilized against him to describe him as not being British, when he demonstrably was. Some of the prejudices Davis exhibited in his letter to McGregor were turned upon him.

Some papers, such as the Morning Post, argued that Davis deserved justice "notwithstanding his colour" because he was British, but they were few and far between.

The revelation that Davis was not white ended the matter, in the minds of the press at least. Upon his release, Davis petitioned the Viceroy of India and the Secretary of State but received little help. He fervently argued that he had been wronged, that he deserved compensation and that the Raja owed him a back-payment of wages. It seems as if these requests were ignored. Davis would live for another 16 years, dying in 1887. Davis would, like the scandal that he was at the heart of, fade into history.

The Raja, on the other hand, whilst treated coolly for a while, was soon back in the good books of the Empire. In 1875, he was presented to the Prince of Wales and

continued to gain respect and influence amongst both the Indian people and the British establishment. In the same year, he met the Prince of Wales and was knighted. He provided troops for the British during the Second Afghan War and was so favoured by the British that in 1877, only six years after the Davis Affair, he was made a Councillor of the Empire, providing him a direct line to the Viceroy. In a strange twist of fate, he died in the same year as Davis.

The Davis Affair reveals that the British attitude to race and identity during this period was complex. Unlike America, which due to the Slave Trade had a black population which helped shape that country's attitudes, Britain did not. In some ways this helped it adapt to an influx of migrants during the 20th century. The inherited prejudice that many Americans had was not apparent because there was no tension between a non-white population and a white population, as the former did not exist in any great measure. Rather, Britain's relationship to race and identity was for a long time seen as an issue of Empire; that what happened in Mumbai or Cairo did not impact upon Woking or Bradford. This would, for many, remain the case till the Empire's end.

However, the Indian Mutiny highlighted an underlying tension between the British and their subjects in India. Once seen as the Jewel in the Crown, it was now a poisoned chalice. The massacres that occurred throughout the subcontinent awakened a fear that the British world was at stake – that it was "a struggle between civilisation and barbarism". The Mutiny awakened patriotic feelings that Kipling channelled in his poem, "The Veterans", in which he wrote that the soldiers had "cleansed our East with steel". The desperate fear that it could happen again prompted the press' outpouring of attacks in the Davis case, demanding that he be released, because otherwise anarchy seemed around the corner.

Yet when Davis was revealed not to be white, he became of no consequence. The prejudices that the press expressed were a product of what had happened in India. Rather than their fears being inherent, they were reactive, created from an inability to comprehend the contempt their oppressed subjects had for them.

The picture is complex because some people continued to defend Davis' rights even after they learned he was of mixed race. As in the David Pacifico Affair of 1847, it was Davis' right to citizenship that mattered more than anything else. Britain towards the end of the 19th century was changing – slowly, but changing none the less. Through examining the past, we can see incidents like that of Davis which highlight the quixotic nature of identity and race and how they are continuing to change even today.

CHARLES WILLIAM HATTEN OF SUFFOLK AND HIS INDIA CONNECTION

Alan Fraser

My maternal grandmother, Mabel Elizabeth Hatten (1880-1950) was born in Haughley in Suffolk into what was then a wealthy farming family. Her father was William Hatten of Great Finborough (1844-1907), and his first cousin, Charles William Hatten (1838-1918), also born in Great Finborough, was a Church of England minister who spent time in India in the 1860s and married there.

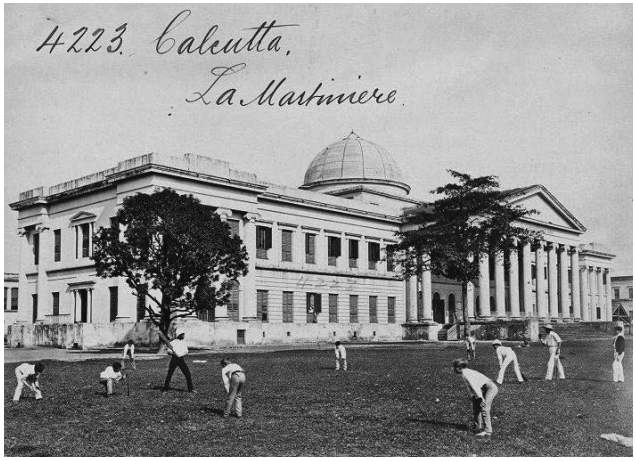
The Rev. Charles William Hatten, MA (Cantab), was the son of Charles Hatten (1805-64) and Caroline Matilda Baker (1811-69). The elder Charles was the younger brother of William Hatten's father, George Hatten (1802-78). The younger Charles went to Bengal, India, after graduating from Cambridge University, and in December 1862 became Principal of the prestigious La Martinière College, in what was then called Calcutta. La Martinière College was founded from a provision in the will of one Major General Claude Martin, a Frenchman born in Lyons in 1735, who came to India when he was seventeen. He died in 1800, but because of a dispute over the will, the school was not founded until 1836. The school, which has also educated girls since 1840, is still thriving today. One of its old boys, A. W. Wilson, went to Cambridge University in 1855 and became a fellow and tutor at Gonville and Caius College, where Charles was one of his students. He must have convinced Charles to go to India after his graduation in 1862.

Another student of La Martinière, Dominic Sampson (1858-1867) quoted in an article in "The Times of India" in 1936 about the centenary of the school, recalled the rough atmosphere there in 1858: "The school at that time, and for long after until Mr. Hatten's principalship, was more like a training school for prize fighters than an ordinary academy"! So it appears that Charles had a very positive effect on the school. The La Martinière "Chronicle" wrote in 1934: "Mr. C. W. Hatten, B. A., Caius College, Cambridge, succeeded Mr. Ewbank in December, 1862. In this year, on the recommendation of Mr. Ewbank, the Governors consented with considerable reluctance to the discontinuance of Greek as part of the ordinary curriculum of the School. It was hoped that the result would be a rise of standard in other subjects. La Martinière thus became what is called a modern school. In 1866, Mr. Hatten returned to England."

His stay was certainly eventful. A former pupil, also quoted in "The Times of India" 1936 article, wrote: "On the 5th October, 1864, there occurred one of the most disastrous cyclones that Calcutta has ever experienced. For three days it rained in torrents, almost without intermission. Then followed the tornado, which levelled every tree in the compound except the once-prolific mango tree,

which still stands at the south corner of the main building. The dormitories were flooded, every pane of glass in the building was smashed; several windows were wrenched off their hinges; and every bed was drenched. Crows and kites, dead, alive and wounded, bestrewed the cricket field, and adjutants, Calcutta's former useful scavengers, boldly came into the portico for shelter and stalked about in dignified nonchalance. When the cyclone abated, Mr. Hatten and the senior boys went to the river side. Here were to be seen on the strand, not only wrecks of the smaller craft in hundreds but several two-masted and three-masted ships. The S.S.Thunder, on her way to China, foundered in the Bay of Bengal, and a fine, manly young fellow, Fairweather by name, a Martinière boy and third mate of the steamer, went down with her."

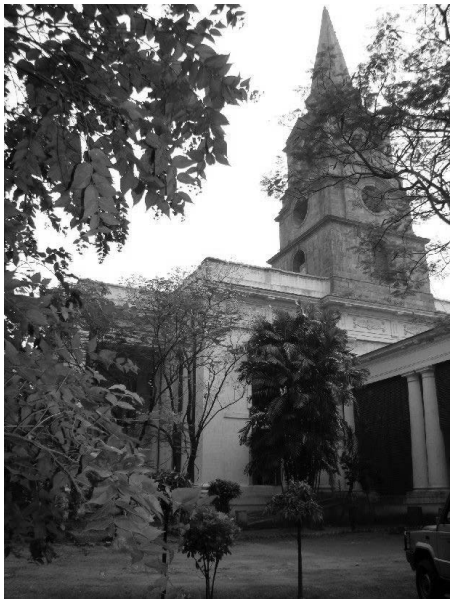
Charles found time in his busy life at the school for romance! On 24 May 1866 he married Rozalie Jane Palmer de Verinne (also spelled "DeVerinne" or "Deverinne") the daughter of a French indigo planter from Jungypore, West Bengal, at Christ Church Cathedral, Bhaugulpore. The "Times of India" for 7 June 1866 listed the marriage as "May 24th at Christ Church, Bhaugulpore, Charles William Hatten Esq. MA of Gonville and Caius College Cambridge and Principal of La Martinière College, Calcutta, to Rozalie Jane Palmer fifth daughter of Joseph Maximin de Verinne Esq of Jungypore". (Jungypore is now Jungapur and Bhaugulpore is now Bhagalpur.)



La Martinière College Calcutta

Rozalie Jane Palmer de Verinne was born on 22 March 1845 at Jungypore. She was christened at St. John's Church, Calcutta, on 14 December 1845. Her father, Joseph Maximin de Verinne, was born around 1800 and married Ann Frances Wallis on 13 August 1824. Anne was born on 23 July 1806, at

Cawnpore, India, the daughter of Captain W. H. Wallis of His Majesty's 24th Light Dragoons and his wife Frances. Joseph and Ann had sixteen children, including Rozalie, between 1825 and 1851.



St John's Church Calcutta

Initially, I assumed that Rozalie's mother was called Palmer, because of Rozalie's third name, but her surname was in fact Wallis. So where did the name Palmer come from? The answer is in a 47-page document from 1836 on the net, relating to an Appeal Court judgement in favour of the city of Lyons, France, against the East India Company. The mayor of the city of Lyons was acting on behalf of several French plaintiffs, suing the executors of the will of Major General Claude Martin over non-implementation of provisions, including the establishment of La Martinière College, of which Charles Hatten later became Principal. Several law suits mentioned in the document have John Palmer and Joseph Maximin de Verinne as co-defendants. So, John Palmer was Joseph's business partner in the firm of Palmer Deverinne. He was actually a very important figure in the business world of Calcutta, as detailed in the 2007 Boydell & Brewer book by Anthony Webster, "The Richest East India Merchant: The Life and Business of John Palmer of Calcutta", see reference below. John Palmer died in 1836, but Joseph must have held him in high regard to give his name to his daughter born in 1845. Another business partner named in the same document is Joseph Quierose (possibly Joseph's father-in-law) and Rozalie's elder brother born in 1843 was named Joseph Quieres de Verinne. The document explains the connection between Joseph Maximin de Verinne and La

Martinière College, and leads me to believe that Charles met Rozalie through her father.

The first de Verinne who came to India was most likely Jacques Maxime de Verinne, born in France in 1736, who died at Chandernagore on 8 August 1801, and is buried in Chandernagore Cemetery. His tombstone inscription says: "Jacques Maxime de Verinne, décédé le 8 août 1801, à l'âge de 65 ans. Ancien agent de la Compagnie des Indes, Procureur du Roi." ["Jacques Maxime de Verinne, deceased 8th August 1801 at the age of 65 years. Former agent of the Indies Company, Royal Procurer."] It looks as if Jacques, a member of a minor aristocratic French family, came out to India in the 18th Century as an agent of the French Indies Company and the French Crown. However, since by 1793 he was "Président du Comité National des Citoyens [President of the National Committee of Citizens]" he must have pragmatically embraced the French Revolution! Chandernagore was a French possession until 1951, when it was incorporated into independent India.

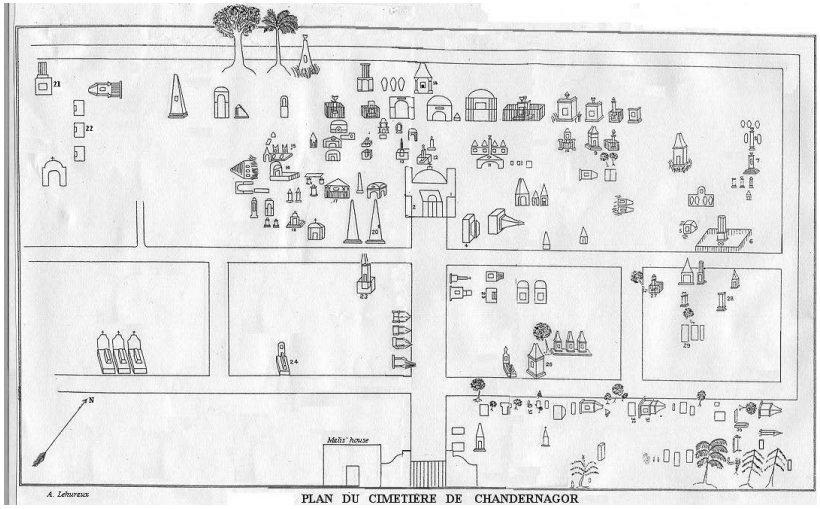


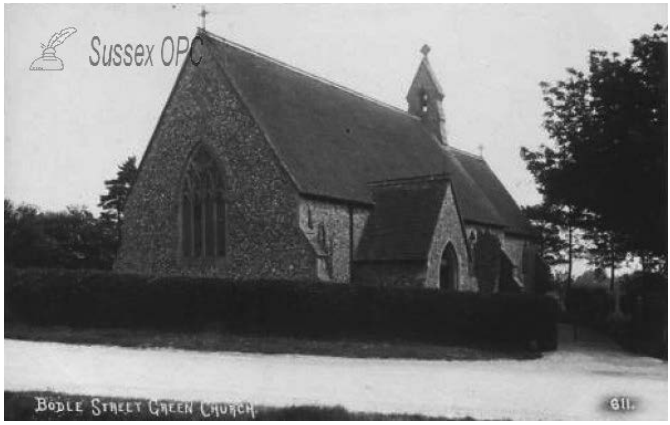
Illustration of Chandernagore Cemetery

Ianthe Roper (great-granddaughter of Stanley George Platts and Edith Marion de Verinne) thinks Joseph's father was Charles de Verinne, possibly the son of Jacques Maxine, who married a Miss Quieros in Serampore in April 1801, and to whom a son was born in 1802. Charles de Verinne died in Cawnpore in 1810.

Joseph had a brother, Charles John de Verinne (also listed as John Charles) born around 1795, who in 1825 married Cecelia Cherie Savi, born in Chandernagore, West Bengal, 1808, and a sister, Eliza Catherine de Verinne who married Thomas Savi (Cecelia's brother) at St. John's Church, Calcutta, in

1828. Both Charles and Thomas were also indigo planters. Cecelia and Thomas Savi were the children of Dr. John Angelo Savi (1765-1830), born in Elba, Italy, son of Admiral Antonio Savi of the Tuscan Navy. He trained as a surgeon, and emigrated to Chandernagore in 1790. Dr. Savi married Elizabeth de Corderan (1774-1858) the daughter of Lt. – later General – André François de Corderan, who fought against Sir Robert Clive, and they had ten children. There are several other de Verinnes listed on the India Office Family History Search site.

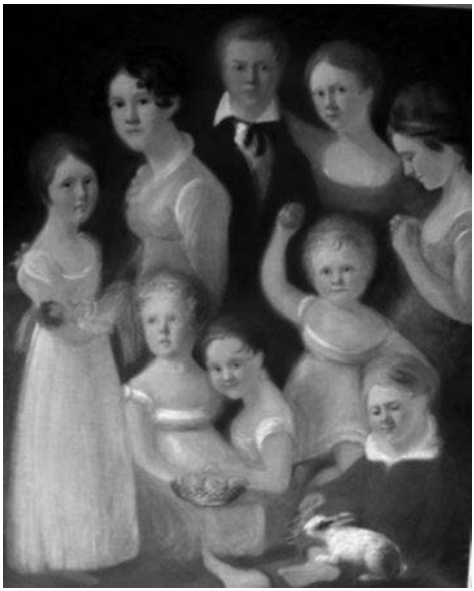
Rozalie and Charles returned almost immediately to England, where Charles was ordained deacon at Ely in 1867, and then priest in 1868. Charles also served in Withersfield in Suffolk before ending up in 1878 as the Rector of St. John's Bodle Street Green, Herstmonceux, East Sussex, where he remained for the rest of his clerical life. Rozalie and Charles had nine children, six daughters and three sons. Sadly, none of the daughters married, and only two of the sons. They produced three children between them but tragically none reached adulthood, so there are no descendants today of this fascinating branch of my family. I have managed to recover details of some family papers and memorabilia after being contacted by an Irish collector who bought them on eBay!



Bodle Street Green, Herstmonceux, East Sussex,

I've made contact on Genes Reunited with Angela Watts, who is related to the Savi and de Verinne families, and through Angela with her relatives Herry Lawford, Miles Macnair and Ianthe Roper, all of whom are interested in genealogy. Ianthe has written the story of her grandmother, "Poppet" Roper, born Margaretta Elaine Carter, daughter of Edith Marion de Verinne, which has a lot of information about the de Verinnes in India. Angela has in her possession the journal of Veronica Harriet Hills (1844-1931), daughter of Scottish indigo planter James Hills and Charlotte Marie Antoinette Savi (sister of Cecelia and Thomas above), who married Welsh barrister Lewis Pugh Evans Pugh, KC (1837-1908) at St. John's Cathedral, Calcutta, on 28 March 1864.

Lewis and Veronica eventually moved to his family home at Llanbadarn Fawr near Aberystwyth in mid-Wales, and he became MP for Cardiganshire between 1880 and 1885. You can read more of his story here: lawfordherry.blogspot.com/2008/09/pugh-evans-family-history-ii.html



The Hills Family Painting (1812)

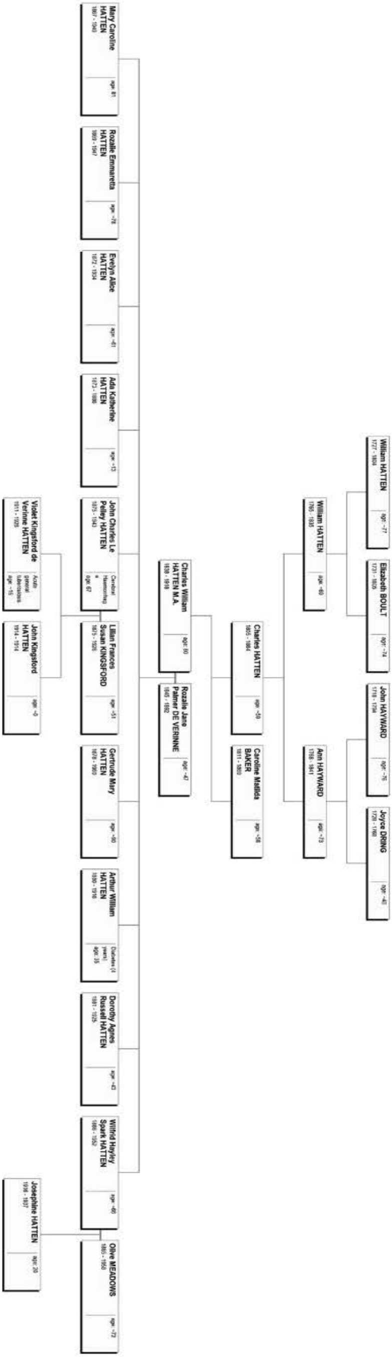
Angela's cousin, Miles Macnair, has written a book about the Hills, Savi and Pugh Evans families called "Indigo & Opium", which mentions the de Verinnes. Indigo was at that time the most lucrative cash crop in India, with the demand for the intense blue dye derived from the plant being so high. Unfortunately, the market collapsed after the invention and widespread use of synthetic aniline dyes from the mid-19th century onwards.

Keeping it in the families, Lewis Pugh Evans Pugh's brother, Griffith Humphrey (1840-1902), married Veronica's sister, Emelia Savi Hills (1849-1938), in 1873. They too moved to Llanbadarn Fawr in Wales. There is a long-standing Hills family rumour that Veronica's brother, Charles Hills (1847-1935) was the real father of Hollywood actress Merle Oberon. Certainly, her Anglo-Indian mother, Charlotte, was Charles' housekeeper at the time, just before Merle was born in 1911. Charles was 63 at the time… There are several versions of the story of Merle's birth, but most agree that the man listed as Merle's father on her birth certificate, British engineer Arthur Terrence O'Brien Thompson,

was not her real father, but was persuaded by Charlotte to marry her and take on her daughter. Sadly, Arthur joined the British Army in 1914 and died during the Battle of the Somme in 1916. Some also say that the mother's name on her birth certificate was also false - Merle's mother was not Charlotte but Charlotte's teenage daughter, Constance. The story, repeated in Miles Macnair 's book, is that, whoever her mother was, Charles was Merle's father and contemporaryHills members reported noticing a family resemblance. Coincidentally, Merle attended the girls' school of La Martinière College, Calcutta, the school where Charles Hatten was Principal in the 1860s.

Merle Oberon

Thanks to Angela Watts, Miles Macnair, Herry Lawford and Ianthe Roper for their information and pictures, Sarah Talmage of Caius and Gonville College, Cambridge, Derek Creasey of the Sussex Online Parish Clerks web-site and Allison Caffyn of Sussex Family History Group.


Mary Caroline HATTEN
Rozalie Emmaretta HATTEN
Evelyn Alice HATTEN
Ada Katherine HATTEN
John Charles Le Pelley HATTEN
Violet Kingsford de Verinne HATTEN
John Kingsford HATTEN
Lilian Frances Susan KINGSFORD
Gertrude Mary HATTEN
Arthur William HATTEN
Dorothy Agnes Russell HATTEN
Wilfrid Hayley Spark HATTEN
Josephine HATTEN
Olive MEADOWS
Charles William HATTEN M.A.
Rozalie Jane Palmer DE VERINNE
Charles HATTEN
Caroline Matilda BAKER
William HATTEN
Ann HAYWARD
William HATTEN
Elizabeth BOULT
John HAYWARD
Joyce DRING

DR CAMPBELL PETER RONALD AND AGNES WREY HARLER

Commander Campbell D. de Burgh BSc CEng OBE RN (Retd)

Campbell Harler was born in 1890 in Sidcup, south London, the youngest son of a bootmaker's family of humble origins. One of his sisters, Sophie, married into the Kimber family and my mother was the middle daughter. The seventh of eight children, he worked hard, perhaps encouraged by the poor living conditions in dockland, to earn a place in London University, emerging with a science degree in 1911. He began work for the Government in Malaya until the start of WWI when he spent time working in Woolwich Arsenal on the development of cordite and explosives. I am not sure how the interest in tea or India started but after the war he travelled to India where he met Agnes and they married sometime around 1926/7.

With the help of Research Co-ordinator, Beverly Hallam, of the Families in British India Society (FIBIS) we discovered that Agnes's father was Wrey Albert Hanby, a civil engineer born in 1862 in Calcutta who married Maud Warton in St Paul's Cathedral, Calcutta in 1891. From a shipping passenger list, we believe that Agnes was born in Saidpur in 1902, and from an English Census return, attended boarding school in England. From another passenger list, she returned to Calcutta in 1919 when she was seventeen, but it is suspected that this was one of several trips home until perhaps she was eighteen. I am still trying to find out where and when she met Campbell and where and when they married but I presume in India and probably Calcutta. From passenger lists again, we find that they travelled in America in 1926/7 and then lived in London whilst Campbell undertook a further degree at his old University and gained a PhD in Chemistry in 1931.

In 1932, Campbell took a position with the James Finlay Group of Tea companies in the high ranges behind Cochin in the State of Kerala, southern India. From the address given in a book written by Agnes and a visit from my mother in 1945, we believe they lived amongst the tea plantations in Munnar. Campbell also worked with the Tea Research Institute in Toklai, in the north east of India, on the science of tea, so possibly they lived there occasionally. They stayed in India for WW2 with Campbell working with the Government Ordnance Directorate in Bombay, capitalising on his WW1 experience with explosives at Woolwich. After the war, they returned to England in June 1946, from Bombay. Towards the end of the war both my parents were serving in the Royal Navy at an Air Station in Ceylon. They met and married in 1945 and mum took the opportunity to sneak an unofficial flight to Cochin to visit Campbell and Agnes in Munnar, before my sister and I were born in Colombo in 1946. We came home in 1947.

Campbell continued to work in England as a tea consultant, occasionally going back to India with Agnes. They finally retired to Tunbridge Wells where Campbell

died in 1987 and Agnes ten years later in 1997. Campbell wrote several handbooks on tea which have become authoritative works. I have a copy of "The Culture and Marketing of Tea" published by him in 1963, together with a copy of the 'appreciation' written by a colleague on his death in 1987, in which he was said to have had a "keen sense of humour" and been a "splendid, if at times sarcastic teacher, for he had no great opinion of our average intelligence". It was also recognised that he had made a start on "a long overdue close look at past tradition and a scientific approach to the subject [tea]". From Munnar, Agnes wrote her book on the gardens of India called "The Garden in the Plains", first published in 1941 and re-published in 1962. I met both Campbell and Agnes in Tunbridge Wells but failed to ask them the right questions…

If any member of the Society can enlighten me further, especially with regard to life in India at the time and even some information on where Campbell and Agnes were married, I would be most grateful.

Dr Campbell Harler's Books

The Little House at Arrah

Richard Boyle

Anyone asked today where Arrah is would likely to be at a loss for a reply. An island to the west of Ireland, perhaps? Something to do with Flora Macdonald? Yet in 1857, Arrah was on everyone's lips, with letters to the papers and questions in the House of Commons.

In that fatal year of 1857, a red mist swept through part of British India. Known to contemporaries as the Indian Mutiny, and to a Russian newspaper correspondent called Karl Marx as the First War of Indian Independence, a large part of the Bengal native army mutinied, and the revolt was joined by a number of Indian landowners and rajahs. Beginning in Meerut on May 10th, the mutineers marched on Delhi and swore allegiance to the doddering, titular last emperor of the Mughals. The troubles spread eastwards down the valley of the Ganges, to Lucknow, where the resident, Sir Henry Lawrence, was killed and the residence besieged, to Cawnpore, where women and children were massacred in cold blood, despite a guarantee of safe conduct, to Jhansi, scene of yet another massacre. Mutinies in Futtehpore, in Sultanpore, in Fyzabad, week after week the news reaching London was always black. Until Arrah. The successful defence of the Little House at Arrah was the first good news from India, and was interpreted correctly as the turning of the tide.

Arrah is a town near Patna about halfway between Calcutta and Delhi. In 1857 it contained a small British community under the nominal charge of a magistrate, among them R. Vicars Boyle, an Irish civil engineer supervising the extension of the East India Railway towards Delhi. The engineer lived with his young wife Eleanore (whom he had met and married in Spain, when building the line from Jaen to Cadiz) in a pleasant, two-storey house in a large compound or garden, with a small building with open verandas about 60 yards from the main house. Their only child had died the previous year after living barely a few months: the climate in Bengal is humid and very hot during the summer, while fevers are common.

As the red mist spread ever closer, the British community in Arrah met and decided they would stay at their posts, but no further action could be agreed on. However, Vicars Boyle decided that a place of safety would be essential if Arrah were attacked, and at his own expense employed a gang of labourers to brick up the open verandas of the small building near his residence, and stock it with food and water. Work continued, much to the amusement of the rest of the British community, who became accustomed to drive out in the cool of the evenings to inspect the work going on at "Boyle's Folly". But the sixteen male members of the British community (the women and children had earlier been sent to safety) were more than happy to take shelter in the Little House when news was received that the three native regiments in nearby Dinapore had mutinied, and, joined by the riff-raff from the jails, more than 3,000 armed men were marching on Arrah. The

defenders were joined by fifty Sikh policemen, which strengthened the defence, but caused severe overcrowding in a building only fifty feet square.

The insurgents arrived on July 27th, the hottest day in a hot summer, and attacked at once but were beaten off. Thereafter, the enemy firing continued incessantly by day and by night, supported by two small cannon (reduced eventually to firing door knobs and the casters from the piano). It is easy to imagine the stifling heat and humidity in the crowded enclosed space, the unceasing shots hitting the building between assaults; the problems of food, water (a well was dug, four feet square and eighteen feet deep) and sanitation; the sudden alarm whenever another attack was launched; the narrow escapes; the despair on hearing that a relieving force had been ambushed and destroyed, but coupled always with a steely determination to resist. A second relief force finally defeated the rebels on August 2nd, and next day the gallant defenders were free, after a siege lasting seven days and nights. News of the successful resistance caused rejoicing in London.

Apart from the dwelling house itself, now the administrative office of a university with seven thousand students, little remains in Arrah to recall the days of the Raj. The top man of the town is still called the magistrate, while the Anglican church built on the maidan to commemorate the siege, stands in lonely isolation, shuttered and barred in the absence of its congregation. The Indian magistrate did recall that an Englishman had visited the town some ten years earlier, but when we weresampling lentils at the best eating-place, the owner had never set eyes on a white man before, let alone served one in his restaurant. So, what is left of a stirring story of the past? A coloured lithograph of the siege, a few clippings from the papers, a faded photograph of the heroic engineer are all that remain. And one thing more: the original letter he wrote to his wife at the end of the siege, to let her know he was alive: "Queridissima Leonor, we are relieved and free, by the Grace of God." Everything else is history, but the Grace of God is with us still.

Lithograph of the siege of The Little House at Arrah

BOOK REVIEWS:

Wellington and the British Army's Indian Campaigns 1798-1807 by Martin R. Howard, Pen & Sword 308pp. ISBN 1473894468 £25.00

Most FIBIS Members arrive at Indian history via genealogy. Dr Howard's route is quite different. He is a hospital consultant and apart from medicine he is fascinated by the Napoleonic Wars "with particular focus on the human dimension of the conflict and the lesser known campaigns". He has already written two books on medical treatment in the Napoleonic era: one on Wellington's doctors and another on the doctors treating Napoleon. From there he has moved to Napoleonic War campaigns: the disastrous Walcheren campaign of 1809 and the West Indies 1793-1815.

It will be noted that the focus of these books can be very narrow: Walcheren occupied only one year. The present book covers just 7 years. The focus is also narrow in other senses. We get very little background before the events he wants to describe, and almost no subsequent history of the protagonists. The chief thing the Doctor is interested in is the battles, marches and sieges, the commissariat (food, accommodation, clothing and other supplies), the men and, as you would expect, a particularly good section on medical treatment.

The Doctor seems not otherwise interested in Indian history. On occasions it shows – most notably in the title of the book: every FIBIS member knows that the East India Company's forces in India were their own Presidency armies, now and again assisted by units from the British Army and sometimes forces of local maharajahs and princes. It was not a British army show, since the war was not dictated by the War Office at the Horse Guards in London, but by the Governor-General in Calcutta, dragging an unwilling Court of Directors with him. Dr Howard tells us nothing about Wellington's previous military experience (Ensign in 1787, and purchased in 1793 a Lt-Colonelcy with a loan from his elder brother Richard). The next year he took part in a calamitous campaign in Flanders – a good place to learn what not to do. He became involved in India by accident. As Lt-Col in the 33rd Foot he went with them to India in 1796 on attachment to the East India Company. A couple of years after his arrival his elder brother Richard was despatched to India as Governor-General. He it was who in an inspired act of nepotism in 1802 appointed Wellington as a Major-General in the EICo's forces, though his rank in the British Army remained a more humble Lt-Col. The campaigns in the book are the final stage of the Mysore Wars in 1799 and the subsequent Maratha Wars. The battles are dealt with in detail, and good maps are essential. Those provided could have been clearer - having a dark background for all land masses means that the text is often hard to read without a magnifying glass. Worse still the maps are listed in the book's contents without identifying the page numbers where they are to be found. The progress of each battle is set out in copious detail – the manoeuvres, the withering fire, the bayonet charges, the appalling injuries, the astonishing bravery – nothing is omitted. The book is not solely about Wellington.

Dr Howard is good on the other senior commanders – notably Lord Lake and to a lesser extent General Harris. But Wellington is the one who stands out – consistently well-prepared, endlessly patient and humane.

There are curious gaps in the book: the section on the voyage out makes no reference to the Journals of the commanders of East Indiamen which often have details of soldiers who fell afoul of the ship's Commander. We have little on how the troops were recruited, the social status of the officers. These matters have not been neglected by other writers, but Dr Howard's book for all its strengths can seem at times curiously detached. But those whose ancestors took part in any of these engagements will be riveted. Military history enthusiasts will find much to enjoy. For the rest of us the best things are the section entitled 'Soldiers' describing military life in cantonments.

Richard Morgan

Digging Up the Raj in Deansgrave Cemetery by Shabnam Vasisht, published by handprint (note in lower case) and co-funded by Dun Laoghaire-Rathdown County Council 2020 ISBN 978-1-9163759-0-1

While pottering around Deansgrange Cemetery in Dublin, the author spotted several graves whose headstones mentioned that the interred were connected to India. Intrigued by this, she went on to find over 70 such graves and determined to find out more about the people: almost all, but not exclusively, men and army officers. This book is the result of her research.

Each of the subjects, in alphabetical order, gets 3 or 4 pages of biography and family history, liberally illustrated with photographs or relevant illustrations.

The first entry is for Justice Cecil Thomas Atkinson (1876-1919), whose tombstone, not untypically, lists 6 family members, only one of whom (and it's not the Justice) is actually buried here, and the last General Frederick Young (1786-1874). Among the most famous is Lieutenant General George Wheeler (1829-1910), perhaps not on his own account but as the son of General Hugh Wheeler who came to an unfortunate end in the Mutiny of 1857. Another is Helena Houghton Campbell Botha, daughter of the tartan-wearing Colonel of the Sikh army, Alexander Campbell.

What might have been an interesting and well-researched, but possibly mind-numbing, account of the great and the good (or not so good) some of whom reached a ripe old age and others who did not, is enlivened by the author's often conversational style and sometimes downright humorous asides. There are virtual groans, for example, with which we can all sympathise, at some families' habits of recycling Christian names so often it's hard to tell who was who.

One grave, to the memory of Major E. T. Humphries prompts the comment: "There were two E. Ts vying for this story - neither from outer space", while she also remarks that "researching someone called "Major" on military websites could be fun if you had a perverse sense of humour".

While not a mainstream book about the British (or Irish) in India, I found this book an engaging read.

Digging up the Raj in Deansgate Cemetery is available from Amazon, but can also be purchased from bookshandprint@gmail.com for £12.99 (plus £2.95 postage).

Joss O'Kelly

Maitland, W., Rambles With My Family (Starting in China), pub. by the author, 2015, ISBN 978-1-911412-44-1, pp.292, price £8.99

Wendy Maitland was born Margaret Craddock Crowther in 1938, of missionary parents, in the warmth and safety of a London hospital. It turned out to be a brief, calm introduction to an otherwise eventful life. Her father, a doctor, and her mother, a nurse, were both dedicated missionaries who had recently returned from Nigeria. Their baby's birth came at a time when Japanese forces had already invaded China and war was in progress. Nevertheless, the family was sent into the thick of it all. For their next mission, they embarked upon a long journey by ship to Canada then across the Pacific and Yellow Sea to the port of Taikyu. Their first task was to learn Mandarin, so they were enrolled for a year's intensive study at Peking University, while baby Margaret stayed at home with her Chinese amah and learned the language naturally. With competent language skills, the family was ready for a new placement, this time farther south, to Kunming in Yunnan Province.

The journey was frightening, as the Japanese were targeting the railways and trains were forced to spend hours in long tunnels amidst toxic fumes, which caused distress to passengers and crew. When they did reach their destination, they discovered that a totally different language was needed to make themselves understood. It was here, also, that Margaret's slightly eccentric father decided to change her name to Wendy.

Their new place was a war zone and there was constant bombardment from Japanese planes. Soon, their house was destroyed and they were forced to retreat to the countryside. But even there, they were not safe. There were horrifying moments; air raids, food shortages and mob violence. Luckily, the family managed to escape by air to Burma in October 1940. In the pleasant hill-station of Maymyo, with the equivalent of only one shilling to their names, they relied upon help from the missionary community for food and shelter. Their second child was born there and Wendy celebrated her third birthday.

Soon, they were digging trenches in the garden and covering the windows with blackout material. Pearl Harbour had been bombed and Singapore had fallen. There was a growing realization that the Japanese had their sights set on Burma and its oil. Rangoon would be next. It was decided that while "Fa" would have to stay behind in Burma for a while, "Muz" and the little ones should leave. They managed to get seats aboard an American Air Force plane to Chittagong in India.

From there, a steamboat took them up the Brahmaputra to Calcutta, where they were taken in by the Canadian Missionary Society. At Indore, the family was reunited, but "Fa" was debilitated and it was to take months for him to regain the strength needed to proceed to their next post in the Punjab and later to the Kulu Valley in the Himalayas. Wendy paints a vivid picture of harsh winters, but fragrant cherry blossom and carpets of wild flowers in the springtime. She was then five years old and it was time to start school in Landour. By the age of seven, she was sent off to her grandparents in Bournemouth.

Her father took up a post in London where the salary proved barely sufficient to cover the family's expenses. They had nothing to spare and strict economies had to be made. We begin to see hints of Wendy's growing rebellion against strict rules and corporal punishment, though her spirits were lifted when the family moved to the greener spaces and farmland of Sussex and later on, to Malta.

Against a constantly-changing geographical background, Wendy stretches her wings and even embarks upon imaginative, small-scale, money-making ventures to supplement her meagre income and purchase the things she regards as her essentials. Theirs was a lively, talented family and as the reader is led through the festivities of Christmas and concerts, jolly soirées, parties at the hospital, jokes and childish pranks, there are interludes of more sobering scenes of childhood traumas and serious disease. Their controlling father meanwhile, ever-strict and obstinate, conducts a long-term, extra-marital affair and always looms large in the background, dominating their compliant, subjugated mother and bullied siblings. Yet, the same man who serves the children's pet cockerel, Julius, on a platter for Sunday lunch would at other times be touched by another's dire need and beggar himself with generous handouts and kindness. He was indeed an enigma.

Wendy writes entertainingly, with a light touch and an engaging freshness. There is something disarming in her no-nonsense, practical approach to life. She is able to accept whatever fate dishes out and then apply herself to finding a solution to any difficulty. Somehow, she manages to make the most of every situation. There is no room for self-pity or a backward glance; her story is strong and positive. The reader could not fail to be impressed, either, at the amazing degree of independence and self-reliance expected from the children in this family, even from a tender age. Perhaps this helped to forge the core of steel within Wendy's personality?

As the Mediterranean setting of Malta changes eventually to Kenya, there are new friendships forming for the children: first love blossoming within a widening social circle, hard lessons being learned, values being reinforced and all of these evolving against the backdrop of an exotic, natural wonderland. By now there are four youngsters in the family and they somehow manage to emerge into adulthood as hardy, productive members of society, eager to help their fellow human beings. They are not totally unscathed, Wendy's brother becomes mentally disturbed, but two of the three girls follow a medical path and train as nurses in London, working hard and showing remarkable tenacity and self-discipline. Yet, there is a poignancy as the book draws to a close and the indomitable Wendy; young, vibrant

and full of hope, takes leave of her family in London to fly off to her wedding in Kenya, alone. A new, unknown chapter of her life is on the horizon and the reader senses that the next book is already in the mixer. Some people are born doers - managing to pack a punch in life and cramming so much into every single day, despite hard knocks and adversity. It leaves the rest of us in awe, wondering how on earth Wendy did it all.

Rambles with my Family is a beautifully-written family chronicle, available from Amazon.

Margaret Murray

NOTES ON CONTRIBUTORS

ALAN H. FRASER – Alan was born in Dorset in 1945. His Dad came from Liverpool and served in the Royal Armoured Corps until 1964, so Alan grew up in various locations. His mothercame from Suffolk, and when his Dad left the Army they settled in Ipswich. Alan went to Manchester University in 1963 where he graduated in Mathematics, but worked in IT from 1970 until his retirement. He has had several articles published in *Family Tree Magazine* and *Who Do You Think You Are? Magazine*.

His Dad left Liverpool in 1940 to join the Army and never went back there, which initially left Alan with a huge gap in his family history. In contrast, his Mum's Suffolk families were extremely well-documented, and Alan first received a family tree from a second cousin in the 1980s. Of particular note was, of course, Charles William Hatten, who went to Cambridge University and then to India, and in turn sent his three sons to Cambridge.

BRUCE CALDERBANK–". He likes researching the stories behind his ancestors' lives, particularly if there is a military connection. He lives in Calgary. Bruce has now fully retired after completing various volunteer assignments over the last 4 years with several professional associations. Prior to that, he had worked for 38 years in the offshore oil and gas industry as a Client Representative specializing in survey, navigation and positioning. His work allowed him to delineate an international offshore boundary, and he has written a number of technical articles published in a wide variety of specialist magazines and journals. He was the main co-author and editor- in- chief of the paralegal book, "Canada's Offshore: Jurisdiction, Rights, and Management

MIKE TICKNER- Mike is a Regular Army officer who is interested in the Indian Army, particularly the Burma campaign and the post-war period He was due to give a presentation to FIBIS at the June 2020 meeting which was cancelled due to the pandemic, so we hope to meet Mike next year.

PETER SUMMERS - Peter was born in Naini Tal and attended Sherwood College there for a few years before his parents brought the family back to the UK, their ancestors having arrived in India a century and a half previously. Several of his forebears, unknown to Peter at the time, included engineers and he was recruited into the RAF as an engineer officer (in the genes?). On leaving after 22 years he joined Rolls-Royce in Derby as a design engineer specializing in jet engine software control until final retirement.

RICHARD BOYLE - Richard Boyle spent the first months of his life in Kashmir, where his father was stationed with the British Army. This, and the stories of relations on both sides of the family who served in India, triggered his interest in the British Raj. His business career was spent in finance, in London, in Lima, Perú, and in México, before retiring to Spain.

WILL BARBER TAYLOR - Will is a History student at the University of Warwick and has written political pieces for several websites and magazines, including *Labour List* and *Liberal Democrat Voice*. He is also co-host of the political podcast, *Debated,* and has recently completed a history of the early socialist politician, John Bruce Glasier.

CAMPBELL de BURGH - Of Anglo/Irish descent the author was born and raised witha twin sister in Colombo, Ceylon, in August 1946, a year after VJ day. Both parents were stationed there during the later years of the war. Educated in Hampshire and then at the Royal Hospital School in Suffolk, he joined the Royal Navy through officer entry in 1964 to enjoy a full career of thirty-five years as an Electrical/Weapons Engineer rising to the rank of Commander. During this time, Campbell gained a degree in Electrical Engineering and before he left was awarded an OBE. On retirement he worked as a professional yacht skipper teaching and sailing many miles across more seas but he is now fully retired and concentrating on family and local matters from his home in Dorset. He married Kate in 1973 and they have two sons now in their forties, a grandson of eight and a newly born grandson of barely a few weeks.

NOTICES

MARION MEPPEN-WALTER:

We are sad to announce the death of a faithful FIBIS member, Marion Meppen-Walter, who passed away at the age of 90, in Marlow, Bucks. on 22 June 2020. Marion was passionate about family history and particularly her husband Geoff's Anglo-Indian relatives. Our condolences go to Marion's family and friends.

ARTICLE SUBMISSIONS:

Members are reminded that the editor is always happy to consider articles, letters and information for inclusion in the Journal. Material should be sent to editor@fibis.org. Please quote the sources of information by including references wherever possible. Please also include a short biographical paragraph, for our 'Notes on Contributors' section and your home address (which will not be printed).
Guidelines for formatting material can be found on the inside front cover of this journal.

SHARE YOUR STORIES:

The success of the FIBIS journal depends greatly upon your stories and anecdotes. Please keep them coming. The editor is happy to consider all articles submitted for consideration. The right of the editor to edit an article, at his discretion, is reserved, owing to constraints of space, and publication may be delayed if insufficient space is available. Deadlines for receipt of articles by the editor are: 28 February for publication in the Spring journal and 31 August for publication in the Autumn journal.

UK-based authors may request a complimentary copy of the journal upon publication, therefore please include your postal address. Overseas authors may request a PDF copy.

Material should be sent to editor@fibis.org

EVENTS AND MEETINGS – SAVE THE DATE!

AN UP-TO-DATE LIST OF EVENTS AND MEETINGS CAN ALWAYS BE FOUND AT WWW.FIBIS.ORG/EVENTS2020

OPEN MEETING:

The Open Meeting, previously scheduled to take place on 17 October at the Union Jack Club, will now be held on Zoom. The meeting will start at 10AM on 17 October, 2020.

Mike Young will be presenting: “I came here to marry the Prince of Wales" - (Mrs W E, a patient at the European Mental Hospital, Ranchi, 1925) - the lives and treatments of British psychiatric patients in India between the two world wars”.

We hope everyone will join us for the virtual meeting. Full details and any updates will appear on the website, in the Members’ Area.

FIBIS CONFERENCE 2021

Following the success of the 2018 FIBIS conference, another of our bespoke residential conferences is in the pipeline.

More details, including costs and booking information, will be posted on the FIBIS website.

Please contact Penny Tipper events@fibis.org for more information and to register your interest.

SOCIETY INFORMATION

GENERAL ENQUIRIES:

Enquiries, by post or email, should initially be sent to the Membership Secretary: Libby Rice, 71 Manor Lane, Sunbury on Thames, Middlesex, TW16 6JE. Email: membership@fibis.org.

ANNUAL MEMBERSHIP SUBSCRIPTION:

The cost of membership is £15 for the UK, £16 for Europe, and £18 for elsewhere abroad, Cheques (in Sterling) should be made out to 'FIBIS' and sent to the Membership Secretary (address above). We've also now added 'Paperless' membership at £12 per year worldwide – please see the website for details. Subscriptions can be paid/renewed online with a credit card or by PayPal at www.fibis.org/store. For special arrangements for payment by Australian members: see below.

AUSTRALIA & NEW ZEALAND:

For liaison with FIBIS members and with India-related family history activities in Australia or New Zealand contact: Mary Anne Gourley - aus@fibis.org. Members may pay subscriptions in Australian dollars (A$35). Cheques should be made payable to 'Families in British India Society and sent to PO Box 397, Doncaster, Victoria 3108, Australia; or can be paid direct to FIBIS Westpac Account No.15-0975 BSB 032-636; quoting your surname as the Reference; or by PayPal via the FIBIS website.

WEBSITE:

The FIBIS website www.fibis.org includes nearly 2 million entries of Europeans or Anglo-Indians who lived or saw civil or military service in India. Many of these names were collected thanks to transcriptions undertaken by FIBIS volunteers (see below), and many have been incorporated from the website of Cathy Day, to whom we are greatly indebted. The FIBIS website also includes an area for members' own material: for example, the results of their own researches or interesting documents or photos in their possession. Contact the Website and Social Media Manager, Valmay Young (valmay@fibis.org), if you would like to contribute.

RESEARCH FOR MEMBERS:

Members are encouraged to place enquiries in the members' area of the FIBIS website, the FIBIS Facebook group 'British India Family History', as well as using online searchable databases. Alternatively, members should use the India Office Records, to which the best introduction is Baxter's Guide: Biographical Sources in the India Office Records (3rd edition, FIBIS, 2004). Members requiring further assistance should contact our Research Coordinator, Beverly Hallam, 32 Broughton Road, London, W13 8QW (email: research@fibis.org). FIBIS members seeking research assistance should quote their membership number.

TRANSCRIPTION PROJECTS:

Thanks to the cooperation of the British Library, and many individual contributors, large quantities of biographical data and photographs of memorials from the India Office Records and other sources have been transcribed and uploaded to the FIBIS website. These projects are ongoing. If you would like to volunteer as a transcriber, please contact the Transcriptions Coordinator: (email: transcriptions@fibis.org).

FIBIS FAMILIES IN BRITISH INDIA SOCIETY

Lithograph of the siege of The Little House at Arrah

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