

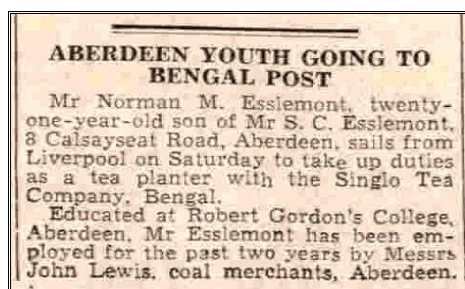
Norman Medhurst Esslemont



Lieutenant N.M. Esslemont
World War Two
Service History

From Scotland to Bengal

In February 1939, 21-year-old Norman Medhurst Esslemont, travelled to India to take up a position with the Singlo Tea Company. India's tea plantations were a popular career option for young men keen on adventure. The *Aberdeen Journal* reported Norman's departure:



Aberdeen Journal, Friday 24th February 1939
[British Newspaper Archive]

Mr Norman M. Esslemont, twenty-one-year-old son of Mr S. C. Esslemont, 8 Calsayseat Road, Aberdeen, sails from Liverpool on Saturday to take up duties as a tea planter with the Singlo Tea Company, Bengal. Educated at Robert Gordon's College, Aberdeen, Mr Esslemont has been employed for the past two years by Messrs John Lewis, coal merchants, Aberdeen.

Details of residents (both European and Indian) and tea plantations appear in *Thacker's Indian Directory*, published from the late nineteenth century. Norman's entry in the 1940-41 edition lists his position as assistant at Binnaguri for the Singlo Tea Company, in Teliapara division, Assam.¹

Binnaguri Tea Garden comprised around 3865 acres with 1000 under cultivation, and was managed at that time by H R H Bull, assisted by W D Simpson as well as Norman. It lies in the north east of India, close to the border with Bhutan and Nepal.



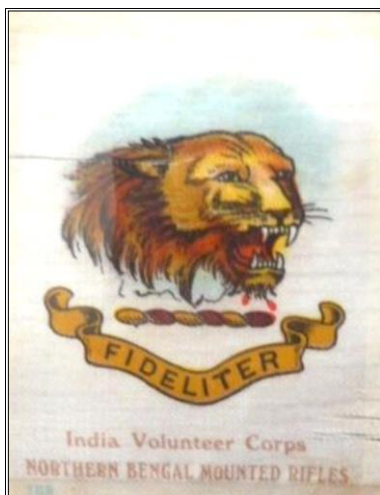
Location of Binnaguri, India (Google Maps 2016)

¹Thacker's Indian Directory Including Burma 1940-41, Thacker's Press & Directories Ltd, Calcutta; digitised version; Digital Library of India.

When Norman Esslemont volunteered for the army in 1941, his attestation papers recorded various details about him, and further military records give evidence of his movements during World War II.

Norman enlisted with the North Staffordshire Regiment of the British Army on 24 April 1941 in Calcutta. On his attestation form (Army Form B288), he gave his birth parish as Huntly, Aberdeenshire and stated that he, along with both his parents, were British subjects. The 'trade or calling' noted was "Clerk, Tea Planter". His age at last birthday was 23 years and his birthdate given as 5 October 1917. At the time, he was single with no dependent children, and his religious denomination was Church of Scotland. His father, S.C. Esslemont of 8 Calsayseat Road, Aberdeen, Scotland, was listed as his next-of-kin.

One of the questions asked of new recruits when signing up was whether they currently belonged to or had ever served with any other branch of the military, including any reserve force. Norman stated that he belonged to the Northern Bengal Mounted Rifles Auxiliary Force (India) from 1939 to 1941.



Badge of Northern Bengal Mounted Rifles, 1913

Northern Bengal Mounted Rifles

The Northern Bengal Mounted Rifles (NBMR) was one of several volunteer regiments involving tea planters. Generally, all the British tea planters were members of a volunteer regiment, were issued rifles and received an allowance to cover the expenses of maintaining a horse.²

The NBMR was formed in 1873 as the Northern Bengal Volunteer Rifle Corps. After merging with the Darjeeling Volunteer Rifle Corps in 1881, it was later reorganised in 1889 and became the Northern Bengal Mounted Rifles, with its headquarters in Darjeeling. By the time Norman volunteered, it consisted of two squadrons of cavalry, one squadron of motor troops, and four platoons of cadets.³

Their badge was a Bengal tiger with the motto "Fideliter" (meaning 'Faithfully').

North Staffordshire Regiment

The recruiting officer certified that Norman was fit for service, and he was posted as Private on 24 April 1941, (Army service number 5057614). The North Staffordshire was a British line infantry regiment that had evolved from the 64th and 98th Regiments of Foot merging in 1881 and which, at the outbreak of war in September 1939, consisted of two regular and two territorial battalions. Of the regular battalions, it was the 1st battalion that served in India and Burma, though it didn't see any action until 1942 when one company was involved in the defence of the Andaman Islands during the Japanese invasion. The battalion served in Burma for six months during 1943, and then covered internal security duties till the end of the war.

In June 1941, Norman was sent to the Officers Training School in Belgaum, where he stayed until August the same year.

Officer training, Belgaum

There were four British training institutions for officer cadets during the war, located at Dehradun, Mhow, Bangalore and Belgaum. Belgaum was exclusively for British officer cadets, until the later years of the war when Indian officer cadets started being sent there. Belgaum was situated in Western India, south of Poona and near Goa, and the training schedule was "hectic and strenuous", though officer cadets got free accommodation and messing, and a British sergeant's pay of Rs 5.25 a day for 'out of pocket' expenses.⁴

² John M. Curnow, *Shot Down*, Pacific Press Publications (2006), p. 184.

³ *NBMR Journal 1941-47*; transcribed and published on Koi-Hai.com (www.koi-hai.com/ : accessed Jul 2016).

⁴ Sinha, Lt Gen SK, *A Soldier Recalls*, Lancer Publishers (New Delhi: 1992), p42-3.



Location of Belgaum (officially known as Belagavi) [Google Maps 2016]

British cadets (and later also non-Urdu speaking Indians) had to attend Urdu classes in the afternoon, which gave them some respite from the more physical training. The Lower Urdu examination was elementary Hindustani in Roman script, while for the Higher Urdu examination, you had to learn the Arabic script. Passing the examinations meant money, as those who passed Lower Urdu gained 100 rupees and for Higher Urdu 300 rupees.⁵

Almost all British civil and military officers had to learn Hindustani. On the outbreak of World War II, the Elementary Urdu examination was introduced. An Army Instruction of November 1939 stated:

*[The] retention examination... for officers will be suspended for the duration of the war... Higher and Lower Standard Urdu examinations will continue to be held on a voluntary basis. Elementary Urdu examinations in Roman script will be held quarterly as option examinations for those who have not passed Higher or Lower Standard. These examinations will start on 1st January 1940 and continue for the duration of the war.*⁶

Norman's military records show that he was fluent in Hindi, and had passed Elementary Urdu, which entitled him to a payment of 150 rupees.

After three months at Belgaum, Norman must have transferred almost immediately to Mhow for the Technical course for Cadet Officers at the British Signal Training Centre (STC(B)), which he attended from 5th August to 25th November 1941.

Signals Training Centre, Mhow

The British Signal Training Centre undertook the revision training of soldier tradesmen from England and also ran courses for new specialities or upgrading. The Officer Cadet Wing, which was part of it, received its input from Officer Cadet Training Centres in England as well as those in India. These cadets had been through basic officer

⁵ Sinha, Lt Gen SK, *A Soldier Recalls*, Lancer Publishers (New Delhi: 1992), p43.

⁶ *Army Instructions India, New Delhi, 14 November, 1939, IOR/L/MIL/7/7331*, from Alison Safadi, *The Colonial Construction of Hindustani 1800-1947*, (https://research.gold.ac.uk/8026/1/History_thesis_Safadi.pdf) p33. (Thesis submitted to the Department of History, Goldsmiths, University of London).

training like Norman, and then moved on to specialist training applicable to the branch of the Army they wished to join.

David Horsfield was one of the staff at Mhow from 1942 to 1944, and details his experiences there in his memoir entitled *From Semaphore to Satellite*:

We would receive a new course intake every month. Variation in size made planning and performance difficult. One course might bring in seventy-five newcomers who would have to be split into three classes and another might have a dozen or less which was an uneconomical number for us. It was our job to assess performance and some unfortunates had to be sent elsewhere. When a Chief Signal Officer took the trouble to write to us to say how pleased he was with the quality reaching him we accepted that we were doing about right.

Direct wartime commissioning from the ranks produced many officers who were very useful to us... Some new commissions from the ranks had great experience in India and were into double figures in years of Indian service before they eventually went home. Then there were others of this class, moving on to commission who came through on our courses.⁷



Training School Mhow in the 1940s [David Horsfield]

Cecil John Callis shared his experiences at the STC(B) with the BBC's *WW2 People's War*, an online archive of wartime memories contributed by members of the public and gathered by the BBC. His training there finished in October 1942, so he attended at almost the exact same time as Norman.

Our destination was the Royal Signals Training Centre for British soldiers, on the outskirts of a small town called Mhow, in Central India. Here we were to be trained to become Tradesmen in one of the many Signals trades: linesman, telephone exchange operator, wireless and tele-printer operator, instrument mechanic, electrician, driver, dispatch rider, motor mechanic etc. About 20 of us were detailed to become mechanics, or Fitter (motor vehicle) as it was known. Our job would be to maintain and repair the unit's lorries, cars, motorbikes and portable charging engines (Iron Horses).

Our quarters were quite luxurious after the discomforts of the last two months [travelling]. We had inherited a typical 19th Century British-Army-in-India Barracks. Long, high-roofed, single story buildings with thick stone walls and verandas on each side to keep out the heat. Inside they were divided into sections, each holding 8 or 10 beds on either side, connected by short gangways which also gave access from the outside. The camp beds had the usual Army three biscuit mattresses; there was a large wooden chest each for our kit, and a mosquito net for night time use. Punkas were suspended over the beds from the high ceiling.

⁷ David Horsfield, *From Semaphore to Satellite: The memoirs of Major General David Horsfield, Royal Signals*, digitised version, (www.davidhorsfield.org.uk/from-semaphore-to-satellite#ch13).

Besides inheriting the barracks from the Regular Army, we also inherited many of their servants, such as the punkah-wallah, dhobi-wallah, char-wallah, the nappi, the beesti, and the sweeper. The punkah-wallahs sat in the gangways between sections, pulling the ropes to keep the punkas swinging. The dhobi (laundry man) collected our dirty linen at breakfast time and brought it back clean by mid-day.

Our favourite was the char-wallah, who sat on his veranda from early morning until late evening with his large urn of tea, and box of rolls and cakes. If you were too lazy or tired to fetch your own, you shouted for his boy who came running in, collected your mug and money, and brought your refreshments to you whilst you lay on your bed cooling off under the swaying punkahs.

The “nappi” was the barber who came round at dawn with his shaving equipment and hot water, shaving men while they were still in bed, even while they slept! The “beesti” was the water carrier, the sweeper kept the area clean and tidy. With all these attendants waiting on us we felt like “Pukka Sahibs”!

...

We had arrived at the hottest time of the year, well over 100F in the shade. We found working in the heat exhausting. Prickly heat and sweat rash added to our discomfort. Fortunately it started cooling down a little in September and October was more bearable.

At weekends we were able to go out of the barracks and explore the local town, villages and countryside. There was always a line of tongas — small, horse-drawn carriages — waiting for customers, just like a taxi rank. Other forms of transport were hackney carriages, gharries (cars) and rickshaws, some of which were bicycle-drawn. We were able to hire bicycles by the hour or day. Everywhere you had to dodge the slow moving bullock carts, and of course, cows, which were sacred and allowed to wander around freely, even in towns.

...

After 3 months of intensive training, we were considered to be competent tradesmen and were posted to various Units all over India.⁸

Emergency Commissions

On 26th November 1941, the day after he completed his Signals training in Mhow, Norman was officially discharged from the North Staffordshire regiment, and granted an Emergency Commission in the Royal Corps of Signals at the rank of 2nd Lieutenant, working with the Indian Signals Corp. His new service number was 219934.

There was a close relationship between the British and the Indian Armies, though they were two separate organisations. Most of the officers in the Indian Army were British men who had joined the British Army and trained at Sandhurst in England, then been admitted to the Indian Army. Experienced and able Indian soldiers who had served as Other Ranks were granted commissions by the Viceroy of India, and were termed Viceroy Commissioned Officers (VCOs). By the 1920s, Indians were admitted to Sandhurst and once commissioned, were accorded the same status as their British colleagues. From the 1930s a process of 'Indianisation' saw the gradual replacing of British officers with Indian personnel.

The British and Indian Armies expanded greatly after the outbreak of World War II and to cope with this huge increase in numbers, new categories of officers were instigated. Emergency Commissions were given to British officers in both the British and Indian Armies. For those potential officers designated to serve in Indian units, they were posted from the United Kingdom as private soldiers, then underwent officer training in India. On completion of their training, they received their



Royal Corps of Signals cap badge, World War II era

⁸ Cecil John Callis, “1941-1945 Eastern Travels Part 2”, WW2 *People's War*, BBC; contributed 11 Jul 2005; (bbc.co.uk/ww2peopleswar : accessed Sep 2016).

Emergency Commissions and were then posted to Indian regiments. At the end of the war, they were released from military service, or they could apply for a permanent commission.

All the soldiers in the Indian Army were volunteers, and conscription was never introduced during the war. They were from numerous races and religions, and as a result of the Indian Mutiny, the regiments contained a mix of races and religions, with Sikhs serving in the Punjab regiments and Punjabi Mussalman (Muslims) serving in Sikh regiments.

During the war, some Indian troops served abroad, though the main task of the Indian Army was to police the Indian Empire. By the end of World War II, the force numbered around two and half million men, the largest volunteer army ever raised.⁹

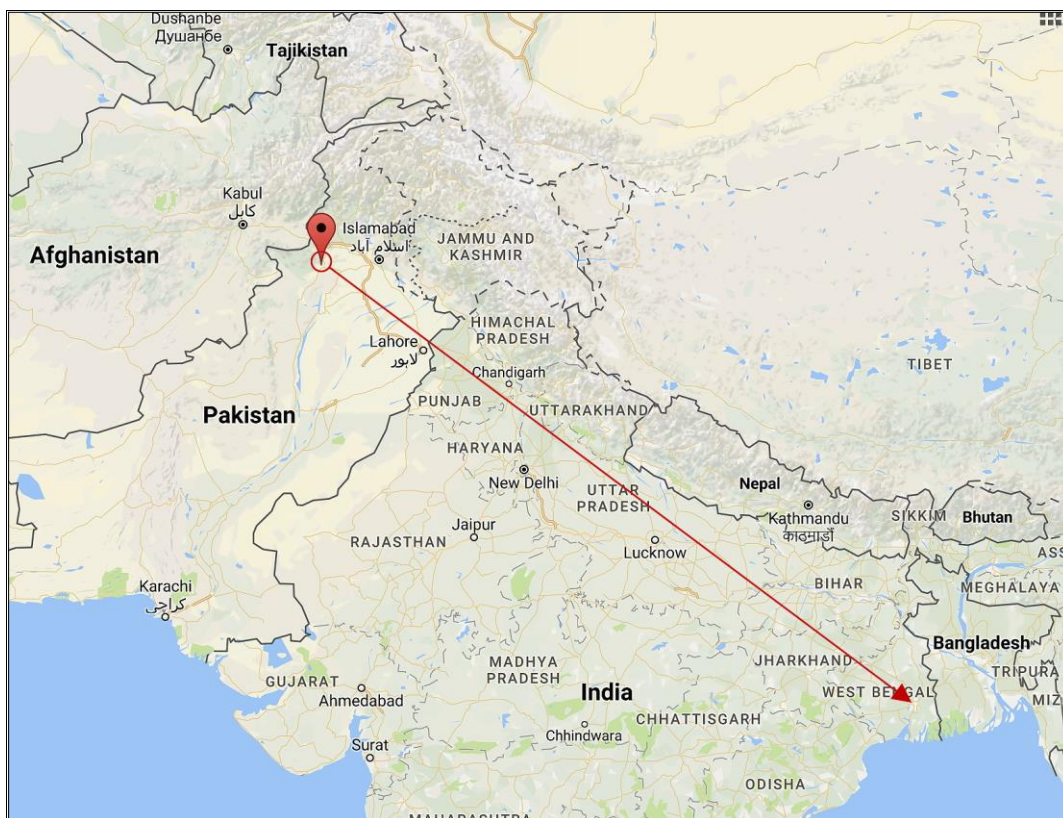
The Royal Corps of Signals' mission was communications, and while they were armed, they were not a fighting unit unless absolutely necessary. As well as providing communications for divisions engaged in the forward areas in North Burma and the Arakan fronts, the Indian Signal Corps provided communications to the end of the war through the 14th Army Signals and many line of communication Signal units.¹⁰

On 5th December 1941, Norman was posted to Kohat District Signals.

Kohat & Calcutta

Kohat District Signals was based in the town of Kohat, after which the district was named. Kohat had been annexed by Britain in 1849 and was part of India until the partition in 1947 – it now lies within Pakistan. Norman was at Kohat for five and a half months, and then on the 26th May 1942, he proceeded to Calcutta “on Special Duty – Duration not known”.

Calcutta was the headquarters both for numerous supply and service commands supporting air operations against Burma and for engineer and other construction units. It was also where the Indian Tea Association had its headquarters.



Kohat and Calcutta [Google Maps 2016]

⁹ “India 1930-1947”, *British Military History*, (www.britishmilitaryhistory.co.uk/; accessed Oct 2016).

¹⁰ *Royal Corps of Signals: Unit Histories of the Corps (1920-2001) and its Antecedents*, Cliff Lord, Chris Lord, Graham Watson, Helion & Company Limited, 24/02/2014

A clue to the work Norman was involved in is provided by his mention in Geoffrey Tyson's *Forgotten Frontier*¹¹, which tells of the Indian Tea Association's role in assisting refugees escape from upper Burma during the war. At the back of his book, Tyson includes a section headed *Nominal Roll of I.T.A. Personnel = (Including Planters Seconded from H.M.Forces)* and proceeds to list individuals by name, with "Lt. N.M. Esslemont" appearing in a list of personnel connected to the Ledo Road Project. The particulars of his involvement are not given, but as a trained signaller, Army officer and experienced tea planter, Norman's skills and knowledge would have proved immensely useful in the building of the Ledo Road.

Indian Tea Association

The Indian Tea Association (ITA) was the trade association for the tea planters of India. Created in 1888, its original purpose was to stop the planters poaching each other's Indian labourers. India was less affected by the Great War, but when World War II broke out, around a third of the tea planters volunteered for the army and left their estates.

In March 1942, the Government of India requested help from the ITA in building motorable roads on the Burma-Assam border, as well as assistance to the many refugees that were already travelling along those routes. The two main northerly evacuation routes from Burma were the Tamu-Imphal-Dimapur route (a rough track to be widened to a motorable 200-mile road), and the Hukawng Valley.

Staging posts were established by the ITA volunteers along the routes, where bamboo barracks were built with thatched roofs and floors raised off the ground. At the entrance to each camp on one side would be a stall where tea was constantly brewing, and on the other was a doctor in attendance. Between these camps along the road at around four mile intervals were also ration dumps where labourers were organised and sent up the road with food supplies.¹²

An observer of the ITA's efforts stated:

*The work of their officers and doctors (and labourers too) at the forward camps, living as they did for weeks at a time in appalling sanitary conditions, in great discomfort, with hardly more than coolie rations, handling mobs of terrified and therefore sometimes intractable refugees, with cheery sympathy but with firmness, is a fine record of which the Association may be proud. In many cases those staffing the forward camps suffered constant ill-health, but they carried on and hardly a man went sick.*¹³

The main part of the Tamu-Imphal-Dimapur route was a 130-mile-long rough track from Imphal to Dimaapur. Along the route, the ITA had set up camps while their labourers had widened the track. Most of the refugees were ferried along this road in trucks supplied and driven by tea planters or their labourers. The first section of the route, the fifty miles from the border town of Tamu, was more difficult to traverse and refugees were forced to walk this part.

On 10 May, Imphal town was bombed by the Japanese, and the route was no longer used for civilians and the relief operation along it had ceased by the end of June. After the bombing of Imphal, the Hukawng Valley route became the default option.

By the end of May when Norman reached Calcutta, the ITA had finished providing labour for the escape route from Burma, the works at Dimaapur Base, and for making camps to accommodate the refugees as they made their way out of Burma. The tea garden labourers and the planters returned to their estates for some brief respite.

A request for more labour was put to the ITA Committee in Calcutta by the army in September 1942. The "Shadow Force Labour Scheme" evolved, whereby every tea estate in North East India promised to supply labour for military projects on a scale of one labourer per ten acres of estate, with the right to recruit through the tea industry's recruiting organisation at government expense. It was a commitment to supply all projects with a force of 50,000 workers, although in practice the numbers were between 75,000 and 90,000. Projects included not only roads such as Manipur and Ledo, but also airfields and stone quarries. The labour scheme continued until the end of the war.

¹¹ Geoffrey Tyson, *Forgotten Frontier*, W.H. Targett & Co Ltd (Calcutta: 1945).

¹² Andrew Martin, *Flight by Elephant*, Fourth Estate (London: 2013), pp 131-2.

¹³ *Flight by Elephant*, p.132.



Kumidu landing strip, along the Ledo Road [www.cbi-theater.com]

Ledo Road project

The Burma Road, which stretched from Kunming, China to Rangoon, Burma had been built by the Chinese as an overland supply route, but this was cut off after the Japanese captured Rangoon in March 1942. As an alternative route, the building of a road from Ledo in Assam, India, was proposed to connect to part of the Burma Road near Bhamo to provide a route to Kunming. Until it was finished, supplies had to be flown in over the mountains (or the "Hump" as it was known).



The Ledo and Burma Roads, and the air bridge over the "Hump" (The Daily Chronicles of World War II)

In December 1942, work on the Ledo Road began, under the direction of the American General Stilwell, using American troops (mostly African Americans), local tribesmen and the tea garden labourers. An engineer unit was also sent from China, to be trained by the Americans in their methods. Labour was also needed for malarial control work and transporting supplies.



Army bulldozers constructing the Ledo Road cut a path through a hillside in the Indian jungle [http://www.ibiblio.org]

Progress was slow – the average rate for an all-weather, single-track road with passing places was three quarters of a mile a day. The weather, especially during the monsoon season, slowed work down considerably. Landslides often marooned trucks for a week or more, and when bridges were washed out, porters had to be hired to carry cargo across streams and rivers in order to get supplies through. Units working on the road also had to maintain supply roads to those units engaging with the Japanese, and build airfields as they advanced through Burma.

Health Hazards

The region had a high malarial rate, and to combat this, a control program was instigated that kept the malarial rate below six percent (when the average was usually nearer 50 per cent). Units were responsible for their own spraying programs and discipline regarding the use of bed-netting, protective clothing, and mosquito repellents. Many units held what became known as “Skat Calls”, formations held at dusk where all personnel tucked trousers into their socks, rolled down their sleeves, and applied repellent to any exposed skin.

Many workers died before the road was finally finished just over two years later, with the Ledo Road being nicknamed the “man a mile road” for the frequency of deaths. Some died from Japanese attacks or accidents, but more were killed from disease or starvation.

Norman was reported ill in June 1943, though the cause is not given. The War Office compiled regular casualty lists from 1939 to 1947, which listed names of officers, nurses, and other ranks who were killed in action, died as a result of illness or accident, reported missing, or taken prisoner. Lists also included those who were wounded, or in the

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Casualty List No. 1167 (Officers) Copy No. 42

(This list contains all casualties reported to the War Office Casualty Branch for the 24 hours ended 9 a.m. 22nd June, 1943.)

Expeditionary Forces		Previous List No.	Date of Casualty
(a) Middle East			
Wounded			
Royal Artillery	W.S/Lieut. P.W.	140342	9. 5.43.
(Remaining at duty)			
Western Desert			
Previously reported Missing 4.6.42. now reported Killed in Action			
East Yorkshire Regiment	W.S/Lieut. E.C.	137954	29. 5.42.
(Remaining at duty)			
2. Home and Stations Abroad			
(a) Abroad			
India			
Dangerously Ill			
Royal Corps of Signals	Lieut. N.M.	219934	12. 6.43.
(Remaining at duty)			

case of Norman, "dangerously ill". His condition was dated 12th June 1943, and may have been due to malaria, dysentery or cholera.

Completion of the Ledo Road

In late 1944, the Ledo Road finally connected to the Burma Road, a route stretching a total of 1079 miles (1736 kilometres). The first convoy of 113 vehicles led by General Pick left Ledo on 12th January 1945, and reached Kunming on 4th February, 1945.¹⁴

Over the next seven months, 5000 vehicles would carry 35,000 tons of supplies before the war ended. The road was renamed the Stilwell Road, after General Joseph Stilwell of the US Army, who spearheaded the project. The Japanese officially surrendered on 2nd September 1945, and military use of the Stilwell Road ended in March 1946.

In a foreword to A. H. Pilcher's book on the Indian Tea Association's role during World War II, *Navvies to the Fourteenth Army*, General Slim (who commanded the British forces in Burma) acknowledged the debt owed to the planters and workers of the Indian tea estates:

Had it not been for the work of the Indian Tea Association I doubt if I should now be in a position to write a foreword to this or to any other book, for without their labour on the last stages of the long grim retreat from Burma in 1942 few of the Burma Army would have reached India. In the succeeding years, while we slowly turned disaster into triumph, it was again I. T. A. labour that played a great part in building and maintaining our one vital road link with India. We could not have done what we did without them.

To raise, organize, direct, move and maintain so vast a labour force against every difficult of climate and terrain was a magnificent achievement. It was only made possible by the high efficiency of the I. T. A. the unselfish co-operation of the whole Planter Community, and above all by the cheerful, steadfast courage and resource of those planters who came with their labour as the forward offices of the force. They had the complete confidence of their men, and this confidence alone made the operation possible. The labourers themselves showed a steadiness, industry, discipline and loyalty that evoked the admiration of all of us who dealt with them.

I am glad to have an opportunity to place on record what the Fourteenth Army - and its Commander - owed to their "Navvies", the Indian Tea Association Labour.¹⁵

The last entry in Norman's service records is his release from Army Service in India, dated 18th November 1945. The authority signing his release was the ITA Admin Officer at HQ202 Line of Communication (L. of C.) Area, which gives some indication of his location at that time. Area 202 consisted of most of Assam, including Manipur State, and had been transferred from the command of the Fourteenth Army to the new LoC Command on 15th November 1944, along with Area 404.¹⁶

Both the British and the Americans produced documentary films on the campaign in Burma, with the British (supported by Admiral Lord Louis Mountbatten, Supreme Allied Commander of South-East Asia) concentrating on the drive southwards to liberate Burma in *Burma Victory*, while the Americans emphasised the building of the Ledo Road and the drive northwards to relieve the Chinese in *The Stilwell Road*.

After the War

By the end of 1945, Norman was back in the Northern Bengal Mounted Rifles as a private in the Motor section, and working at Bundapani Tea Estate.¹⁷

On 15th February 1947, Norman Medhurst Esslemont and Nellie Booth Cameron were married in Aberdeen, Scotland.

After the wedding, Norman departed for India on the *Historian* on 31st March 1947, and Nellie followed him on the *Franconia*, departing 7th May 1947.

¹⁴ "Burma Road and Ledo Road", *Citizendium*, http://en.citizendium.org/wiki/Burma_Road_and_Ledo_Road : accessed Sep 2016).

¹⁵ A. H. Pilcher, *Navvies to the Fourteenth Army*, privately published in Calcutta 1947, digitised version at www.koi-hai.com.

¹⁶ John Grehan & Martin Mace, *The Battle for Burma 1943-1945: From Kohima & Imphal Through to Victory*, Pen and Sword (2015).

¹⁷ *NBMR Journal 1941-47*; transcribed and published on Koi-Hai.com (www.koi-hai.com/ : accessed Jul 2016).

Tea Planter's Bride For India

An Aberdeen saleswoman, Miss Nellie Booth Cameron, who was married to Mr Norman Medhurst Esslemont in Gilcomston (St Colm's) Church, Aberdeen, on Saturday, will leave this country in two months' time to live in India.

Mr Esslemont is a tea planter in North Bengal, India. He is the son of Mr and Mrs S. Esslemont, 180 Spital, Aberdeen, and his bride is the daughter of Mr and Mrs A. D. Cameron, 228 Victoria Road, Aberdeen.

At the ceremony, she was given away by her father. She wore a dusky pink two-piece suit with feathered halo hat.

Miss May Buchan, who was bridesmaid, chose a two-piece suit in turquoise.

Mr Alistair Lee, 61 Hilton Drive, Aberdeen, was best man. The Rev. Thomas R. S. Campbell conducted

*Aberdeen Journal, Monday 17th February
1947, p4 (British Newspaper Archive)*

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