



THE STORY OF LIEUTENANT HENRY RICHARD DEIGHTON SIMPSON



Crashed Aeroplane John Singer Sargent 1918 IWM ART



BY PETER DANIEL



RESEARCHER: HOLLY ROBJOHNS

SECTION 1

DEIGHTON'S MATERNAL GRANDFATHER
JOHN JONES, EARLY JEWISH PIONEER OF LOS ANGELES



Jewish Museum of the American West

SOURCE 1: MATERNAL GRANDFATHER JOHN JONES

Jewish Museum of the American West



Deighton's grandfather John Jones was born in Warsaw of Polish Jewish parents in 1800. The family was forced to flee anti-Semitism when Warsaw ceased to be part of Poland after it was swallowed up by Prussia.

Many Jews came and settled in London's East End where they struggled against poverty.

WHAT WAS THE PARTITION OF POLAND?



Poland's religious tolerance provided sanctuary for Europe's Jews for centuries

The Partitions of Poland were three partitions which took place in the second half of the 18th century ended the existence of Poland for 123 years. The partitions were by the Russia, Prussia and Austria-Hungary.



AZIMUTHAL EQUAL AREA PROJECTION

STOP YOUR CRUEL OPPRESSION OF THE JEWS FLOHRI, EMIL, 1904

Judge

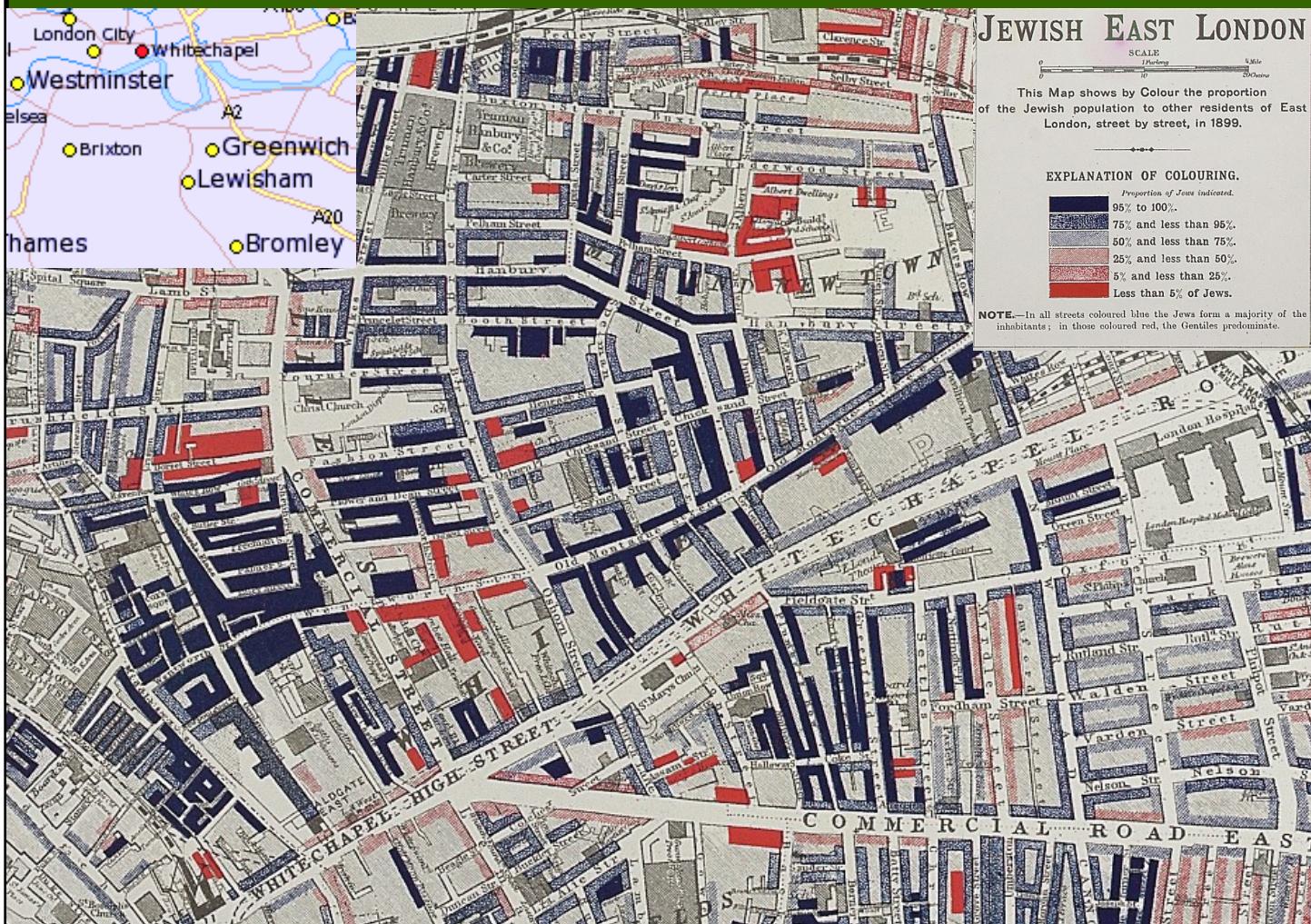


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STOP YOUR CRUEL OPPRESSION OF THE JEWS.

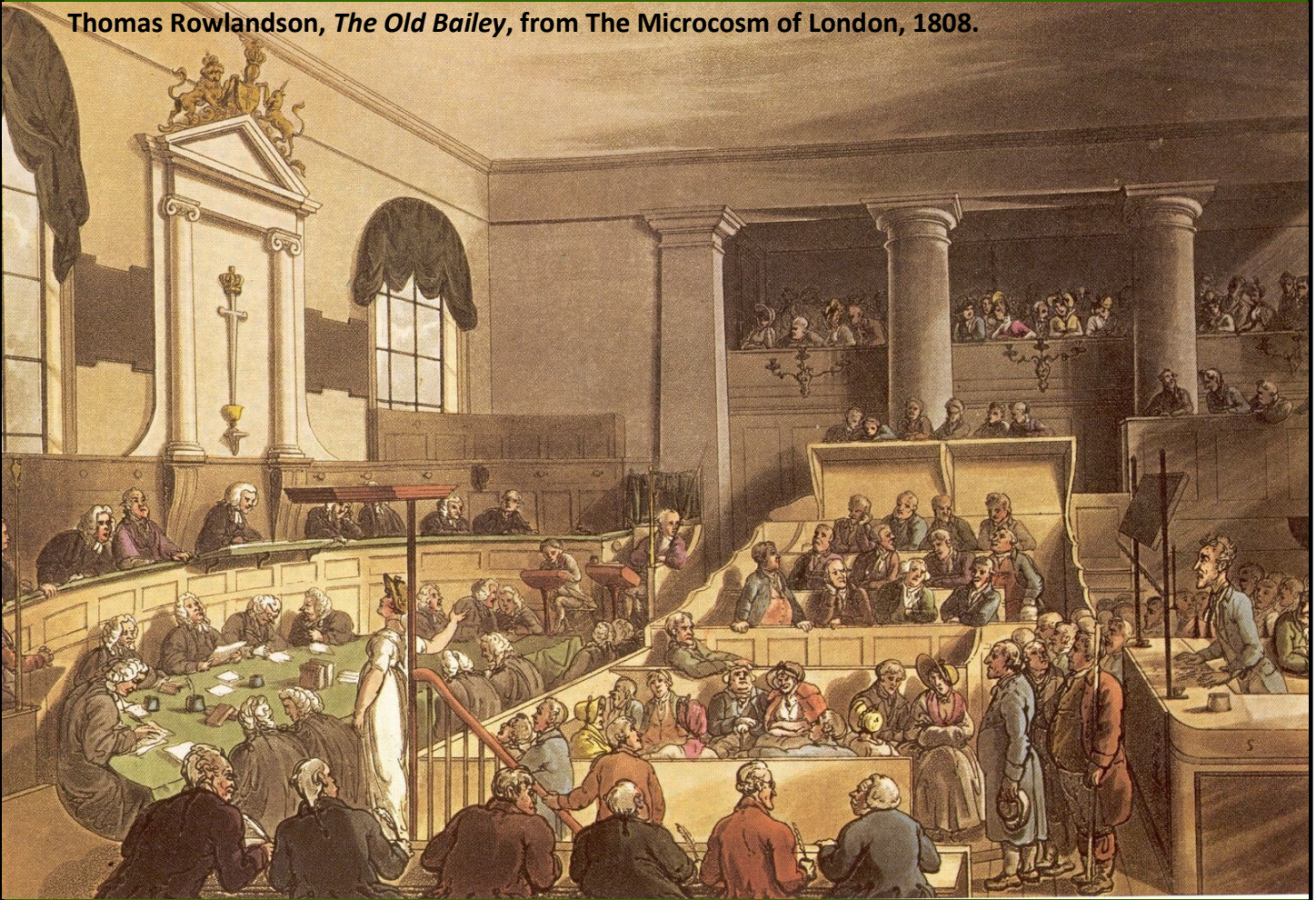
ROOMMATE (to the Jew):—Now that you have peace without, why not remove his burden and have peace within your borders?

WHERE DID LONDON'S JEWISH IMMIGRANTS LIVE?



SOURCE 2: JOHN JONES'S TRIAL AT THE OLD BAILEY 1835

Thomas Rowlandson, *The Old Bailey*, from *The Microcosm of London*, 1808.



Australian Convict Transportation Registers – Other Fleets & Ships, 1791-1868

George Ryan	Criminals were transported to Australia for both major and minor crimes.
Samuel Hill	
Elias Jacobs	D: _____ D: 26 th October 1835 Seven years.
John Rawlins	
George Williams	
Henry Barkins	
<u>John Jones</u>	<u>D: _____ D: 23rd November 1835 Seven years.</u>
Thomas Brown	John Jones was sentenced on 23rd November 1835 at the Old Bailey
Alexander White	
Robert Balls	D: _____ D: 14 th December 1835 Life.

SOURCE 3(A): TRIAL TRANSCRIPT 23 NOV 1835

28. **JOHN JONES** was indicted for stealing, on the 9th of November, 2 breast-pins and chain, value 12s., the goods of George Humby, from his person.

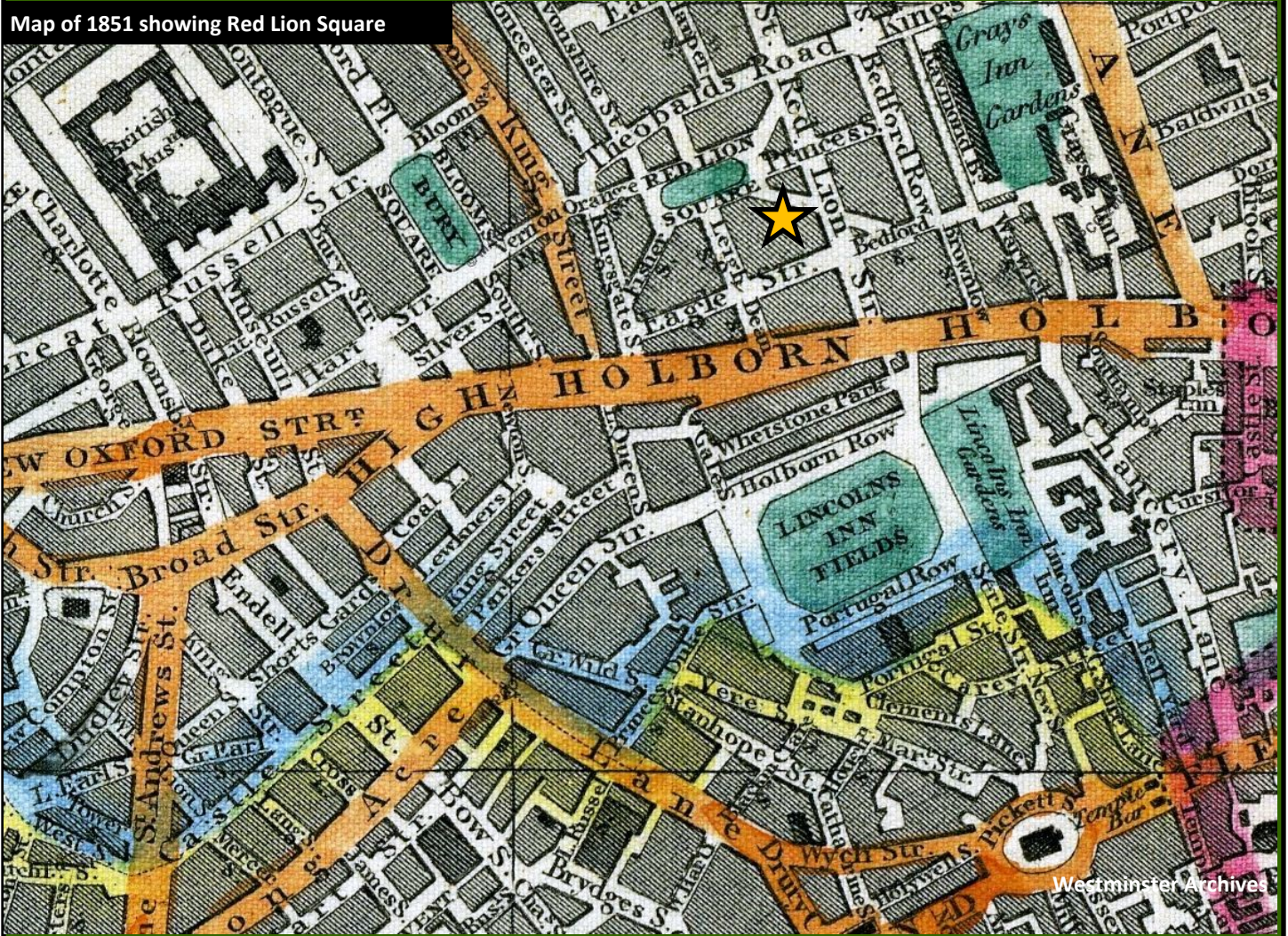
GEORGE HUMBY. I live in New North-street, Red Lion-square. About three or four o'clock, on the 9th of November, I was on Ludgate-hill, standing with a friend, looking at the procession, and just as the Lord Mayor's carriage passed, the prisoner, who had been standing by the side of my friend for ten minutes or a quarter of an hour, all on a sudden brushed by, when the crowd turned after the carriage, and at the moment I lost my pins—I had a fall-down stock, and two pins attached to each other, with a gold chain—one had a diamond in it—it was in the fall-down part of the stock—the prisoner put his hand underneath my chin, so that I could not see him do it, but it was snatched by somebody—it was not fastened round my neck—by taking hold of the chain, he could draw out both pins.

Cross-examined by Mr. CLARKSON. Q. Did you state before the Magistrate that you could not tell how it was extracted? A. Yes; I had seen it safe just before the crowd began to move—I was on the pavement—it was not very much crowded—we were standing with our backs to the shutters of a shop—there were two or three persons on my left, my friend on the right, and the prisoner next—there were persons before me, with their backs to me, and no persons behind—nothing was found on the prisoner—he was seized within a yard of the spot—the whole occurred within a minute—he objected to be taken as a thief, and said he would go quietly—and he was desirous of being searched on the spot—that of course we did not do—it was from ten minutes to a quarter of an hour before we got a constable, but we had him in hold—there were two or three persons on my left—there was a general cry of "Search him, and if he has not got it, let him go"—he did not attempt to escape—he endeavoured to unloose my hand.

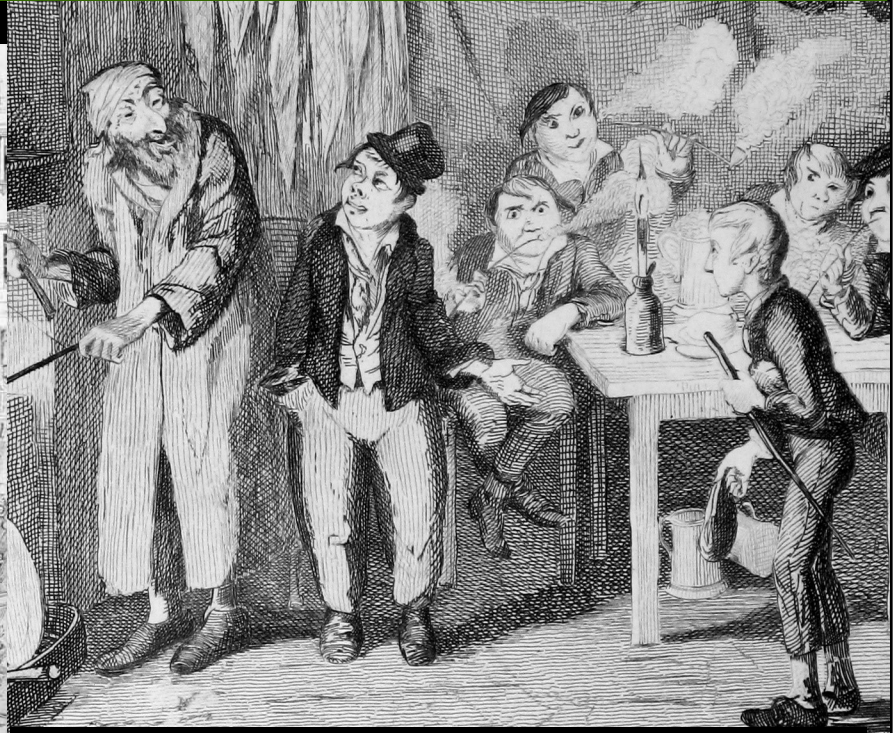
JOHN M'MAHON DU PASQUIER. I live at Craven-street, Strand. I was with the prosecutor—I observed the prisoner pushing by me—I had seen him near me about a quarter of an hour before, and had noticed him to my friend—I pushed him back which he did not resent—he

WHERE DID JOHN JONES'S CRIME TAKE PLACE?

Map of 1851 showing Red Lion Square



1843 Lord Mayor Procession Ludgate Hill ILN



:Dickens's Oliver Twist stigmatised Jews as dishonest. Fagin by Cruikshank

pushed by me again, and got before me, and passed me—he put his hand under my friend's face, and with the other hand pulled out the pins—I saw him do it—I am certain he is the man—I saw it in his hand—I then said to my friend, "He has taken your pin," and collared him—there was no pin found on him—we did not search him at the time—he might have dropped it, or conveyed it to some one else without my seeing it.

Cross-examined. Q. You saw this done? A. Yes—I cannot be mistaken—the pavement was not very crowded—the procession was going by—I did not lose sight of him from the time he took the pin till he was delivered to the officer—I first collared him, and then my friend came up, and he remained still in my sight, and we pulled him nearly to the bottom of Ludgate-hill, and then gave him to the officer—he said, "Don't pull me about like a thief"—he said he was ready to be examined any where.

WILLIAM HOWELL. I am an officer. The prisoner was given into my custody—I searched him, and found a duplicate, but no pin.

JURY to MR. DU PASQUIER. Q. In what situation was the prisoner when you saw him take the pin from the breast? A. My friend was on my right, and the prisoner on my left, pushing by him in the front, and drew his hand down out of the way—I swear I saw the pin drawn out of the neck-cloth, and in his hand afterwards.

Cross-examined. Q. About how many persons where there on the spot? A. I cannot say; there were a good many.

COURT. Q. Upon the closest reflection are you able to swear that he is the person who took the pin? A. I have not the least doubt about it.

JAMES MATTHEWS. I am the officer. I took the prisoner, and gave him to Howell.

(Thomas Ridley, broad silk-weaver, Bethnal-green; Henry Hill, of Artillery-street, a baker; and Lewis Colum, a general dealer, gave the prisoner a good character.)

GUILTY. Aged 28.—Transported for Seven Years.

SOURCE 4: TRANSPORTATION TO AUSTRALIA

The Lords of the Admiralty have chartered the *Moffat*, for the conveyance of 400 male convicts to New South Wales, and the *Lord Lynedoch*, to carry out 330 male convicts to Van Diemen's Land

The Australian Tuesday 14 June 1836 Trove



Of the two hundred and twenty Irish convicts who arrived by the *Waterloo*, only twenty were Protestants. Of the four hundred English convicts who arrived by the *Moffat*, only forty were Catholics, the remainder were nearly half Jews.

Sydney Herald 15th September 1836 Trove

SOURCE 5: SYDNEY GAZETTE 5TH SEPTEMBER 1836

**To the Editors of the Sydney Gazette.
GENTLEMEN,**

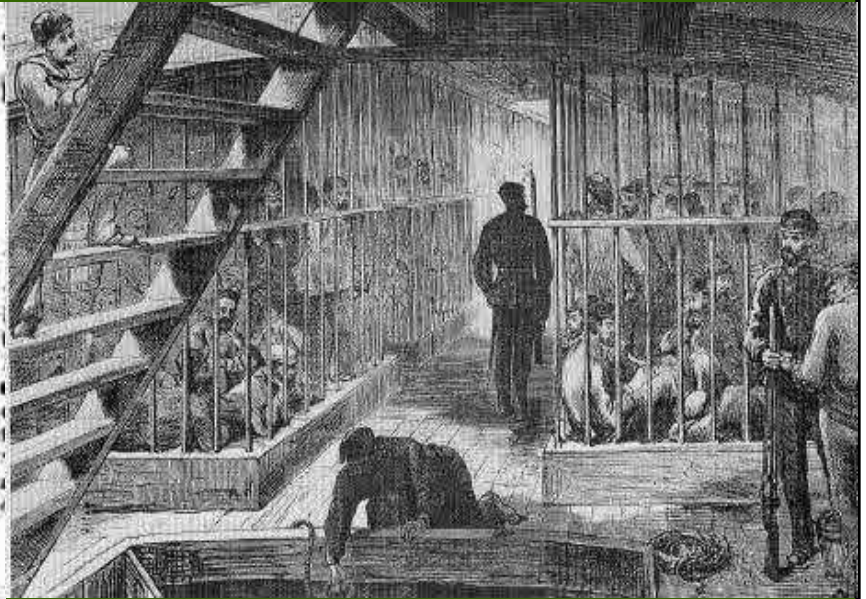
"On Tuesday, the 30th September, at 2 P. M., we approached the Heads, it blowing a complete gale from the south, under double reefed topsails, courses hauled up all ready to receive a pilot on board, and stood in for Middle Head, but saw no pilot; attempted to tack, but missed stays; wore ship, while in the act of wearing, split the main topsail into ribbons; we hauled the fore and main tack on board, and tried to stand out to sea - but finding we could not fetch out clear of the Heads, was compelled to cut the anchors from the bows, and bring her up all standing, leaving the prisoners, and such men as could be spared, to take in sail; veered away 70 fathoms of both cables, expecting every minute the ship to go on the rocks, and if she had, every soul must have perished, as we were right under the inner North Head; at 3 P. M., saw a boat coming towards us, which proved to be one of H. M. S. Victor's, with a Lieutenant and Mr. Watson the pilot, with a number of able seamen to our assistance; in a short time after, two more boats, from H. M. S. Rattlesnake, with Mr. Richards, the first lieutenant and several other officers and seamen, who remained by us till we got to Sydney. The officers of H. M. Ships and Mr. Watson consulted which would be the most expedient way to save the lives and ship. It was resolved to send an officer with the Revenue Cutter to get one of H. M. S. Victor's bower anchors, and two cables, which was promptly obeyed, while every other effort for the safety of the ship was in progress. In a short time the Revenue Cutter arrived with the anchor and cables as before mentioned; which were laid out by her, and the end of the cable being sent on board of us, was the means of saving the ship, and the lives on board. On attempting to heave our own anchors up, we broke the fluke of one, the other was totally lost; it broke off at the ring; so that we lost two anchors.

"Too much praise cannot be given to the officers and seamen of H. M. Ships Victor and Rattlesnake, for their prompt assistance and exertions, in which they were instrumental in saving the lives and ship; as also to Mr. Watson, who exerted himself to the utmost of his power.

I remain, Gentlemen, your's, &c.

OFFICER ON BOARD.

Trove



"On Tuesday, the 30th September (sic), at 2 pm, we approached the Heads, it blowing a complete gale from the south, under double reefed topsails, courses hauled up all ready to receive a pilot on board, and stood in for Middle Head, but saw no pilot; attempted to tack, but missed stays; wore ship, while in the act of wearing, split the main topsail into ribbons; we hauled the fore and main tack on board, and tried to stand out to sea - but finding we could not fetch out clear of the Heads, was compelled to cut the anchors from the bows, and bring her up all standing, leaving the prisoners, and such men as could be spared, to take in sail; veered away 70 fathoms of both cables, expecting every minute the ship to go on the rocks, and if she had, every soul must have perished, as we were right under the inner North Head; at 3 pm, saw a boat coming towards us, which proved to be one of H.M.S. Victor's, with a Lieutenant and Mr Watson the pilot, with a number of able seamen to our assistance; in a short time after, two more boats, from H.M.S. Rattlesnake, with Mr Richards, the first lieutenant and several other officers and seamen who remained by us till we got to Sydney."

Convict Sydney Wayne Haag for Sydney Living Museums



SYDNEY HEADS BY CONRAD MARTENS 1854

Arriving in Sydney on 17 April 1835, the London-born landscape painter Conrad Martens entered Sydney Harbour for the first time: 'The appearance when off the heads of Port Jackson is that of a wild and iron bound coast and the entrance that of a gigantic gateway, but the scene changes immediately upon entering the calm and beautiful islands, bays and headlands ... the town of Sydney is seen.'



State Library of NSW

SOURCE 6 (A): JOURNEY TO CALIFORNIA U.S.A.

SHIP: BROAD AXE

TYPE: Brig (British) FROM: Adelaide, Australia
 ARRIVED: August 3, 1850 CAPTAIN: Lamb
 PASSAGE: 116 days from Adelaide, Australia. On June 16, 1850 in
 lat. 4-46N, long. 121-15W.
 CARGO: 90 bags flour, 3 bags sugar, 2 boxes soap and 1 box tea.

Passengers

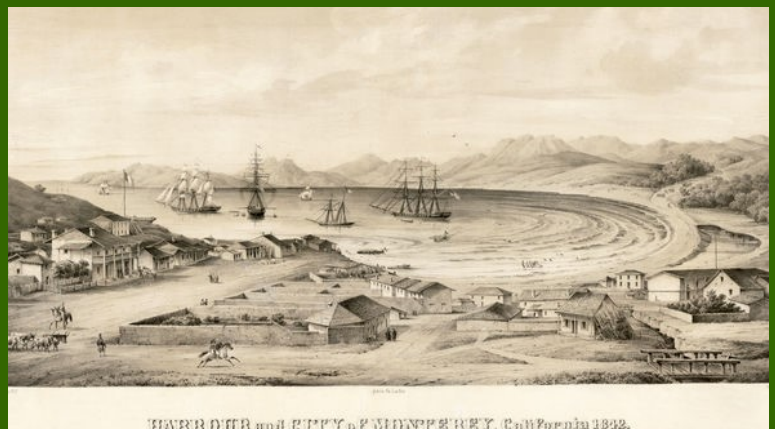
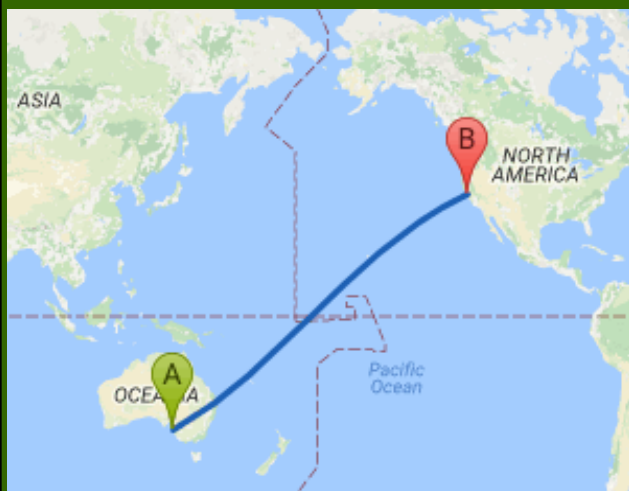
Mrs. _____ Lamb and dau	Mr. & Mrs. _____ Kirby
J. Opie and wife	A. Gorham and wife
R. Elford and wife	J. Smyth, wife and child
J. Sydenham and wife	J. Phenix and wife*
J. Lincoln and wife	Miss M. Smith
H. Barnes	M. Dallett
J. Hayward	J. Preston
E. Hawkins	W. Green
A. Tuskar	G. Fawcett
H. Howell	J. Clark
J. Haldam	<u>J. Jones</u>
J. Olliver (correct)	W. Phoenix*
C. Cood	C. Davis
E. Cow	T. Long
A. Dagetier	A. Callis
R. Kirby	J. Gay and wife
W. Hughes and wife	P. Kerion
J. Davis	A. Fitzgerald
G. Webb	J. Ladrigan
G.W. Cock	R. Bawl
J. Snow	H. Herbert
H. Carroll	

and 29 unidentified in steerage

(*) Note similar spellings of name.

The Maritime Heritage Project ~ San Francisco 1846-1899 -

John Jones arrived in Australia in 1836 and received his certificate of freedom in 1843.



HARBOR and CITY of MONTEREY, California 1832.

He decided to leave for the U.S.A. in 1850.

SOURCE 6 (B): JOURNEY TO CALIFORNIA U.S.A.

MAP OF THE GOLD REGIONS OF CALIFORNIA.

Showing the Routes via Chagres and Panama, Cape Horn, &c.



IMPORTANT DIRECTIONS

TO PERSONS EMIGRATING TO CALIFORNIA.

ROUTE via CHAGRES and PANAMA.

For the information of those going to California either as Adventurers or Permanent Settlers, it is important that they have access to all information obtainable, for want of which, the necessary precautions are neglected, which may result in much suffering and disappointment.

On account of the great saving of time and distance, this route is chosen by many, and to such it is important to know something of the difficulties connected with it. No untried individual ought to think of engaging in this enterprise, for there will be many circumstances where a friend will be found of essential benefit. It would be well if parties of ten or more should unite who would be devoted to, and who could place in each other that confidence which the love of gold could not destroy. Probably, those who pay their passage and are found to Chagres, will not find all the accommodations on shipboard to realize their expectations, both from the crowded state of the ship and the fare, and it would be well for all to take an extra supply of stores. The Town called Chagres is only a small village of one story houses or rather huts, situated at the mouth of the river of that name, which empties into the Atlantic Ocean, and has a small but secure harbor. The place has a very unhealthy appearance, being situated in the midst of a swamp, and the continual rains prevailing there would render the streets almost impassable were it not for logs of wood laid along the centre, for the accommodation of pedestrians.

The climate at this point is very unhealthy—the thermometer ranging from 78 to 86 most of the year—which, with its continual rains, produces bilious remittent and congestive fevers, consequently a short stay is most desirable. The population is about 600. Owing to the great amount of travellers across the Isthmus, no denunciation can be placed upon obtaining a proper amount of provisions at Chagres for the journey. Ham, bacon, sausages and preserved meats are the most desirable to carry. The journey to Panama is made by taking small canoes (or a steamboat which has now gone there) to the town of Cruces or Georgina, a distance of about 35 miles, and from there to Panama, about 24 miles by land. The river of the route formerly cut from one to four donkeys (16 dollars each) but the steamer is the most expensive will probably be less. The swamps, stagnant waters, reeds, &c. in the vicinity of the river, render walking across next to impossible. Georgina, the first landing place, is a small village, situated on a small plain on the banks of the river. Cruces,

the other landing is a few miles further up, from both of which places are roads leading to Panama, about the same distance, and which might be performed on horse or mules, with another mule to carry baggage, and a Mestizo to act as guide. Owing to rains and the face of the country, the progress is slow, as the road is mostly a bridle path, and the journey occupies 10 to 12 hours before reaching the city of Panama. Not over 100 to 150 lbs. of baggage can be carried without much extra charge. PANAMA, (in 1848) contained about 7000 inhabitants, but accommodations for travellers are poor, there being only one hotel in the place, and board from two to four dollars per day. The climate however is much more healthy than at Chagres, but it is dangerous to camp out, or live in tents as it will soon prove fatal to the unacclimated. One who leaves says, "I saved the sun, keep within doors during the day, refrain from eating fruits, even when ripe, with the exception of oranges, which may be eaten moderately. Do not touch the cypresses, wear flannel next the skin by day and night, avoid spirituous liquors, and it is needless to say, be off the first opportunity." The distance from Panama to San Francisco is about 3400 miles.

ROUTE BY CAPE HORN.

This Route is the most acceptable as far as cost and facilities are concerned, but less of time balances the difference in the price of passage, &c., which varies from one hundred to three hundred dollars, according to accommodations.

The distance from New York to San Francisco, via Cape Horn is about 18,000 miles, and will occupy nearly five months in making the passage. Notwithstanding this appears to be a long voyage, yet it is (in the present amount of travel across the Isthmus, and the probable want of vessels from Panama to San Francisco) the surest route.

ANOTHER ROUTE.

Which is said to be "the cheapest, quickest, and safest," is to take passage by vessel to Yau Cruz, thence overland to Manzanilla via Guadalajara, Tepic and San Blas; thence either by vessel, or by mule or horse travel by land up the coast. To prevent danger of being attacked by robbers through Mexico, persons should go in parties of 40 to 50, or more. The cost of this route varies from 150 to 300 dollars, and may be accomplished in 60 days.

DESCRIPTION OF CALIFORNIA,

OR THE NEW GOLD REGION.

The Gold mines of California were known to have existed in the 16th century, for as early as 1575, about the time Sir Francis Drake made a voyage to the coast, the Jesuits were in possession of certain tracts which they knew to be of more than ordinary value, and employed means to deplete the country, by enormous reports to the Spanish government. The government however appointed Don Joseph Galvez commander of a fleet to explore this region, who made favorable reports of the country and its mines. The intelligence, however, did not appear to command the attention of the Spanish Court, and its existence was allowed to pass from age to age apparently unnoticed—reserved till this late day, it would seem, for discovery by a Yankee mechanic, while building a saw mill! Already the active and enterprising, with which our country happily abounds, are in full chase to obtain the earliest advantage this new field offers.

The geographical position of San Francisco is one of the most desirable in point of commerce, in this or any other continent, and no doubt is destined to be one of the greatest bustling depots in the world.

There is an island about three miles opposite, of about two miles length, between which and the town a good anchorage is afforded for its first discovery, as one of the finest in the world, and is justly entitled to that character, even under the seaman's view of a mere harbor. But when all the necessary advantages which belong to it—fertile and picturesque dependent country, mildness and salubrity of climate, connection with the great interior valley of the Sacramento and San Joaquin, its vast resources for ship-timber, grain and cattle—when these advantages are taken into the account, with its geographical position on the line of communication with Asia, it rises into importance far above that of a mere harbor, and deserves a particular notice in any account of maritime California.

The individual position is that of Labrador, its climate is that of southern Italy; settlements upon it for more than half a century attest its healthfulness; bold shores and mountains give it grandeur; the extent and fertility of its dependent country give it great resources for agriculture, commerce, and population. The Bay is separated from the sea by low mountain ranges, and is connected with it by a strait about one mile broad in the narrowest part, and five miles long from the sea to the bay. It is about 70 miles long and has a coast lining of about 275 miles.

It is divided by straits and projecting points into three separate bays, of which the northern two are called San Pablo and Suisun bays. These two are connected by a strait called Carquinez, about one mile wide and eight or ten fathoms deep. The Suisun is connected with an expansion of the river formed by the junction of the Sacramento and San Joaquin rivers, and thence commences its connection with the noble valleys of these rivers. The Great River of California is in the Sacramento and its tributaries, and covers an extent of territory variously estimated from two to six hundred miles in length, north and south, and some sixty east and west. The valley of the Sacramento is probably the most fertile on the Pacific, and Geola, as well as the various productions of the earth, can be at all times obtained with the use of the plough, harrow and spade in the hands of an industrious man.

The climate of the country has no winter in the valley, but the rainy season and the dry, and is remarkably healthy. The rainy season begins in November and continues to the middle of February or the beginning of March; the rest of the year is without rain, but the streams from the Sierra Nevada afford all the facilities for irrigation in the heats of July and August. The whole valley abounds with wild cattle, horses, elk, deer, antelope, gazelle, porcupine, water fowl, salmon, &c. &c. All the products of the United States, from apples to oranges, from potatoes to sugar cane, may be produced in the valley of the Sacramento and San Joaquin rivers.

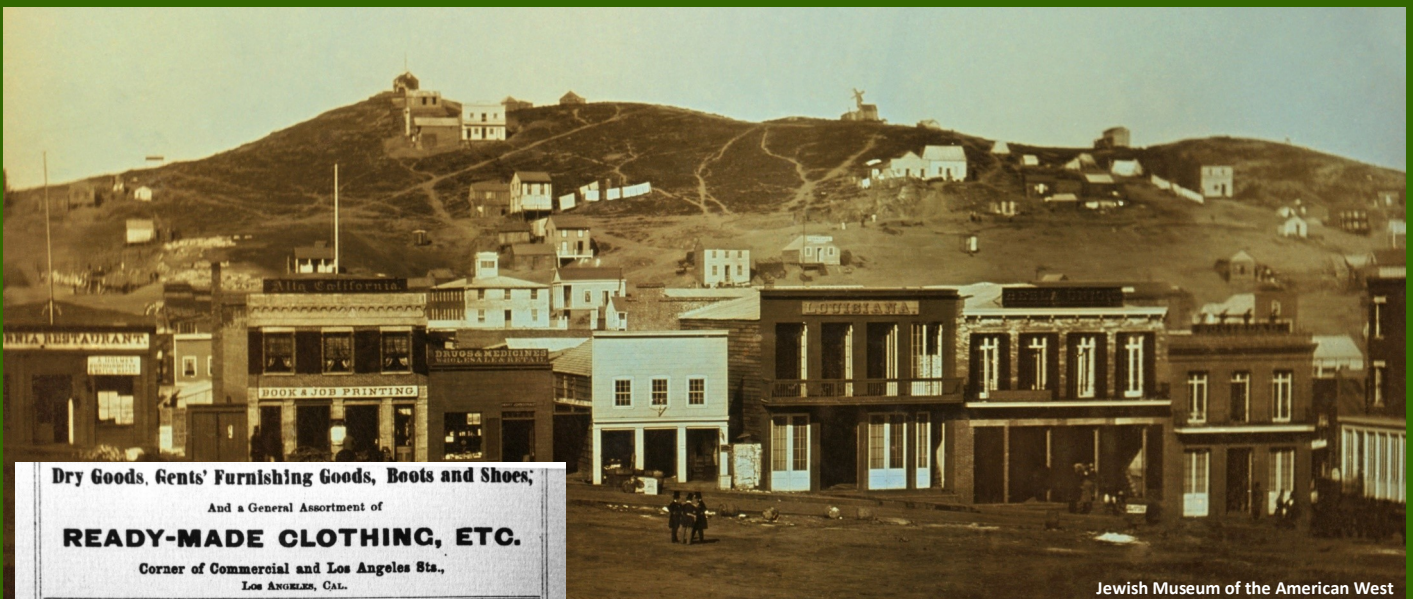
The places where Gold is found in the greatest abundance at present are on the Sacramento, Feather and Yuba rivers and the American Fork, north and south branches, the Cosumnes, and in many dry ravines, and indeed on the tops of high hills.

According to the reports of analysts, it is of a superior quality and fineness—and the assays of the U. S. Mint at Philadelphia, prove it to be nearly, if not quite as pure as American gold. Many of it has already been sent or brought here, which proves conclusively that the region of California is possessed of vast mines of Gold and other metals, which will doubtless enrich this country, and be the means of populating that portion of it, to a degree not heretofore anticipated. Such is California—the richest, most picturesque and beautiful region, for its extent, upon the face of the earth. Such is the El Dorado of the Gold mines; and such is the great acquisition of the late war with Mexico.

SOURCE 7: RECREATING MR JONES IN CALIFORNIA

John Jones, was one of the city's honoured pioneers and a forceful factor in its upbuilding and progress. A native of England, he was born in 1800, and spent his early life in the city of London where he was engaged in the shipping business in connection with the East India trade. At the age of forty-seven he set sail in his own ship bound for Australia. From there he made the long voyage to California, arriving at Monterey in 1848. Here he met David Jacks, one of the pioneers of California, who was inspector of the port there. Mr. Jones first located in San Francisco. He made a visit to Los Angeles in 1851, and liked the little pueblo so well that he decided to make his permanent home here. Some years later, in 1861, with his wife, son and daughter, he removed to Los Angeles. For a man of large affairs there were great hazards in those days. The wreck of the Laura Bevan, uninsured and loaded with his goods at the salt works, as Redondo was then called, was one of the conspicuous reverses which the doughty Englishman suffered at that time. With the courage, energy and determination that overcome difficulties, Mr. Jones rebuilt his business and developed considerable trade with Salt Lake City, sending the merchandise by prairie schooner over the Fremont Trail. **For many years before the advent of financial institutions in Los Angeles he performed the function of a banker in affording safe keeping for the bags of gold dust and money entrusted to his care by the ranchers and citizens of that period. To protect their funds he installed at his place of business in the Arcadia block on Los Angeles Street, the only burglar and fireproof safe in the town at that time.** For a period of twenty years he was regarded as one of the most prominent and progressive wholesale merchants of the community. Called to public office, he rendered to the city valuable service as president of the common council in 1865, 1866 and 1871. With a strong sense of duty and honor, he faithfully fulfilled every trust reposed in him, whether of a public or private nature, and was a man whom to know was to esteem and admire. He was a member of Company G, Stevenson's Regiment of U.S. Volunteers and remained with the regiment until discharged in 1848.

California of the South Vol. V, by John Steven McGroarty, Pages 731-735, Clarke Publ. Los Angeles 1933.



A decade after John Jones arrived in California he was regarded as one of the most prominent and progressive wholesale merchants in Los Angeles.

HOW DID JOHN JONES MAKE HIS FORTUNE?

Gold was discovered in 1848 and by July 1849 San Francisco's population was around 5,000, by December it was 25,000 . John Jones came to California in 1850 and then on to Los Angeles where he went into the wholesale grocery business.

By 1851, the gold rush had made San Francisco a thriving port city.



Jewish Museum of the American West

Twice a year he would close his store for six weeks while he travelled to San Francisco to buy merchandise, attend synagogue. He cornered the liquor (alcohol) trade.



Jewish Museum of the American West



John Jones had the only decent safe in the city where gold dust could be deposited safely.

SECTION 2

DEIGHTON'S MATERNAL GRANDMOTHER DORIA DEIGHTON JONES



Jewish Museum of the American West

[illegible]

SOURCE 9: DEATH OF GRANDMOTHER DORIA JONES



Jewish Museum of the American West

Deighton's grandparents, John Jones (died 1876) and Doria Deighton-Jones (1824-1908) were husband-and-wife land-owners and developers in 19th- and early 20th-Century Los Angeles, California. John Jones was president of the Los Angeles Common Council, the governing body of that city, in 1870-71. John Jones married

in 1858 to Doria Deighton, born in Perth, Scotland, on June 6, 1824; the marriage occurred three years after Doria came to Los Angeles from San Francisco. Mrs. Jones converted to Judaism prior to her marriage to Jones before she had three children, including daughter Constance (Simpson) who was Deighton's mother.

J. JONES & CO.
WHOLESALE DEALERS IN
General Merchandise.
NO. 7 and 8, ARCADIA BLOCK,
LOS ANGELES

1. Jan. 1869. 1tf

Jewish Museum of the American West



Jewish Museum of the American West

Doria Deighton Jones became a property developer. This L.A. building she built in 1903 is named after her. She died in 1908 before Deighton went to Eton.

PIONEER WOMAN DIES AT COUNTY HOME

**MRS. MRS. DORIA JONES PASSES
AWAY**

**AGED MRS. DORIA JONES PASSES
Estate in Los Angeles and Has
Long Been a Resident
of This City**

Mrs. Doria Jones, mother of Mrs. J. B. Lankershim and of Mark Jones, former county treasurer, and owner of a vast estate in and around Los Angeles, died at her home, 955 South Hill street, at 2:20 o'clock yesterday morning, aged 84.

The funeral will be held Thursday afternoon, and the remains of the aged pioneer will be laid to rest in Inglewood cemetery.

Mrs. Jones' death deprives Los Angeles of one of the last links that bound the present flourishing metropolis to the old and picturesque Spanish pueblo.

She is said to have been the oldest white woman resident of the city, having come here in the gold fever days of 1855 from San Francisco, when she was but 31 years old. Her holdings in Los Angeles, accumulated during long years here when she had ample opportunity to judge of the future by the past and to take advantage of the low real estate valuations which since her investments have multiplied many fold, now are valued at over \$1,000,000.

John Jones, her husband, died in 1877 after a life devoted to the development of the first interstate commerce of Los Angeles. He was one of the most prominent men in the early history of Southern California, and to his widow fell the great bulk of his estate.

Besides Mrs. J. B. Lankershim, who was Caroline A. Jones, and Mark Jones, who for two terms was county treasurer, Mrs. Doria Jones leaves a daughter, Mrs. Constance Simpson, in New York. The children were all born in Los Angeles.

Jewish Museum of the American West

SECTION 3

DEIGHTON'S PATERNAL GRANDFATHER



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Pennsylvania

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SOURCE 11: GRANDFATHER FRANCIS U.S. CIVIL WAR 1863-65

U.S. National Archives

Enrollment of all Persons subject to do Military Duty in Third Ward, 1st Dist Wilmington City District of Delaware.

RESIDENCE	NAME	DESCRIPTION			PLACE OF BIRTH	FORMER MILITARY SERVICE	REMARKS
		Age 1st July 1863	White Colored	Profession, Occupation Trade	Married or Unmarried		
	1. <i>Hyland, John</i>	31	White	<i>Blacksmith</i>	<i>d.</i>	<i>Delaware</i>	<i>Quicker of Color</i>
	2. <i>Wright, George D.</i>	25	"	<i>Miller</i>	"	<i>Delaware</i>	<i>White</i>
	3. <i>Wright, William</i>	30	"	<i>Farmer</i>	<i>W.</i>	<i>Delaware</i>	<i>White</i>
	4. <i>Wright, Thomas W.</i>	25	"	<i>Farmer</i>	"	<i>Delaware</i>	<i>White</i>
	5. <i>Wright, James</i>	26	"	<i>Wright</i>	"	<i>Delaware</i>	<i>White</i>
	6. <i>Wright, George</i>	23	"	<i>Blacksmith</i>	<i>d.</i>	<i>Delaware</i>	<i>White</i>
	7. <i>Wright, John</i>	20	"	<i>Farmer</i>	"	<i>Delaware</i>	<i>White</i>
	8. <i>Wright, William</i>	20	"	<i>Blacksmith</i>	"	<i>Delaware</i>	<i>White</i>
	9. <i>Wright, Thomas</i>	28	"	<i>Farmer</i>	"	<i>Delaware</i>	<i>White</i>
	10. <i>Wright, George</i>	29	"	<i>Farmer</i>	<i>W.</i>	<i>Delaware</i>	<i>White</i>
	11. <i>Wright, James</i>	34	"	<i>Blacksmith</i>	"	<i>Delaware</i>	<i>White</i>

SECESSION

SC	Dec. 20, 1860
MS	Jan. 9, 1861
FL	Jan. 10, 1861
AL	Jan. 11, 1861
GA	Jan. 12, 1861
LA	Jan. 26, 1861
TX	Feb. 1, 1861
VA	April 17, 1861
AR	May 6, 1861
TN	May 6, 1861
NC	May 20, 1861

MAP KEY

- Union free state
- Union slave state
- Confederate state
- Territory
- Separated from Virginia, 1861:
- admitted to Union, 1863
- Capital city
- Fort



Name:	Francis C Simpson
Birth Year:	abt 1829
Birth Place	Delaware
Age 1863:	34
Race:	White
Status:	Married
Residence:	Delaware
Job	Bricklayer

[7-206.]

Note A.—The Census Year begins June 1, 1870, and ends May 31, 1880.
 Note B.—All persons will be included in the Enumeration who were living on the 1st day of June, 1880. No others will. Children BORN SINCE June 1, 1880, will be OMITTED. Members of Families who have DIED SINCE June 1, 1880, will be INCLUDED.
 Note C.—Questions Nos. 13, 14, 22 and 23 are not to be asked in respect to persons under 10 years of age.

Enumerators

[illegible]

Name	Age	Name	Age
Francis C. Simpson	49	Henry W. Simpson	14
Emeline Simpson	40	Natale Simpson	11
Elmer C. Simpson	18	Isabella Simpson	10

SECTION 4

DEIGHTON'S CHILDHOOD

Simpson's first name was that of his father, Henry Williams Simpson, a graduate of Harvard College in the Class of 1885, a lawyer in New York City. Richard Deighton was the name of his mother's maternal grandfather, whose daughter Mrs. Doria Deighton Jones, a native of Scotland, bore an important part in the boy's education and outlook. His mother, **Constance Deighton (Jones) Simpson**, was, in the words of another son, the friend, constant companion, and inspiration of his whole life. He was born in New York



'A large Jewish community grew up in New York City. Their New Jerusalem'; Judge magazine, 1892,



✦ HENRY RICHARD DEIGHTON SIMPSON

When and Where Born	Name	Sex	Name and Surname of Father	Name and Maiden Surname of Mother	Rank or Profession of Father
---------------------	------	-----	----------------------------	-----------------------------------	------------------------------

Lawyer

York in 1895.

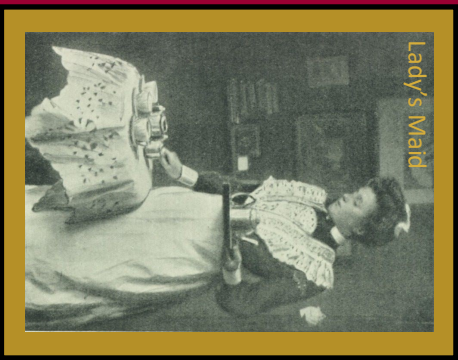
SOURCE 14: WESTCHESTER NEW YORK USA (1905 CENSUS)

U.S. National Archives

Enumeration of the Inhabitants living in Second Election District, Town of Westchester,
Village of Larchmont, County of Westchester, State of NEW YORK, on June 1, 1905.
Name of Institution John W. Schroeder, Enumerator.

RESIDENCE.	NAME	RELATION.	COLOR, SEX AND AGE.		NATIVITY.	CITIZENSHIP.	OCCUPATION.		FOR INMATES OF INSTITUTIONS ONLY.
			Color or race.	Sex.	Age at last birthday.	If born in the country, write United States; if not, write name of the country.	trade or profession of each person enumerated.	Occupation.	
1	Street.	House number.	2	3	4	5	6	7	8
1	Henry W Simpson	Head	W	M	40	USA	CITIZEN	LAWYER	
	Constance D Simpson	Wife	W	F	34	USA	CITIZEN	HOUSEWORK	
	Doria Simpson	Daughter	W	F	12	USA	CITIZEN	AT SCHOOL	
	Deighton Simpson	Son	W	M	10	USA	CITIZEN	AT SCHOOL	
	John Simpson	Son	W	M	8	USA	CITIZEN	AT SCHOOL	
	Douglas Simpson	Son	W	M	1	USA	CITIZEN	X	
	Constance Simpson	Son	W	F	1/12	USA	CITIZEN	X	
	Mary Bulgar	Servant	W	F	17	ENG	ALIEN	SERVANT	

Name	Relation to	Color	Sex	Age	born	CITIZEN OR ALIEN	Occupation
Henry W Simpson	Head	W	M	40	USA	CITIZEN	LAWYER
Constance D Simpson	Wife	W	F	34	USA	CITIZEN	HOUSEWORK
Doria Simpson	Daughter	W	F	12	USA	CITIZEN	AT SCHOOL
Deighton Simpson	Son	W	M	10	USA	CITIZEN	AT SCHOOL
John Simpson	Son	W	M	8	USA	CITIZEN	AT SCHOOL
Douglas Simpson	Son	W	M	1	USA	CITIZEN	X
Constance Simpson	Son	W	F	1/12	USA	CITIZEN	X
Mary Bulgar	Servant	W	F	17	ENG	ALIEN	SERVANT



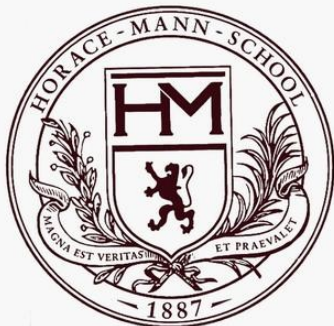
SOURCE 15(A): SCHOOL IN NEW YORK

Harvard University Archives

(18)
Henry Richard Deighton Simpson, son of Constance Deighton and Henry Williams Simpson (185), was born on January 12th, 1895.

Until 1909 he lived in this country and received part of his education at Heathcote Hall, Harrison, N.Y. and Horace Mann School, New York City, and from the hands of private tutors who prepared him for Eton College, Windsor, England.

Horace Mann School Manhattan New York



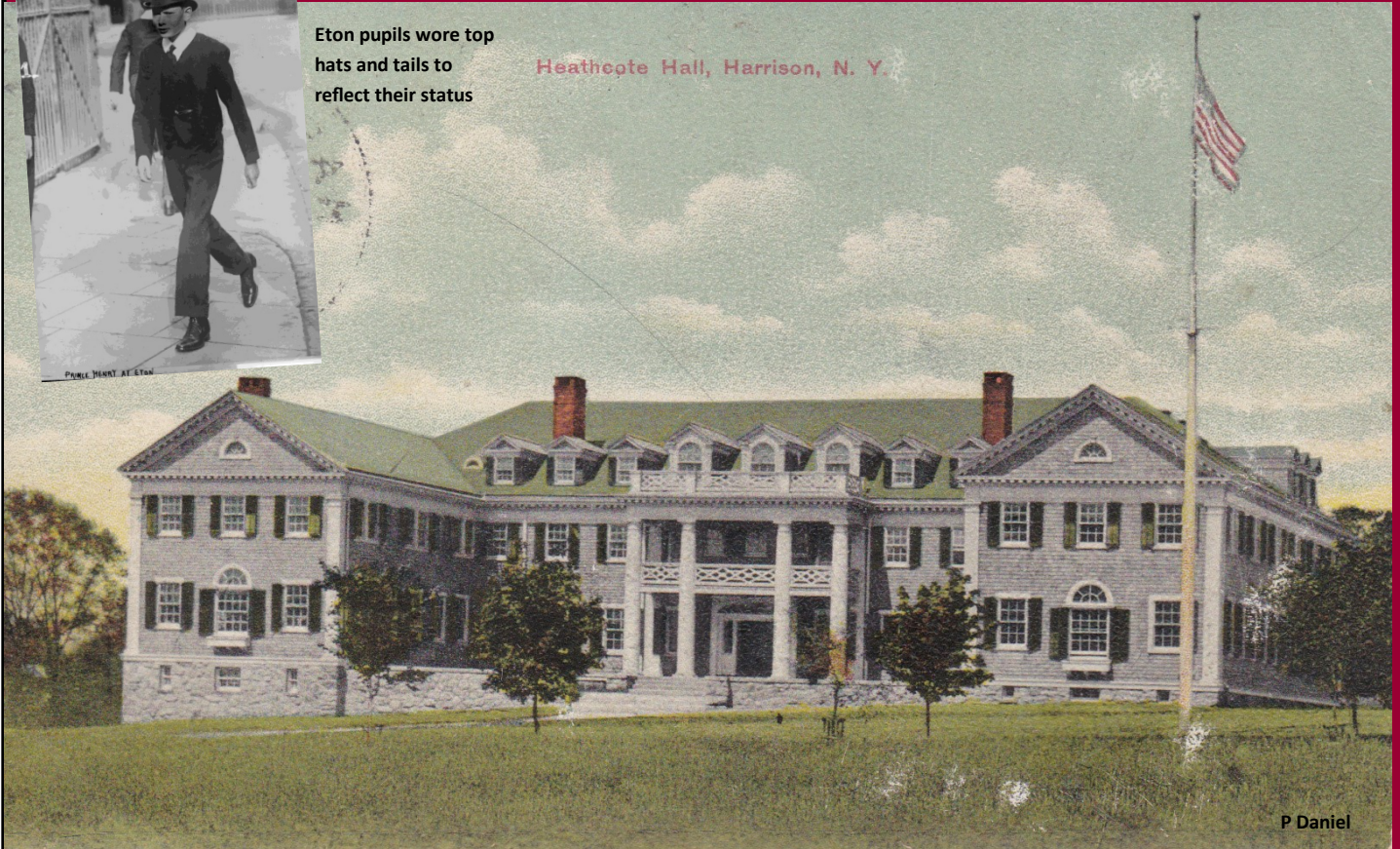
Horace Mann's motto is *Magna est veritas et praevalet*, a Latin phrase meaning "Great is the truth, and it prevails". The school is dedicated to five core values: The Life of the Mind, Mature Behaviour, Mutual Respect, A Secure and Healthful Environment, and A Balance Between Individual Achievement & A Caring Community.

SOURCE 15(B): SCHOOL IN NEW YORK



Eton pupils wore top hats and tails to reflect their status

Heathcote Hall, Harrison, N. Y.



P Daniel

Private tutors prepared Deighton and later his brother John for the elite Eton College in England. His sister was sent to England after the Great War to learn the ways of a high society lady and in 1924 was presented as an debutante- unmarried 'lady' to King George V.

British Newspaper Library

The Sketch

May 14, 1924

Coming Out this Season: A Page of Débutantes.



TO HAVE A DANCE GIVEN FOR HER ON MAY 29: MISS RHONA TOLLEMACHE.



THE ELDEST DAUGHTER OF EARL AND COUNTESS BEAUCHAMP: LADY LETTICE LYCON.



TO BE PRESENTED: MISS CONSTANCE DEIGHTON-SIMPSON.

SOURCE 16: ETON COLLEGE

In 1909 he was taken to England, and in October of that year entered Eton, where his Housemaster was V. Le Neve Foster, Esq. At Eton he distinguished himself at work and at play, showing particular ability at Science. He was twice "Sent Up for Good" (i.e. sent personally to the Headmaster for particularly excellent work) and after his first year took a "Double Remove"; meaning that he did so well in examinations that he was placed ahead two forms instead of the usual one. He was good all around at sports, but ~~more~~ especially at rowing, and showed promise of becoming a notable oarsman. He rowed in the Second Eight at the age of seventeen and it is probable that, had he remained another year, he would have become Captain of the Boats, the highest rowing honour at Eton.

Harvard University Archives

Eton Boathouse in 1870



Eton College Archives

HOUSE COLOURS, DECEMBER, 1913.

C. M. WELLS, Esq.
C. Radcliffe
W. Selby-Lowndes
J. R. Lumley

V. LE NEVE FOSTER'S, Esq.
T. C. Twining
H. M. Hoskins
H. R. D. Simpson



Eton's best-known holiday takes place on the so-called "Fourth of June", a celebration of the birthday of King George III, Eton's greatest patron. This day is celebrated with the Procession of Boats, in which the top rowing crews from the top four years row past in vintage wooden rowing boats.

WHERE IS ETON COLLEGE?

Harvard University Archives

No. 1386.]

THE ETON COLLEGE CHRONICLE.

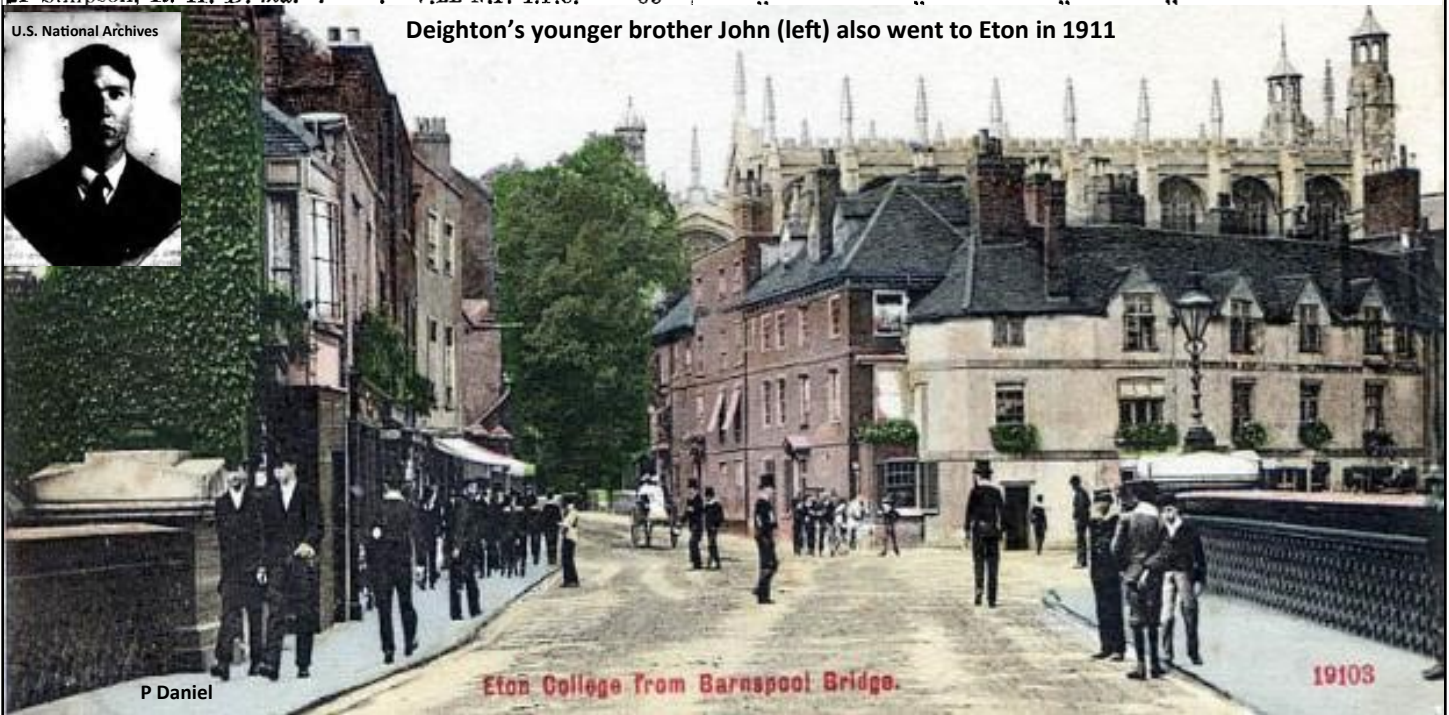
85

Div.	Name	House Tutor	Class. or Mod. Tutor	Year of Entry	Address of Parent or Guardian
28	Simpson, J. D. <i>mi.</i>	H.M.	H.M.	11 ⁸	H. W. S., 160 Broadway, New York, U.S.A.
21	Simpson, R. H. D. <i>ma.</i>	V.L.E	N.F. T.F.C.	09 ⁸	" " " "



U.S. National Archives

Deighton's younger brother John (left) also went to Eton in 1911

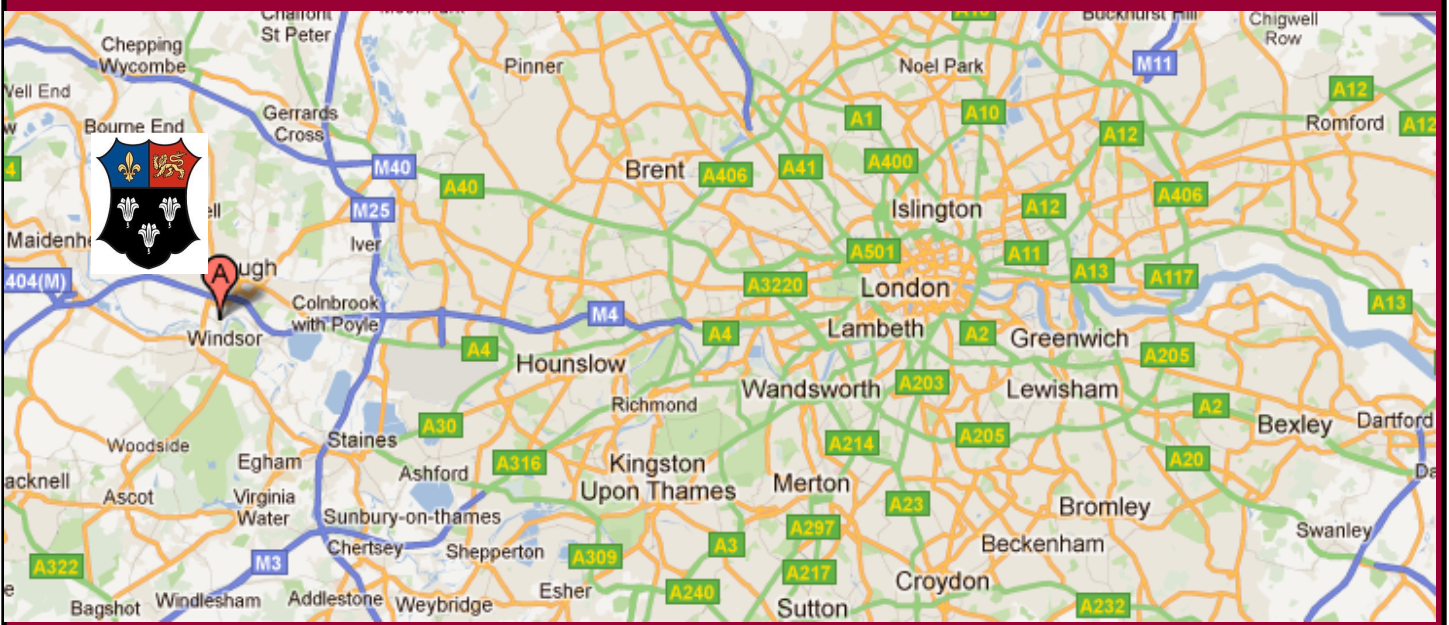


P Daniel

Eton College From Barnspool Bridge.

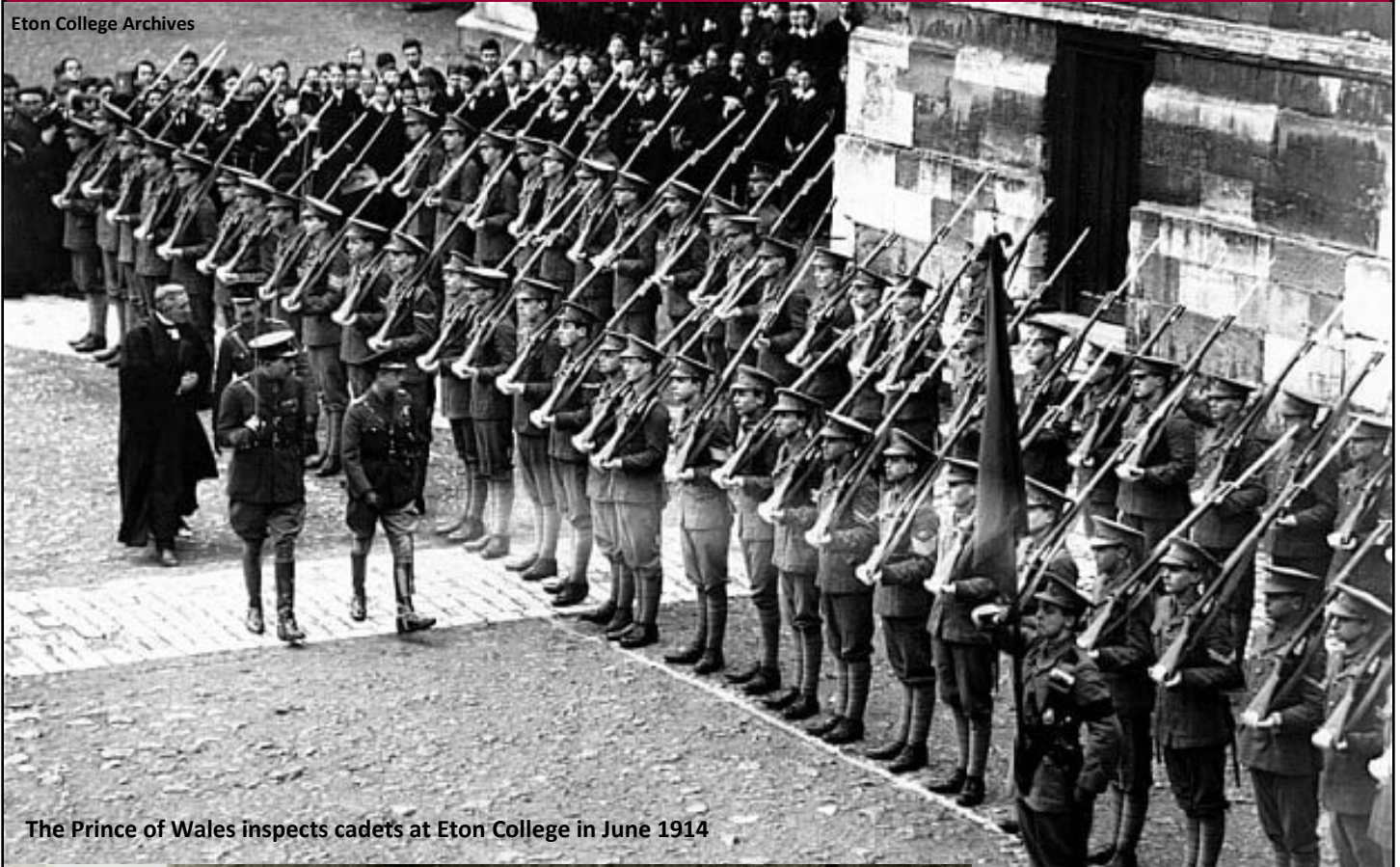
19103

Deighton attended Eton College from 1909-1914. Eton College is an independent boarding school for 1,300 boys aged 13-18 near Windsor. It educates more than 1,300 pupils. Founded in 1440 by King Henry VI, it is one of the original seven public schools. All pupils live at the school (board). It has educated 19 British prime ministers and generations of the aristocracy. In 2016-17 it charged £12,354 per term (there are three terms per academic year).



ETON COLLEGE RIFLES CORPS

Eton College Archives



The Prince of Wales inspects cadets at Eton College in June 1914



Eton College Archives

Eton College Rifle Corps was formed in 1860 at a time when it was thought that Napoleon III was threatening to invade Britain. It was the first continuous school corps of its kind.

In October 1908, the Haldane Reforms encouraged public schools to form Officers' Training Corps to train future army officers.

As a rule of thumb 20 per cent of public school boys who fought in the war died, against 13 per cent of those overall who served. There are 1,157 names on Eton's memorial to its Great War dead, so many

SOURCE 17: KING'S COLLEGE CAMBRIDGE

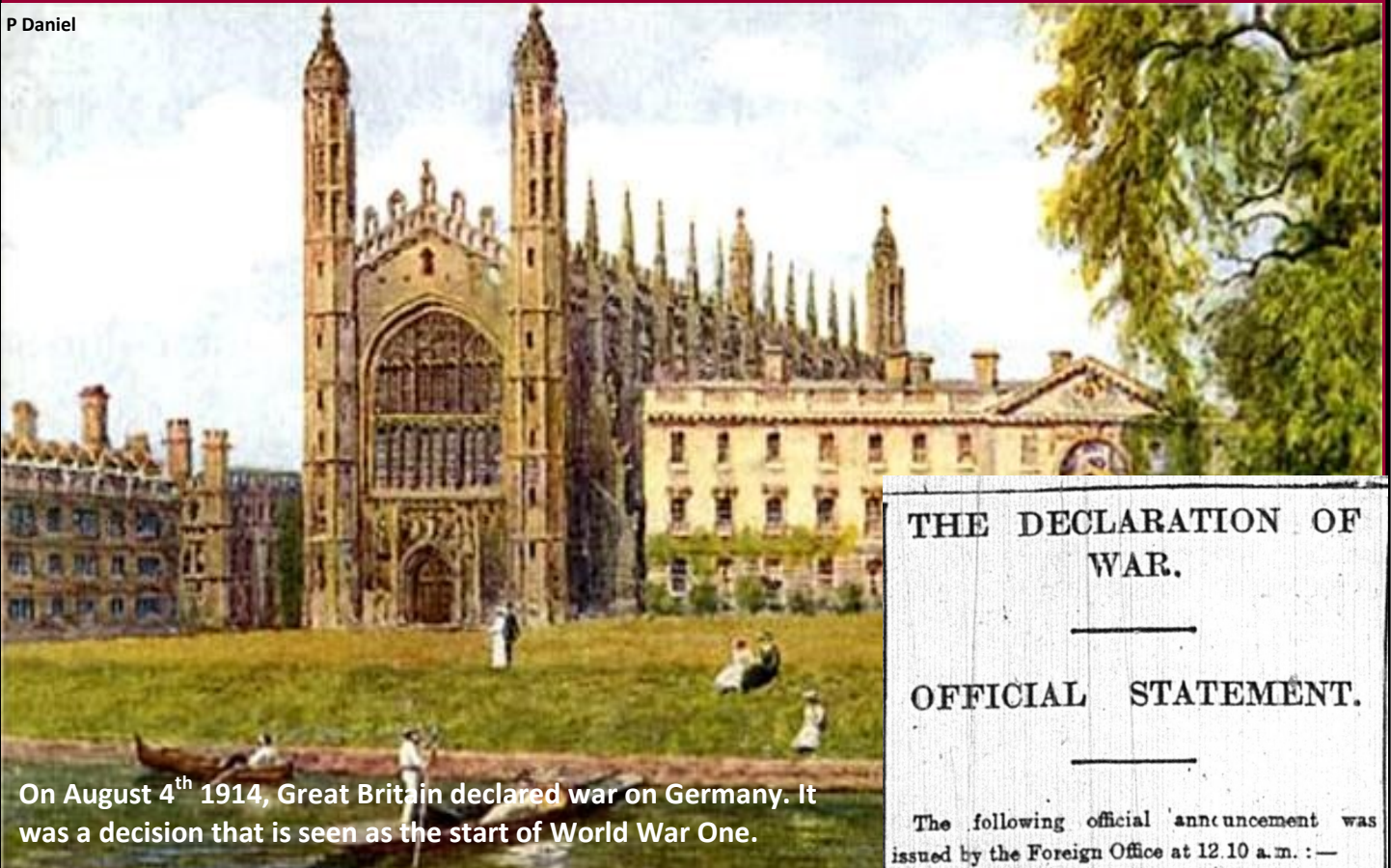
Harvard University Archives

"Early in 1914 he took his 'Little Go', the entrance examination for Cambridge University, and entered for Kings College. At the beginning of August he returned to this country for the summer vacation, intending to go to Cambridge in the fall.

"On the 4th of August England went to war and Cambridge University became a hospital and training station. It was then decided that he should enter Harvard. He took up residence in Weld in September but remained less than three weeks.

"Eton will be to the last the same as my parents and dear friends are to me...To die for one's school is an honour."
Old Etonian Lionel Sotheby, in his last letter home

P Daniel



On August 4th 1914, Great Britain declared war on Germany. It was a decision that is seen as the start of World War One.

THE DECLARATION OF WAR.

OFFICIAL STATEMENT.

The following official announcement was issued by the Foreign Office at 12.10 a.m. :—

"Owing to the summary rejection by the German Government of the request made by his Majesty's Government for the assurance that the neutrality of Belgium will be respected, his Majesty's Ambassador at Berlin has received his passport. His Majesty's Government have declared to the German Government that a state of war exists between Great Britain and Germany as from 11 p.m. on August 4."

Birmingham Post, Wednesday 5th August, 1914



SOURCE 18: APPLICATION TO HARVARD UNIVERSITY

Smifon, Henry Richard Deighton Date of Birth *Jan. 12, 1895* Hon. Dism.

Linny slope, Boston Post road
Rehoboth, N.Y.

Record in	Examinations	Date
English	English	<i>Sept. 1914</i>
Languages	Science	
Greek	Geography	
Latin	Physiology	
German	Botany	
French	Zoölogy	
Mathematics	Physics	
Algebra	Chemistry	
Plane Geom.	Other Subjects	
Solid Geom.		
Log. & Trig.		
History		
Ancient		
Med. & Mod.		
English		
American		

Vote of Committee on Admission

Ad. English A & satisfy Committee as to French & German

Harvard University Archive



SECTION 5

DEIGHTON JOINS UP

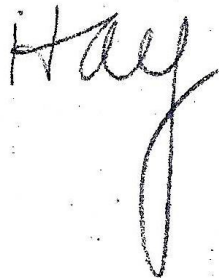
Harvard University Archive

October 15, 1914.

Dear Mr. Simpson:

Upon my return to Cambridge Tuesday I was informed that your son had left College in some distress of mind. I need not say to you that I am very sorry indeed and that I shall welcome any opportunity to assist in straightening matters out. Will you be kind enough to let me have full information as to what occurred? If we are any of us at fault, we wish to know it without delay. I should greatly appreciate a frank statement.

Sincerely yours,



Henry W. Simpson, Esq.



Cadet Henry Richard Deighton Simpson

Sandhurst Military Academy

SOURCE 19(A): DEIGHTON ABANDONS HARVARD

Dear Mr. Smyth:

I'm honestly sorry to have put you to the inconvenience my sudden absence must necessarily have entailed - but I had to go to war and am going on the *Campania*.

You are a man.- You will understand.

Yours sincerely

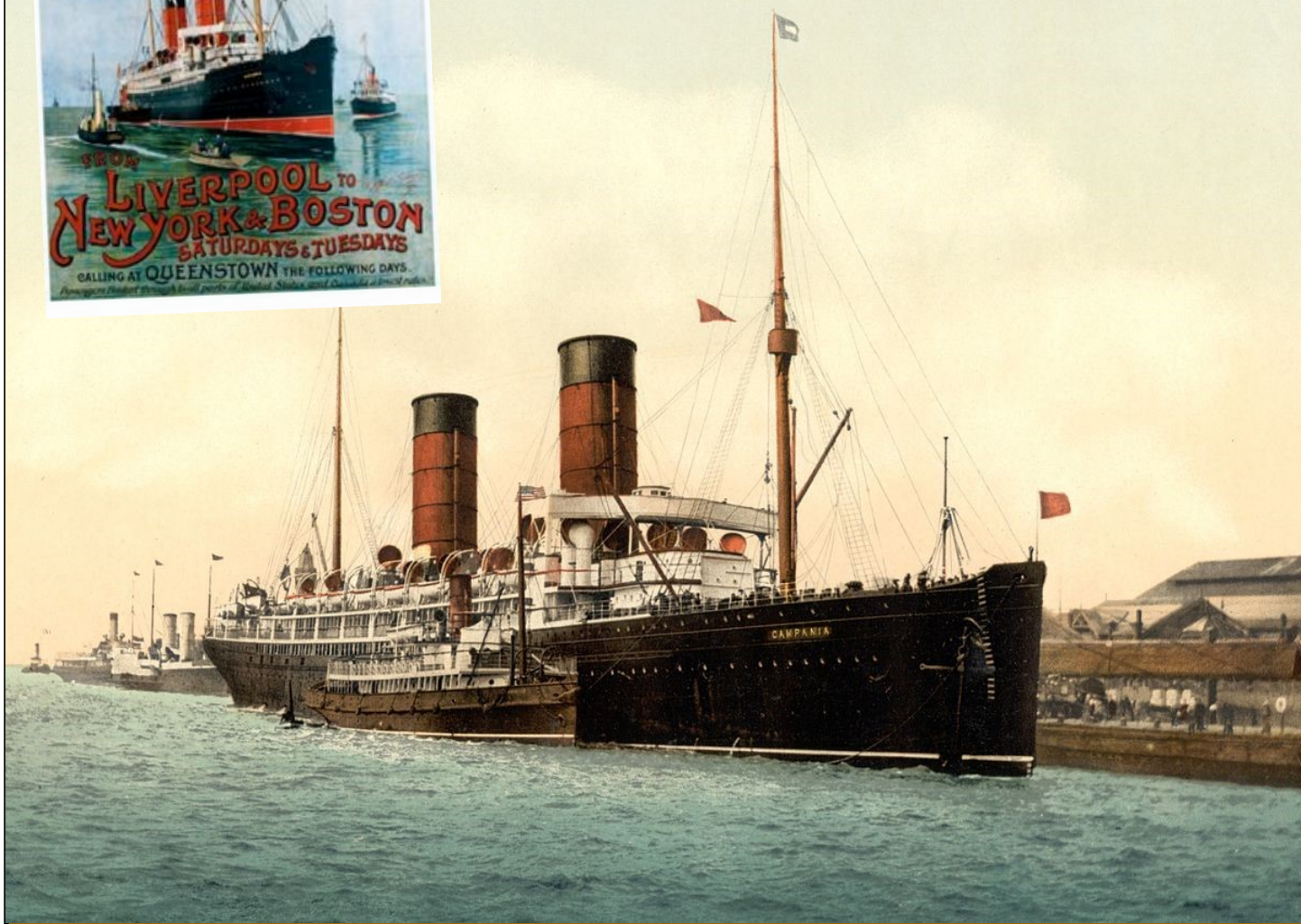
(Signed) H. Deighton Simpson

Harvard University Archive



RMS *Campania* was a British Cunard steamship launched on Thursday, 8 September 1892. She was the largest and fastest passenger liner afloat when she entered service in 1893. She could cross the Atlantic in less than six days;

LC-DIG-ppmsc-09098 from [Library of Congress](#)



SOURCE 19(B): DEIGHTON ABANDONS HARVARD

HENRY W. SIMPSON
COUNSELOR AT LAW
160 BROADWAY, NEW YORK

OCT 17 1914

October 16th, 1914.

Henry A. Yeomans, Esq.,
Assistant Dean,
University Hall, Harvard University,
Cambridge, Massachusetts.

Dear Mr. Yeomans:-

I have your kind letter of yesterday. I have not yet learned the exact facts about Deighton's departure from Harvard and can only surmise that it was due to an unwarranted inference upon his part. He is an exceedingly sensitive young man and wrote to his mother that the German professor had pilloried him before the class in refusing to allow him to alter the hour of his German section and had immediately after granted several members of the class the privilege for which he had asked. Deighton's long residence at Eton College has made him quite an Englishman with all the bitter prejudice against Germans, of whom he doubtless assumed the professor to be one although I understand the fact is otherwise. However that may be, the next communication from the boy was a letter from the Campania, advising us that he was sailing in the steerage to join the British army and his mother is hot on his trail to bring him back. This, I fancy, she will be able to do, so that I look forward to having him back in Harvard within two or three weeks. The whole thing is really laughable, a tempest in a tea-pot.

Professor White and Mr. Cram were good enough to assure me that there would be no obstacle placed in the way of Deighton's return to Cambridge, after consulting some of the powers

SOURCE 19(C): DEIGHTON ABANDONS HARVARD

other than themselves. It is therefore quite probable that I shall have the pleasure of a personal conference with you shortly.

I trust that it will not be necessary to mention the matter to the German instructor; it is quite too childish.

Very sincerely yours,

Harvard University Archive



HARVARD UNIVERSITY
MINING SCHOOL

OCT 17 1914

Cambridge, Massachusetts

Oct. 16, 1914.

HENRY A. YEOMANS, ESQ.,

University 4, Cambridge.

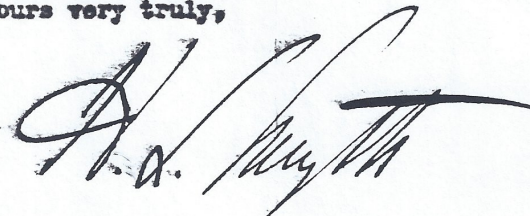
Dear Mr. Yeomans:-

In reply to your letter of October 15th in regard to Deighton Simpson I may say that I think he left Cambridge because he was convinced that he ought to go back to England to join the army. Also I am inclined to think that loneliness had a good deal to do with bringing his feeling to the point of action. He had been at Eton for some years and undoubtedly felt rather out of it here.

There are some features connected with the case about which I should be glad to talk with you but do not care to put down in writing.

I enclose a copy of a letter which I received from Simpson the day after he sailed. This gave me the first clue to his situation.

Yours very truly,



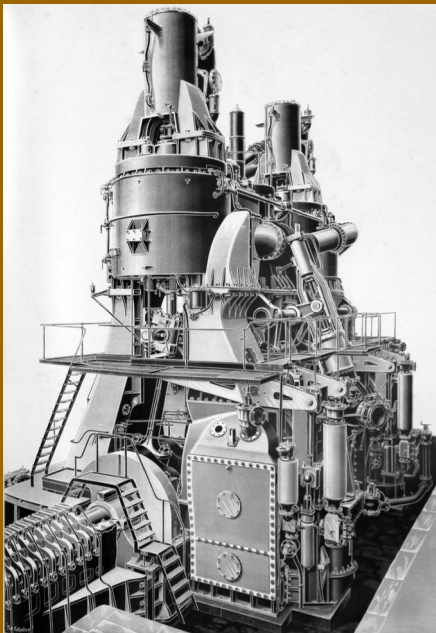
Harvard University Archive

SOURCE 20: DEIGHTON WORKS HIS PASSAGE

On the 4th of August England went to war and Cambridge University became a hospital and training station. It was then decided that he should enter Harvard. He took up residence in Weld in September but remained less than three weeks. The fact that his friends and companions of Eton days had answered England's call to a man and that he felt his place to be with them, fighting for the same principles and ideals of right which formed so definite a part of his character, proved too strong an appeal to be resisted. Knowing that he would have to meet strong opposition should he express his views to his family, he packed a few necessities and, having but little money on hand took a steerage passage on a Cunarder to England, only writing his mother from the pier before he sailed. His accommodations were changed by wireless, but he chose, with the Captain's permission, to find out at first hand the usually unseen workings of a liner. For two days he worked with the stokers in shifts of four hours on and four hours off. Later working in the engine room and other parts of the ship.

Harvard University Archive

Titanic stoker 1912 Richard P. de Kerbrech



'A stoker works four hours at a stretch, and during that time the temperature of his surroundings varies from 120 degrees to 160 degrees Fahrenheit. One stoker usually has four furnaces to attend to, and while feeding one furnace a man has to be extremely careful or his arm may be burned by the furnace behind him.

As a rule a man is occupied about three minutes at each furnace, and directly he has finished he rushes to the air pipe and waits until his turn comes again. The intense heat of the furnaces has sometimes rendered stokers temporarily insane, and there are many cases on record where they have jumped overboard after having made their way to the deck.'

John Colgate Hoyt, Compiler, "The Stoker." 1900

RMS Campania had the largest triple expansion engines ever fitted to a Cunard ship.

SOURCE 21: DEIGHTON JOINS THE ARMY

HENRY W. SIMPSON
COUNSELOR AT LAW
160 BROADWAY, NEW YORK

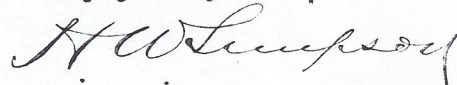
1914-10-21

October 21st, 1914.

Dear Mr. Yeomans:-

As the affair of my son resolves itself, it dawns upon me that it is going to call for considerable arrangement between the University officials and myself. The boy refuses to return and has obtained an officer's commission in the British Army. I shall therefore visit you at Cambridge on the first day when I can conveniently leave New York.

Very sincerely yours,



To Henry A. Yeomans, Esq.,
Cambridge, Massachusetts.

Harvard University Archive

HENRY R. D. SIMPSON

(Copied from class report of his father)

".....the unexpected disappearance of my eldest son, Henry Richard Deighton Simpson, from Harvard University, where he had matriculated as a freshman and was, I hoped, safely interned away from the call of the European War, to enlist in the British Army. As he absolutely refused to abandon his purpose, his mother went to his rescue, and procured his nomination to the Royal Military College at Sandhurst, and after a few months preliminary training in company with some of his former fellow students at Eton, he was gazetted by the War Department as sub-lieutenant of the 6th Dragoons in the regular British Army and attached to the Royal Flying Corps. When last heard from he was transporting material with a squad of Tommies, and lorries at Shoreham, waiting for better weather to embark upon aerial experiments. When the general advance is made in May he will doubtless be swept over to the Continent, and his fate will then rest on the knees of the gods."

Harvard University Archive

SOURCE 22(A): APPLICATION TO SANDHURST

Imperial War Museum Q54208

Officer Cadets on parade at the Royal Military College Sandhurst, November 1917.



National Archives WO 339/3675

Form M. T. 293.

Form of Particulars

(To be filled up by the candidate in his own handwriting and countersigned by his parent or guardian.)

Of a candidate recommended by the Headmaster of

(1) Here insert name of school.

Eton for nomination by the Army Council to a cadetship at the Royal Military College.

1. Name in full	Surname Christian names	<i>Simpson</i> <i>Henry Richard Deighton</i>
2. Permanent address in the United Kingdom, where communications should be sent.		<i>American Express Co. House</i>
3. Date and place of birth. (A certificate of birth is to be attached, unless one has already been forwarded, in which case state date, and for what purpose.)		<i>Born in New York City</i> <i>Jan 26th 1896</i>
4. Whether the son of a British born or naturalized British subject.		<i>American born</i>
5. Whether of pure European descent.		<i>No</i>
6. Name in full, and profession, of father, and whether of English, Scotch, Welsh, Irish or foreign family. In the last case state nationality.		<i>Henry William Simpson</i> <i>An American</i>
7. Whether father is still living.		<i>Yes</i>
8. Particulars of the military or naval services, if any, of near relations of the candidate.		<i>None</i>
9. Educational history of the candidate since the age of 10 years, with the names of the schools attended and periods of attendance at each.		<i>From nine until 12 1/2</i> <i>at Heathcote Hall -</i> <i>Harrison, N.Y.</i> <i>Private tutor for one</i> <i>From 13 1/2 until now at</i> <i>Eton College, Windsor</i>

Name	
Surname	Simpson,
Christian names	Henry Richard Deighton
Address	American Express Co House
Date and place of birth	Born in New York City January 26th 1896
British born?	American born
Pure European descent	No
Father's name job and British or foreign	Henry William Simpson An American
Whether father still living	Yes
Any precious military service	None
Educational history	From nine until 12 1/2 at Heathcote Hall Harrison N.Y. Private tutor for one year. From 13 1/2 until now at Eton College, Windsor.

SOURCE 22(B): APPLICATION TO SANDHURST



10. Name and address of the person in the United Kingdom who will be responsible for the candidate's contribution if admitted to the Royal Military College.

*Mrs Constance D. Simpson
address Carlton Hotel
H. Veres - Solicitor
7 Bloomsbury sq.*

11. Whether—

- (a) previously attended the Army Entrance Examination as a candidate for admission to the Royal Military Academy or Royal Military College,
- (b) attending the Army Entrance Examination for the current half-year, or
- (c) intending to compete for admission to either of those institutions in the event of being unsuccessful in obtaining a nomination on this occasion.

no

no

no.

Mrs Constance D. Simpson Carlton Hotel
address H Veres Solicitor 7 Bloomsbury Square

12. Whether the candidate has been previously recommended for nomination.

no

13. Whether desirous of appointment to—

- (a) A Cavalry commission
- (b) A Guards Commission on passing out of the College.*

*A Cavalry Commission
in Life Guards (1st)*

A Cavalry Commission in Life Guards (1st)

Constance D. Simpson
(Signature of parent or guardian.)

H R Dighton Simpson
(Signature of candidate.)

Date *Oct 29 1914*

*As to conditions regarding these cadetships see "Regulations respecting admission to the Royal Military College," to be obtained through any bookseller, price 1d.

National Archives WO 339/3675

SOURCE 23: CERTIFICATE OF NATURALIZATION

Home Office No. 269,781.

Certificate No. 25658

(A.)

NATURALIZATION ACTS, 1870.

Certificate of Naturalization to an Alien.

Whereas Henry Richard Deighton Simpson,
an Alien, residing at The Manor House, Eton College, in the
Buckingham,
has presented to me, the Right Honourable Reginald McKenna,
one of His Majesty's Principal Secretaries of State, a Memorial, praying for a Certificate
of Naturalization, and alleging that he is a Subject of the United States of
America, having been born at New York, on the 26th January, 1896,

and is the son of Henry William and Constance Deighton Simpson,

both subjects of the United States of America - a Student at Eton
College - is unmarried,

and that in the period of eight years preceding his application he has resided for five
years within the United Kingdom, and intends, when naturalized, to reside therein:

And whereas I have inquired into the circumstances of the case, and have received
such evidence as I have deemed necessary for proving the truth of the allegations con-
tained in such Memorial, so far as the same relate to the Memorialist:

Now, in pursuance of the authority given to me by the said Acts, I grant to the
aforesaid Henry Richard Deighton Simpson,

this Certificate, and declare that he is hereby naturalized as a British Subject, and that,
upon taking the Oath of Allegiance, he shall in the United Kingdom be entitled to all
political and other rights, powers, and privileges, and be subject to all obligations, to
which a natural-born British Subject is entitled or subject in the United Kingdom; with
this qualification, that he shall not, when within the limits of the Foreign State of which
he was a Subject, be deemed to be a British Subject, unless he has ceased to be a Subject
of that State in pursuance of the laws thereof, or in pursuance of a Treaty to that
effect.

In witness whereof I have hereto subscribed my Name this 2nd day of
November, 1914.

R. McKenna

NATURALISATIONS IN NOVEMBER.

Sat 5th Dec 1914 The Globe British Newspaper

In a list published in the *London Gazette* of aliens to whom certificates of naturalisation have been granted and whose oaths of allegiance were registered during November there are included 28 members of enemy countries. Among the names given are the following:—

Carl Frederick Forbes-Müller (Germany), schoolmaster and clerk in Holy Orders, Repton, Derby; Gustav Jarmay (Hungary), director of Messrs. Brunner, Mond, and Co.; Robert Priebisch (Austria), Professor of German at University College, 1, Downside-crescent, Haverstock-hill; William Scholle (Germany), lecturer in French in the University of Aberdeen; Henry Richard Deighton Simpson (U.S.A.), student at Eton College; and Anatole Andreas Aloys Von Hugel (Austria), curator of the University Museum of Archaeology and of Ethnology at Cambridge.

SOURCE 23: CERTIFICATE OF NATURALIZATION

Oath of Allegiance.

I, *Henry Richard Deighton Simpson*

swear by Almighty God that I will be faithful and bear true allegiance to His Majesty King George the Fifth, His Heirs and Successors, according to law.

So help me GOD.

(Signature of Alien) *Henry Richard Deighton Simpson*

Sworn and subscribed this *11th* day of *November* 19 *14*, before me

(Signature) *Chambers*

Justice of the Peace for *Windsor.*

A Commissioner for Oaths.

Address {

8 William Street
Windsor.

National Archives WO 339/3675



Deighton could not take a commission as an officer in the British army without first taking British Citizenship. He had to swear allegiance to King George V.

SOURCE 24: SANDHURST MEDICAL

Medical Board
REPORT of a ~~Regular Officer of the R.A.M.C.~~ *War Office* on ~~the physical fitness of the undermentioned candidate for a commission in the~~ *Regular Army, Royal Military College Sandhurst*
~~Special Reserve of Officers, or Territorial Force.~~

Name	Age last birthday	Height inches	Chest girth inches		Weight lbs.	Hearing	Teeth	Vision	Colour Vision	Remarks as to fitness or otherwise
			Max.	Min.						
<i>Simpson</i>	<i>18</i>	<i>70"</i>	<i>39 1/2</i>	<i>37"</i>	<i>156</i>	<i>Good</i>	<i>Good</i>	<i>Normal</i>	<i>Good</i>	<i>Fit</i>
<i>Henry Richard Deighton</i>										

Name	Age last birthday	Height inches	Chest inches		Weight Lbs	Hearing	Teeth	Vision	Colour vision	Fitness
			Max	Min						
Simpson	18	70	39 1/2	37	156	Good	Good	Normal	Good	Fit
Henry										
Richard										
Deighton										

Colonel
Colonel
Colonel
Colonel
Colonel
Colonel

This Report should be forwarded to the War Office by the first available post.

National Archives WO 339/3675

Signature _____



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DO IT NOW

AGE 19-45.

Minimum Height **5ft. 5ins.**
Minimum Chest - **35ins.**

Separation Allowance & Pay at Army Rate.

Apply to: C. DUNNELL-OWEN, Hotel Cecil, Strand, London, or Managers.

Imperial War Museum

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IF SO
WHY NOT CYCLE FOR THE KING?

RECRUITS WANTED
By the S. Midland Divisional Cyclist Company
(Must be 19, and willing to serve abroad).
CYCLES PROVIDED. Uniform and Clothing issued on enlistment.

Application in person or by letter to
Cyclists, The Barracks, Gloucester.

BAD TEETH NO BAR.

DEIGHTON AT SANDHURST

Sandhurst Officer Cadets December 1914

Cadet Henry Richard
Deighton Simpson

Sandhurst College Archive



Deighton became a 2nd Lieutenant in the 6th (Inniskilling) Dragoons, a cavalry regiment that was based in Mhow in India in August 1914. When this picture was taken of Deighton at Sandhurst his regiment had just landed in France as part of the 5th (Mhow) Cavalry Brigade in the 2nd Indian Cavalry Division in December 1914 for service on the Western Front.

In February 1915 Deighton had just
been given his commission as a 2nd
Lieut in the Inniskilling Dragoons



Sandhurst College Archive

Sandhurst Officer Cadets February 1915

Greater destructive power made horsed cavalry redundant, so rather than fight in the trenches as an infantryman in the Inniskilling Dragoons Deighton applied to be transferred to the fledgling air service, The Royal Flying Corps in August 1915.

WHAT WAS A SUBALTERN'S(2ND LT) UNIFORM?

Service Dress was the new style of khaki uniform introduced for use in the field from the early 1900s



6th Inskilling Dragoon
Guards cap badge



As a 2nd lieutenant
Deighton wore a
single pip on his
sleeve

Webley revolver

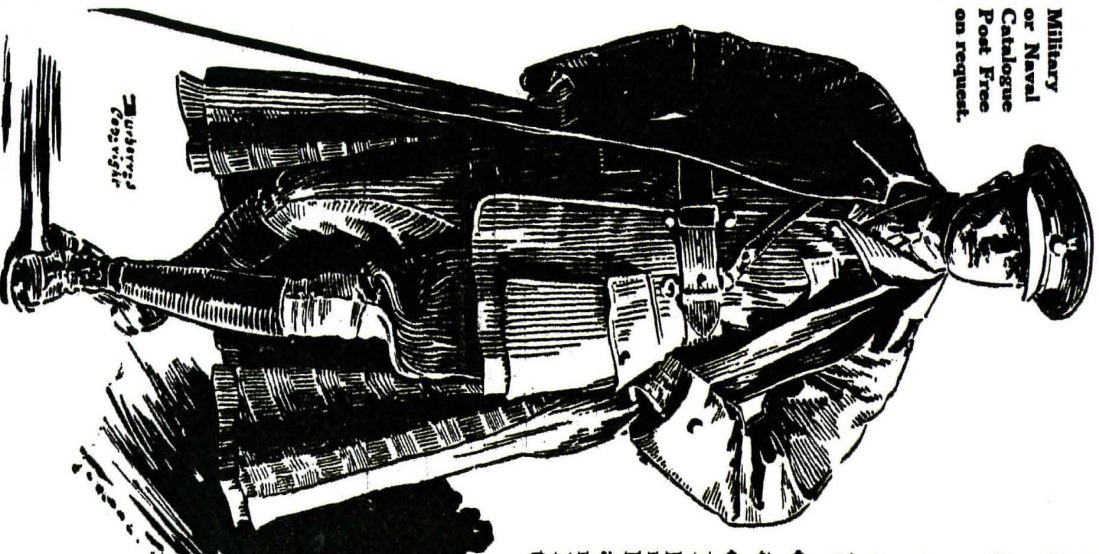
Riding breeches



The British Army grew from 730,000 men (5 divisions) to 3,560,000 (50 divisions), between 1914 and 1918. For this bigger army there had to be an increase in the number of officers. They rose from 12,000 in 1914 to 164,000 in 1918. In all, 247,061 commissions were granted during the war.

Westminster Archives

Military
or Naval
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Consisting of Service Uniform, Cap and The Burberry
Weatherproof, fulfils the Soldier's every need.

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ensure security, comfort
and distinction at home
or abroad.

Burberry cloths, being woven and
proofed by special processes without
rubber or other airtight agents, afford
hygienic and efficient protection
against wet or chill and prolonged
resistance to hard wear.
Made in strong, yet lightweight, tex-
tures, suitable for every war zone.

*'I had also received an outfit
allowance of fifty pounds which
provided easily for sword and
revolver as well as for two ser-
vice-dress uniforms, a greatcoat,
and all the accessories.'*

2nd Lt Charles Carrington,
9th Yorks and Lancasters

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Military Tailors.

Our reputation with Officers for excellence and exactitude in Tailoring and Equipment is firmly established.

Ready-to-wear Service Dress.

We have a very large and complete assortment of Everything for immediate wear, and as the following examples show these are exceptionally moderate in cost.

Jacket.

Rank.	Ready-to-wear.	
2nd Lieutenant	2 10 0	3 3 0
Colours Badges extra according to Regiment.		
Kilcher Breeches	1 10	1 50
Trousers -	0 18 6	1 10
Great Coat (waistlength)	3 10 0	4 40
Slip-on "THE VELTRA"	3 30	
Sam Browne Belt, complete	1 18 0	2 20
" " Scabbard	-	15 0
" " Knot	-	2 6
Great Coat Carrier and Strap	-	7 6
Whistle and Lanyard -	-	3 6
Regulation Haversack	-	6 6
" " Water bottle	-	12 6

OFFICER'S FUR LINED BRITISH WARM REGULATION COAT.
Stitched Ready to Wear in all sizes.
British Warm lined through-
out Hanger - 7 guineas
Lined throughout Marquise - 8 guineas
Plush - 5 guineas
Also lined throughout Dryd - 5 guineas
Kil - 70/- 63/- & 50/-
Lined Camel Hair - 70/- 63/- & 50/-

HARRODS Ltd., LONDON, S.W.
18 BURLINGTON, Managing Director.

SOURCE 25: 2ND LT DEIGHTON SIMPSON

(Copied from class report of his father)

Harvard University Archive

".....the unexpected disappearance of my eldest son, Henry Richard Deighton Simpson, form Harvard University, where he had matriculated as a freshman and was, I hoped, safely interned away from the call of the European War, to enlist in the British Army. As he absolutely refused to abandon his purpose, his mother went to his rescue, and procured his nomination to the Royal Military College at Sandhurst, and after a few months preliminary training in company with some of his former fellow students at Eton, he was gazetted by the War Department as sub-lieutenant of the 6th Dragoons in the regular British Army and attached to the Royal Flying Corps. When last heard from he was transporting material with a squad of Tommies, and lorries at Shoreham, waiting for better weather to embark upon aerial experiments. When the general advance is made in May he will doubtless be swept over to the Continent, and his fate will then rest on the knees of the gods."

WO 339/13509 National Archives

1501

GRADATION LIST OF OFFICERS

2nd Lieutenants—continued.

The 6th (Inniskilling) Dragoons was an Irish cavalry regiment

NAME.	DATE OF BIRTH.	2ND LIEUTENANT.	NAME.	DATE OF BIRTH.	2ND LIEUTENANT.
Simpson, Henry Richard Deighton	26 Jan 96	6 Dns. 17 Feb 15 (R.F. Corps 28 Aug 15)	Mallows, William Arthur	—	In Ranks— R. Art. 27 Feb 15
Hiatt, Outhbert Ambrose Anthony (temp. Capt. 29 Mar 16)	20 Mar 90	Norf. R. 17 Feb 15 (R.F. Corps 14 Sept 15)	Russell, Alec Charles...	19 Dec 94	(Mobd. Spec. Res. 198 dys.) (from Spec. Res.) R. Art. 1 Mar 15 (temp. Lt. R. Art. 27 Jun 16)
Harper, Sydney Ashton	25 Sept 90	Ches. R. 17 Feb 15			
Dallas, John Charles	14 Oct 92	Midd'x R. 17 Feb 15			
Garland, George Macauley	4 Oct 93	Durh. L.I. 17 Feb 15	Wakelam, Henry Blythe Thornhill	8 May 93	(Mobd. Terr. Forcetol July 15— 304 dys.) R. Art. 1 Mar 15 2 July 15
Coverdale, Miles	16 Jun 94	Durh. L.I. 17 Feb 15			
Jackson, Alan James	19 Jun 94	Midd'x R. 17 Feb 15	Colles, Arthur Grove	12 Feb 91	(Mobd. Spec. Res. 209 dys.) (from Spec. Res.) R. Ir. Rif. 2 Mar 15
Sherburn, Philip Leslie Bailey	17 Aug 94	18 Hrs. 17 Feb 15			

By 1915 the cavalry had been forced to fight as infantry and so Deighton decided to volunteer instead for the Royal Flying Corps.

SECTION 6

DEIGHTON JOINS THE ROYAL FLYING CORPS



Royal Flying Corps cap badge

SOURCE 26: PILOT TRAINING ROYAL FLYING CORPS

OC0220163 Royal Air Force Museum

1195

SIMPSON, Henry Richard Deighton.

Royal Flying Corps, Shoreham, Sussex.

Born at New York City

Nationality Naturalised British

Rank or Profession 2nd Lieut. 6th Inniskilling
Dragoons.

Certificate taken on Maurice Farman Biplane

At Military School, Shoreham

Date 31st March, 1915.



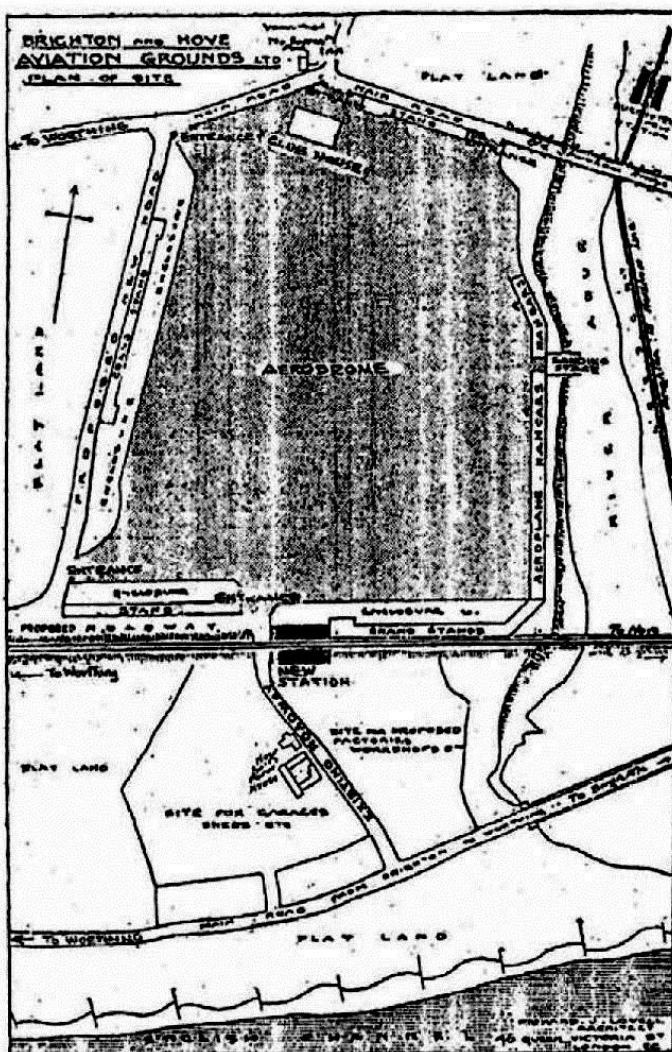
Deighton trained to be a Royal Flying Corps pilot at Shoreham aerodrome in Sussex. Founded in 1910 it is the oldest airfield in Britain. Deighton was instructed on a Maurice Farman bi-plane like the one pictured above.

WHAT WAS TRAINING LIKE AT SHOREHAM?

Source: Historic England Archive Air photograph of Shoreham aerodrome in 1936



Royal Air Force Museum

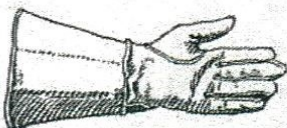


PICTURE AND PLAN OF THE BRIGHTON AND HOVE AERODROME.

- Shoreham was close to the sea and was boarded by the River Adur.
- The quality of the instructors at Shoreham and elsewhere varied considerably.
- Deighton trained on an obsolete French designed Maurice Farman bi-plane.
- **More trainee pilots were lost training (8,000!) than were killed in action.**
- **Deighton was not 'combat trained.'** His life expectancy as a new pilot on the Western Front was three weeks.

WHAT UNIFORM DID A CADET RFC PILOT WEAR?

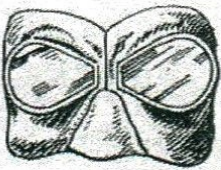
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for the
BEST
EQUIPMENT



The PILOT GAUNTLET exceptionally Flexible, Fur lined, 21/8. Many other kinds in stock.



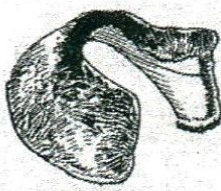
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DETACHABLE FUR COLLAR, a Wonderful luxury for Wintry weather, very easily fitted. Price 31/6.



BADGES of every sort stocked. The best quality will always look smart.



FUR LINED STOCKINGS, a necessity for winter flying. £4 10s. 6d.

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Until they finished training, all RFC candidates were considered cadets and their rank badges could not be worn. To demonstrate their cadet status they wore a white band around their caps. RFC officers bought their own uniforms with a grant of £50.

Deighton as a 2Lt. cadet earned 7 shillings sixpence a day. When he'd graduated and been posted to France his pay went up to 11 shillings sixpence (the extra 4 shillings was flying pay), plus 4 shillings tuppence daily allowance.

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Made in light-weight, densely woven materials—as pliable as ordinary wool cloths, yet as hard-wearing as leather.

BURBERRYS supply correct and well-tailored Uniforms, Weatherproofs, Air-Warms, Leather Coats, Fur Undercoats, British Warmes, Caps and every detail of R.F.C. Dress and Equipment.

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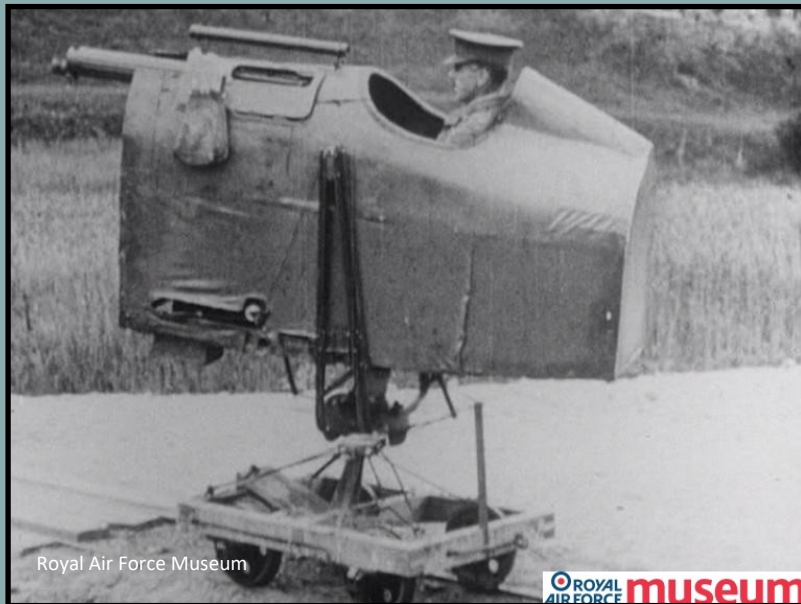
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8 & 10 Boulevard Malesherbes PARIS; and Provincial Agents.



HOW DID AN INSTRUCTOR TEACH A NOVICE PILOT?



Deighton as a cadet pilot would wake in the morning, parade, and then spend the morning in classes, learning how to fly. Afternoons he would spend in the air with instructors, getting practical experience, or, on occasion, on the ground, practising how to shoot at a moving airplane (see above). Time spent at flying school varied. Some cadets had over 10 hours of flying experience before being assigned to an airfield, others had as little as 2 hours.

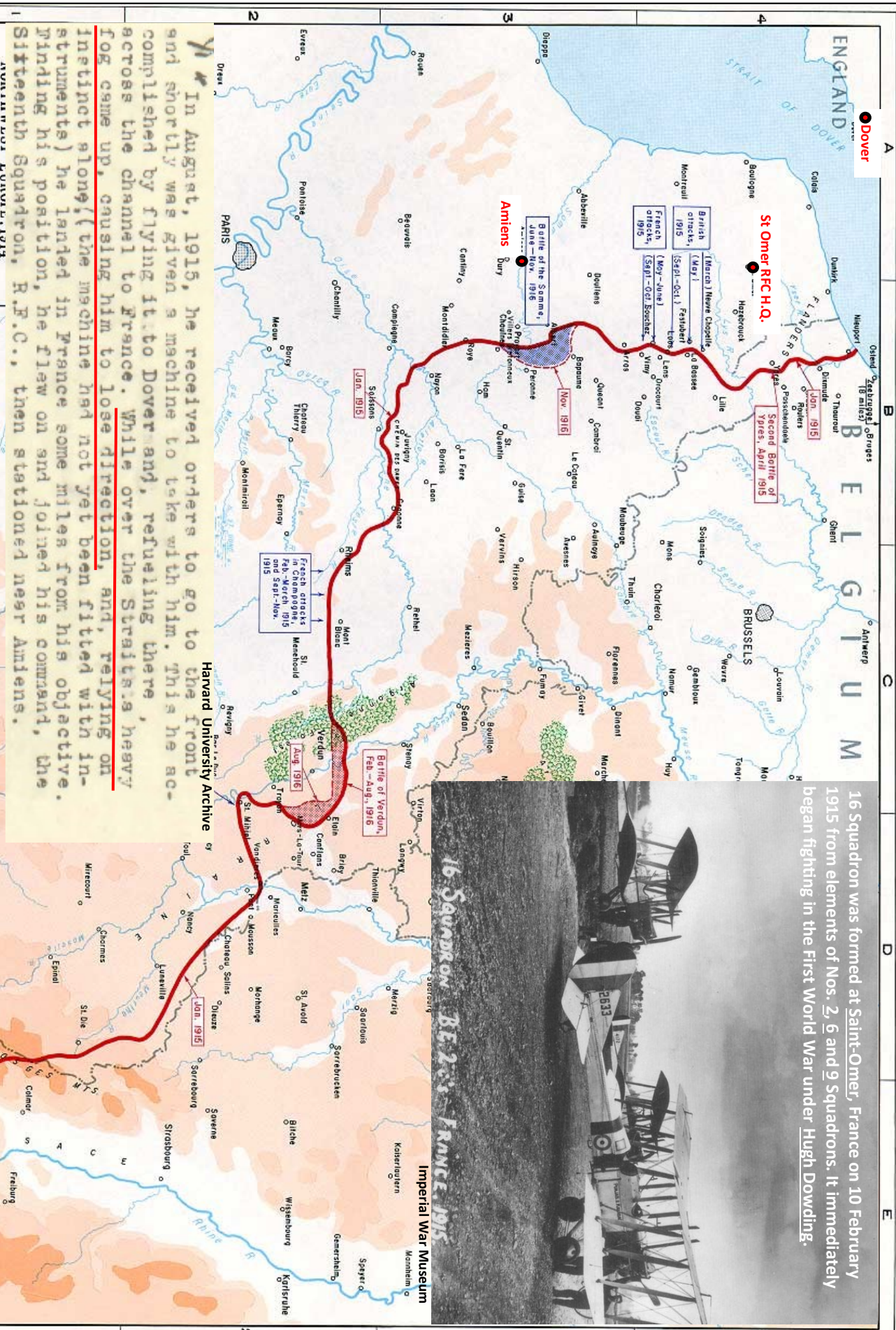
SOURCE 27: CENTRAL FLYING SCHOOL

Central Flying School Upavon, Wiltshire Imperial War Museum



qualified and obtained his "ticket" or pilot's license. He was then transferred to Upavon, in Wiltshire, for further training. From the first he showed marked ability in aviation work and this with his great enthusiasm, energy and great-hearted wholesomeness made him a marked and trusted man among the officers and students at these stations. He was constantly entrusted with work demanding more skill and closer attention than was common among his companions and in every way proved capable of performing the exacting and sometimes arduous duties confided to him.

SOURCE 28: DEIGHTON'S JOURNEY TO 16 SQUADRON AMIENS 1915



WHAT WAS 16 SQUADRON'S MAIN TASK?

16 Squadron was based on the Somme at Amiens. Deighton's task was to use his BE2 c plane to fly over the German trench system and photograph them so that accurate trench maps could be made for the army.

A B.E.2c with an aerial camera fixed to the fuselage, 1916

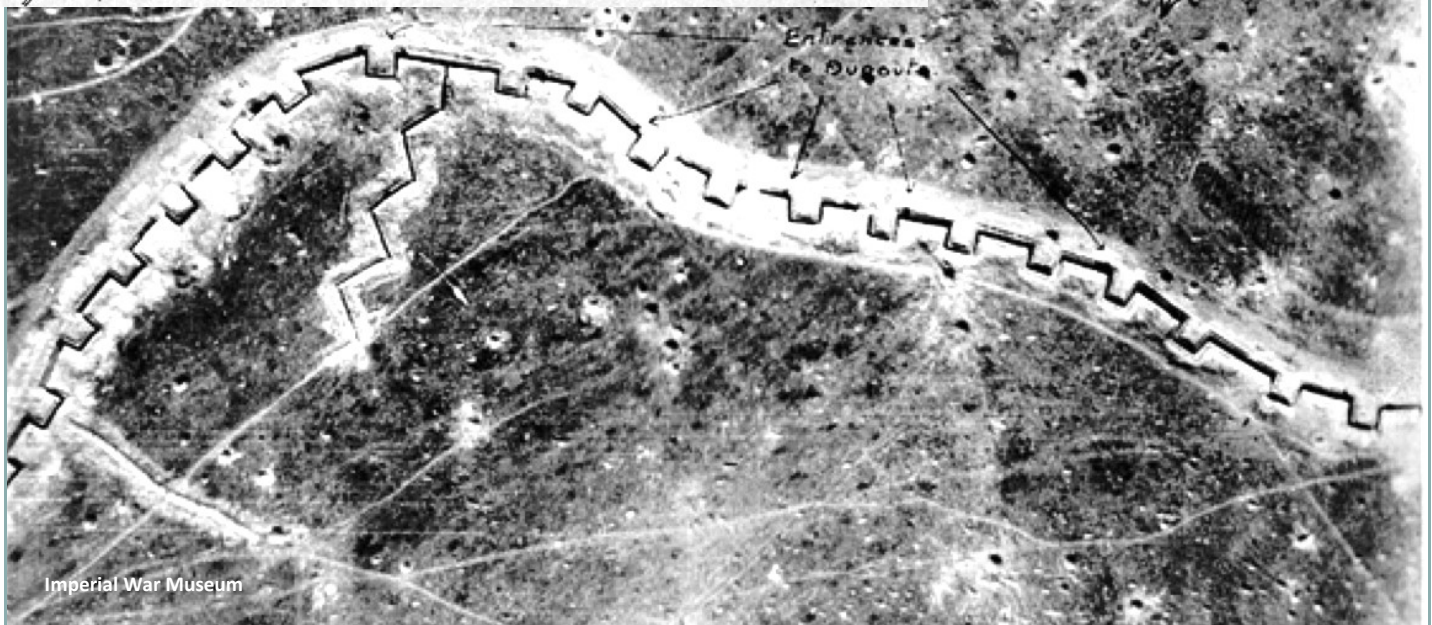
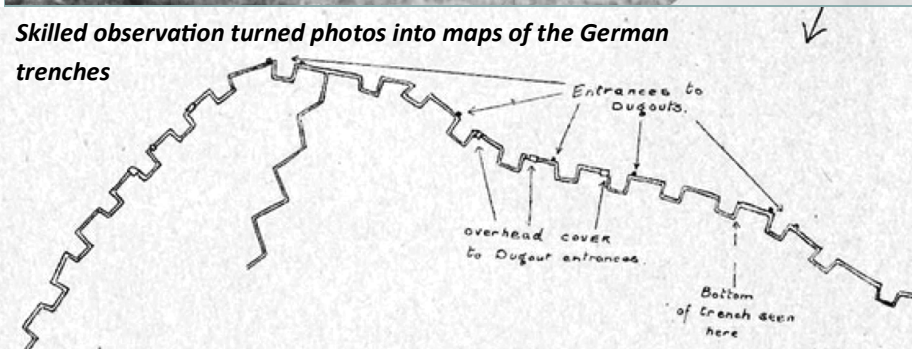


Imperial War Museum

'The camera was strapped on the outside of the aeroplane and you had a sort of ball and a ring sight at the back. To take a photo you had to lean over the side of the cockpit and look through this ball sight, fly the aeroplane with the left hand, move the camera with the right. Every time you change the plate you pull the string, wait until you'd flown along a bit more, judge the overlap and did it again.'

2nd Lt Cecil Lewis Pilot RFC

Skilled observation turned photos into maps of the German trenches

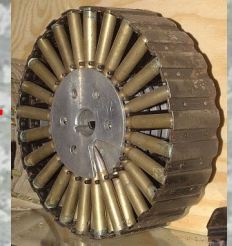


Imperial War Museum

WHAT DID A PILOT WEAR IN THE AIR?

Equipment item	Letter
Goggles	A
Flying helmet	B
Lewis gun	C
Webley revolver	D
Flying gloves	E
Flying boots	F

In 1916 the **Goggle Mask Mk 1** was introduced featuring the protective nose covering designed to be worn in conjunction with the cowl-type flying helmet.



The Lewis gun used a pan magazine (see above) holding 47 or 97 rounds capable of firing 500 bullets/minute.



RFC Flying Gloves had a finger mitten pattern. And were made of soft brown leather, tailored with fingers and a lamb wool lined mitten flap, with press stud.

RFC pilots were not allowed to use parachutes



Webley MK4 Pistol. The standard British Army Service revolver of the First World War.



Flying boots These thigh-length fleece-lined brown suede boots were devised by Major Lanoe Hawker in 1916. He had them made at Harrods, who christened them the Charfor boot, however they soon became universally known as 'fug boots'

Royal Air Force Museum

WHAT DID A PILOT WEAR ON THE GROUND?



R.F.C. Forage cap and badge



R.F.C. Wings

which Deighton received after successfully completing his training as a pilot

This drawing shows an R.F.C. Captain with 3 pips. Deighton as a 2nd Lt had only 1 pip



Dog Tags.

Deighton wore an eight-sided green and a round red tag. The red tag could be retrieved as proof of death and the green was left to ID a soldier for burial.

High leg leather cavalry boots

RFC Maternity Tunic

The R.F.C. wore a special tunic, which was often called the Maternity jacket as it resembled the clothing worn by expectant mothers at the time. The design wrapped over the front and fastened off centre and was secured by concealed buttons. It has a high collar and two lower pockets.



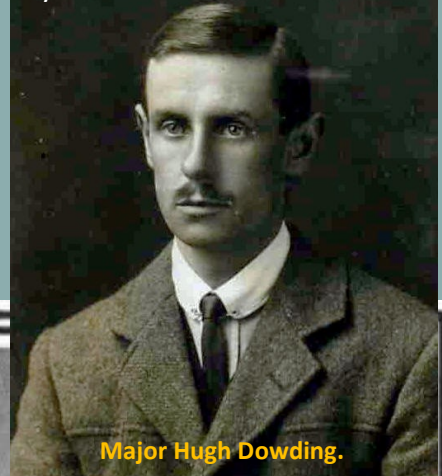
SOURCE 29: DEIGHTON'S COMMANDING OFFICER

Deighton's commander in 16 Squadron was **Major Hugh Dowding**. In WW2 he commanded Fighter Command during the Battle of Britain.

In September 1915 the author Duncan Grinell-Milne joined 16 squadron as a junior pilot. His 1933 portrait of Dowding was not a flattering one:

"He was too reserved and aloof from his juniors...he was not a good pilot, seldom flew, and had none of that fire which I then believed and later knew to be essential in the leader of a good squadron."

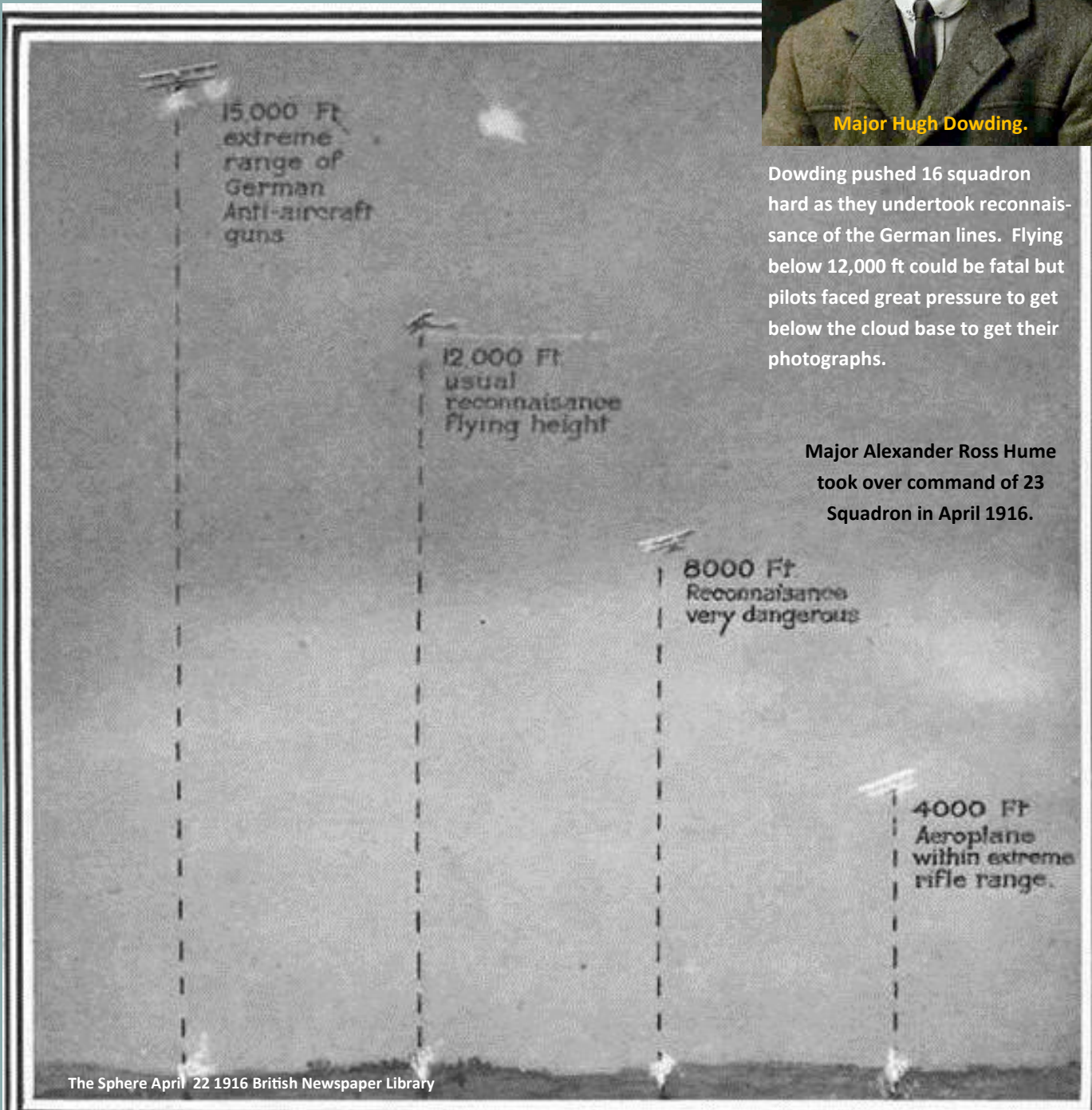
Royal Air Force Museum



Major Hugh Dowding.

Dowding pushed 16 squadron hard as they undertook reconnaissance of the German lines. Flying below 12,000 ft could be fatal but pilots faced great pressure to get below the cloud base to get their photographs.

Major Alexander Ross Hume took over command of 23 Squadron in April 1916.



The Sphere April 22 1916 British Newspaper Library

SOURCE 30(A): MENTIONED IN DISPATCHES

Rumb. 29422.



SUPPLEMENT
TO

The London Gazette

Of FRIDAY, the 31st of DECEMBER, 1915.

Published by Authority.

The Gazette is registered at the General Post Office for transmission by Inland Post as a newspaper. The postage rate to places within the United Kingdom, for each copy, is one halfpenny for the first 6 cts., and an additional halfpenny for each subsequent 6 cts. or part thereof. For places abroad the rate is a halfpenny for every 6 cts., except in the case of Canada, to which the Canadian Magazine Postage rate applies.

SATURDAY, 1 JANUARY, 1916.

War Office,
1st January, 1916.

The following despatch has been received by the Secretary of State for War from the Field-Marshal Commanding-in-Chief the British Army in France:—

General Headquarters,
30th November, 1915.

Sir,

In accordance with the last paragraph of my Despatch of the 15th October, 1915, I have the honour to bring to notice the names of those whom I recommend for gallant and distinguished service in the field.

I have the honour to be,

Sir,

Your obedient servant,

J. D. P. FRENCH,

Field-Marshal, Commanding-in-Chief

The British Army in France.

Insall, Temporary Second Lieutenant A. J.

Jackson, Captain J. L., Connaught Rangers,
Special Reserve.

James, Lieutenant (temporary Captain) B. T.,

ROYAL MARINE ARTILLERY.

Forster, Captain A. L., D.S.O.

Raikes, Major G. L.

Barr, Captain E. H.

Stokes, Captain (temporary Major) W. N.

Summers, Temporary Captain F., Royal

Marines.

Robinson, Temporary Lieutenant F. L.,

Royal Marines.

Cuming, Temporary Lieutenant T., Royal

Marines.

ROYAL MARINES.

Leaf, Temporary Captain H. M.

ROYAL NAVAL VOLUNTEER RESERVE.

Armoured Cars, etc.

Guest, Lieutenant Hon. L. (attached to Royal
Naval Division 'Bus Company).

Kerr, Lieutenant-Commander B.

Neilson, Lieutenant G. C.

Ball, No. O.N.F.528 Chief Petty Officer C. C.

Smith, No. O.N.F.527 Petty Officer E.

Simpson, Lieutenant (temporary Captain)

F. W. H., Royal Garrison Artillery.

Simpson, Second Lieutenant H. B. D., 6th

Dragoons.

SOURCE 30(A): MENTIONED IN DISPATCHES

4 On one occasion, returning from a reconnaissance behind the German line he happened to look back and saw that a comrade in another machine, the engine of which was behaving badly, was being attacked by five enemy planes. He turned back and he and his observer by their combined machine gunfire, downed one of the Huns and drove the other four off, escorting the crippled plane to safety. His observer was badly wounded and unable to turn in his report. Consequently it was with some surprise that he learned that his observer had reported this action while in the hospital, and that as a result he himself had been mentioned in Sir John French's dispatches of January 1st, 1916, for Gallant and Distinguished conduct in the field.

Harvard University Archive



A BE2 defends itself from an attack by a Fokker Eindekker

SOURCE 30(B): MENTIONED IN DISPATCHES

On a subsequent occasion his observer was again wounded and all his controls shot away. Fortunately the plane was headed for the British lines and, being a reconnaissance machine was inherently stable. It assumed a correct gliding angle and a slight crash was the worst accident to be expected. A short distance from the ground, however, the extreme section of one of the wings collapsed and threw the machine into a dangerous side slip. By climbing out to the end of the other wing he managed to right the machine just before landing. The worst damage effected was a broken landing carriage. By some coincidence a Canadian General Staff was passing through the field he landed in, and, after his wounded observer had been carried off, he was called over to give the details of the accident to the Officer Commanding. His action had been noted with interest and some apprehension from the ground and the presence of mind that had saved the life of his observer and himself was suitably commented on. For this he was again mentioned in despatches.

Harvard University Archive



A Fokker Einderker shooting down a BE2 c

SOURCE 31: EXPERT PILOT

4 After some months' active service at the front, during which he flew almost every day, with the exception of a few weeks spent in a hospital at Boulogne recovering from injuries received stopping the runaway horse of a comrade, he was recalled to England to conduct a series of experiments on fast fighting plane of a new type. He had previously flown the first Fokker captured intact from the enemy, and was recognized by the War Office as an expert on machines designed essentially for speed and fighting.

Harvard University Archive

A Captured Fokker E.111 Imperial War Museum Q 48895



WHAT WAS THE FOKKER SCOURGE?

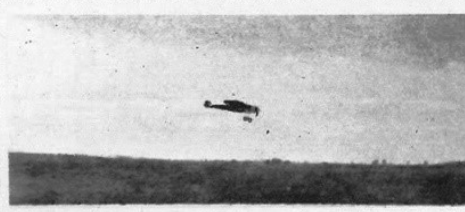
Deighton arrived in France to face the Fokker scourge. The slow BE2c was not match for the forward firing Fokker 'Eindekker' monoplane.

The Illustrated London News Jan 29 1916

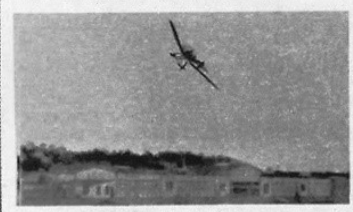
THE FOKKER: THE MOST-DISCUSSED ENEMY FIGHTING AEROPLANE.



VERY FORMIDABLE IN ITS LATEST FORM:
A FOKKER MONOPLANE IN FLIGHT.

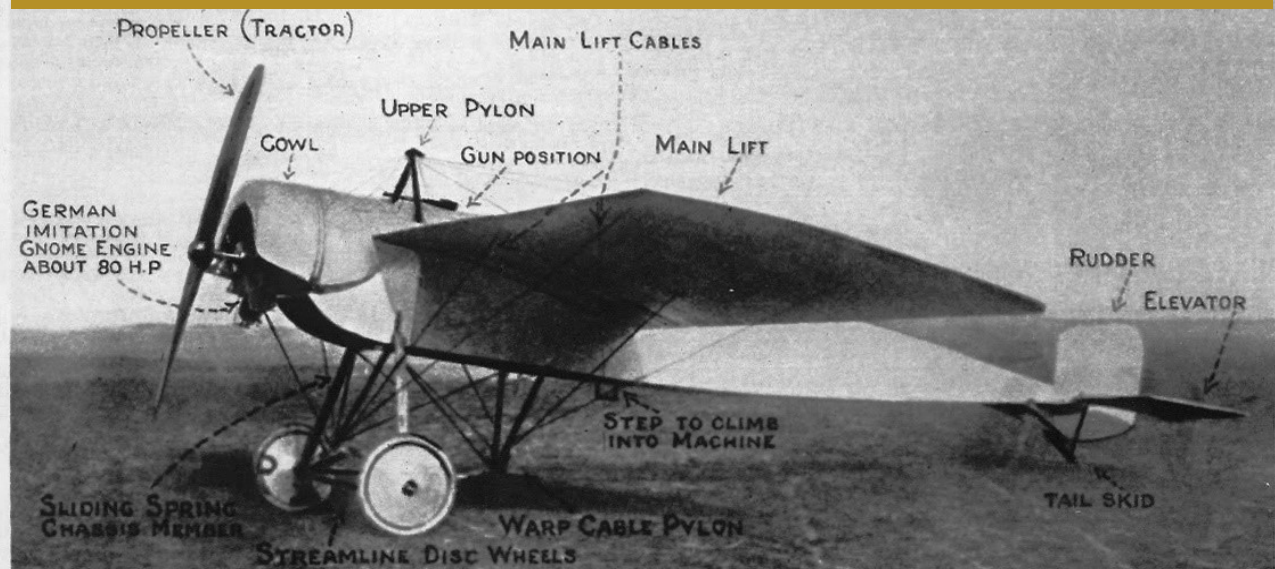


RESPONSIBLE (IN ITS NEW TYPE) FOR A RECENT INCREASE
OF R.F.C. CASUALTIES: A FOKKER IN FLIGHT.



A "FOKKER" IN FLIGHT NEAR BERLIN:
ABOVE THE JOHANNISTHAL AERODROME.

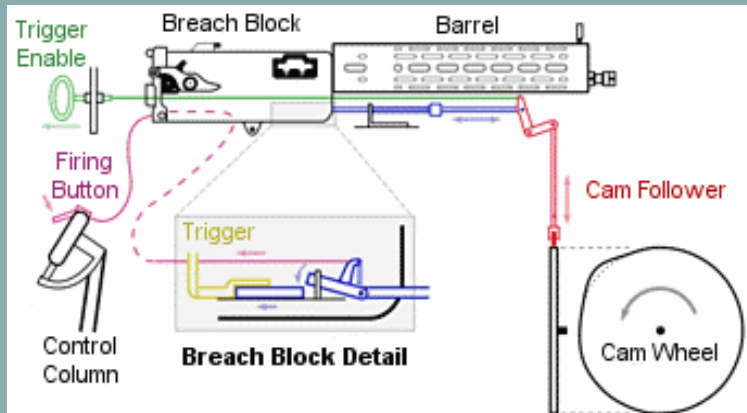
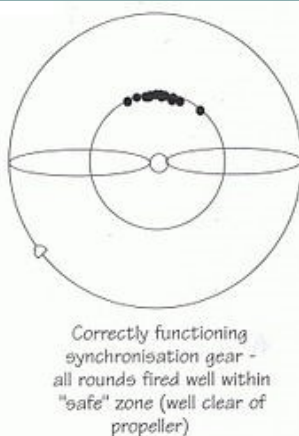
In 1915, Oswald Boelcke (below) was the pilot chosen to test Anthony Fokker's new machine gun synchronizing device. It was a great success and Boelcke used the new invention to become the first German ace.



The Fokker Scourge lasted from July 1915 to March 1916. During this phase, the synchronised machine gun armed Fokker Eindekker and pilots like Boelcke devastated the poorly armed Royal Flying Corps.

SHOWING THE POSITION OF THE GUN, WHICH IS PLACED SO THAT IT CAN BE FIRED DIRECTLY AHEAD "THROUGH" THE PROPELLER-BLADES:
A FOKKER AEROPLANE, WITH THE DETAILS OF ITS CONSTRUCTION NAMED.

Oswald Boelcke



SOURCE 32(A): PROCEEDINGS OF A MEDICAL BOARD

sent to the front, where he did brilliant service for ten months. He then returned to England on leave; while there he was severely injured in saving the life of a fellow officer in a runaway accident, and was laid up for several months. On his recovery he returned to the front.

By Harvard University Archive

Duty, otherwise than in Action.

PROCEEDINGS OF A MEDICAL BOARD

assembled at Osborne Isle of Wight on 11th November 1915
by order of W.O. Letter 45/EF of (AG 4A) 3.9.14
for the purpose of examining and reporting on the present state of an injury or injuries
sustained by (Rank, Name, and Corps) 2nd Lt H R Deighton Simpson Royal Flying Corps
at (Place of Injury) Merville on (Date of Injury) 5th October 1915
Nature of injury (or injuries) Fracture of metatarsal 2nd

The Board having assembled pursuant to order, and having read the instructions on the back of the form, proceed to examine the above-named Officer and find that he received an injury (or injuries) as stated above, and that he was trying to stop a runaway horse, being himself mounted, when both horses fell on his foot. The second metatarsal bone of the left foot was fractured - has recovered.

National Archives WO 339/3675

PROCEEDINGS OF A MEDICAL BOARD

Assembled at Osborne Isle of Wight on 11th November 1915 by order of War Office Letter 45/EF of (AG 4A) 3.9.14 for the purpose of examining and reporting on the present state of an **injury or injuries sustained by 2nd Lt H R Deighton Simpson Royal Flying Corps at Merville on 5th October 1915.** Nature of injury Fracture of left metatarsal

"he was trying to stop a runaway horse being himself mounted when both horses fell on his foot. **The second metatarsal bone of the left foot was fractured-has recovered.**"

	Replies		
	As to 1st injury.	As to 2nd injury (if any).	As to 3rd injury (if any).
1. (a)—Has the Officer lost an eye or a limb or the use of a limb; or (b) is the injury equivalent to the loss of a limb; (c) is it permanent or likely to be permanent? (Article 648 of the Pay Warrant.)	no		
2.—If the injury does not come under category 1, (a) is it of a very serious nature in its present effects, and (b) is it permanent or (c) likely to be permanent? (Art. 648.)	no		
3.—If the injury does not come under category 1 or 2, is it severe and permanent in character? (Art. 649.)	no		
4.—If the injury does not come under category 1, 2 or 3, it should be classified here, making use of one of the following terms:—severe, but not permanent; or, slight and permanent, or not permanent; as the case may be.	slight not permanent		
5.—Was it caused by military duty? If so, the particular act of military duty in which the officer was engaged should be stated.	yes - see above		
6.—Was it contracted under circumstances over which he had no control?	yes		
7.—For what period, calculated from the date of the injury, is it probable that the Officer will be incapacitated for military duty arising therefrom?	Five weeks.		

When will the officer be ready for military duty?
5 weeks

Signatures: W. A. D. Colond President
F. J. Hart Smith Captain &c Member

National Archives WO 339/3675

SOURCE 32(B): PROCEEDINGS OF A MEDICAL BOARD

TELEGRAMS "CONVALESCENT, OSBORNE."
TELEPHONE-11 COWES.

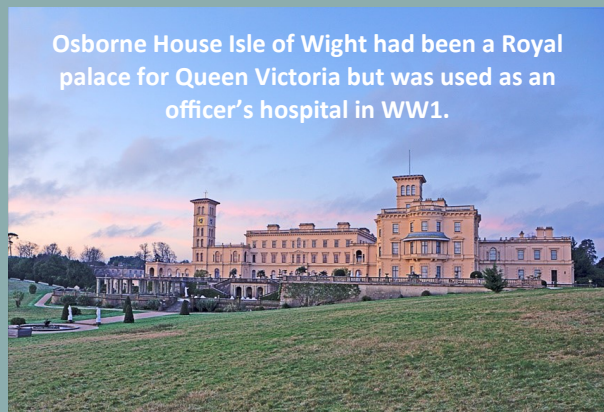
OSBORNE,
ISLE OF WIGHT.

6 NOV 1915

Dear Sir

The enclosed is rather
vague but I did not ask the
name of the ship & do not now
remember the date of embarkation.
I believe it was the 11th

Yours faithfully
HR Deighton Simpson



Osborne House Isle of Wight had been a Royal palace for Queen Victoria but was used as an officer's hospital in WW1.

Rank and name	HR Deighton Simpson
Corps	RFC (Squadron 16)
Address	Osbourne Isle of Wight
Date of leaving unit:	16.1.15
Date of Embarkation:	21.1.1
Port of Embarkation:	Boulogne
Port of Disembarkation:	Folkestone
Date of arrival:	Oct 11 1915
Name of Ship:	
Cause of Return:	Fractured metatarsal
Dates if on leave	
Authority	
Whether examined by a Medical Board	Yes at Q.A.M. *



*Queen Alexandra's Military Hospital Millbank

1. Rank and Name	HR Deighton Simpson 2 Lt.
2. Corps	RFC (Squadron 16)
3. Address	Osbourne Isle of Wight.
4. Date of leaving Unit	Oct 6
5. Date of Embarkation	Oct 11 (?)
6. Port of Embarkation	Boulogne.
7. Port of Disembarkation (England)	Folkestone.
8. Date of Arrival in England	Oct 11 (?)
9. Name of Ship	
10. Cause of Return	Fractured metatarsal
11. Dates if on leave, from	
to	
12. Authority	
13. Whether examined by a Medical Board since return from Continent	Yes - at Q.A.M.
(Date)	HR Deighton Simpson (Signature)

G.D. 4727 10,000 3-15 H.W.V.P. 12424
W 9201-8238 10,000 7-15

SOURCE 32(C): PROCEEDINGS OF A MEDICAL BOARD

27th November 1915.

The Officer Commanding,
Administrative Wing,
Royal Flying Corps,
SOUTH HAMBOURGH.

I am directed to inform you that the Medical Board by which 2nd Lieutenant H.R.D. Simpson, Royal Flying Corps, was examined on the 11th instant, has reported him to be fit for General Service.

Major,
General Staff,
For Deputy Director of Military Aeronautics.

Edw. A. Arnold



H. R. DEIGHTON SIMPSON
Royal Flying Corps.

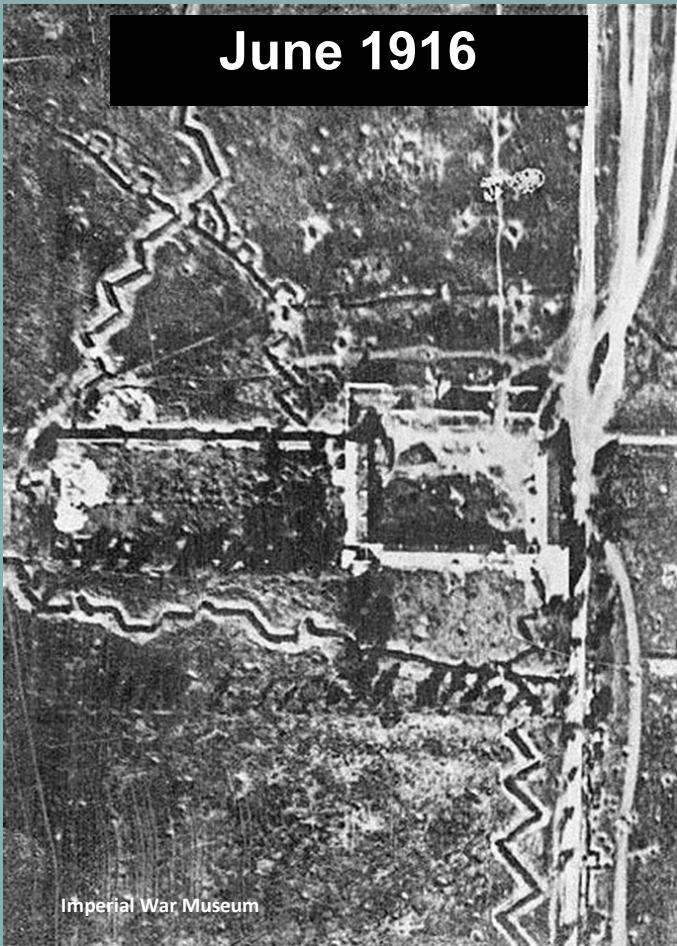
SOURCE 33: DEIGHTON RETURNS TO FRANCE

Harvard University Archive

He later returned to the front and joined the 9th Squadron R.F.C. remaining there until the latter part of 1916 when he was invalided to London suffering from dysentery and general debility. While still convalescing he was asked to volunteer his services in testing a new type of plane which was calculated to prove faster than any other then in existence. He agreed to do this and on December 20th, 1916, at the Joyce Green Aerodrome, near London, conducted the necessary tests in the presence of representatives of the Air Ministry. After

In the days leading up to the Battle of the Somme in 1916 (known at the time as the Big Push) No 9 Squadron was tasked with reconnaissance flights to see if the British guns had destroyed the German trenches so that British infantry could attack. Pilots like Deighton were worked to the point of exhaustion and many became casualties. During the Somme campaign, the RFC lost 800 aeroplanes with 252 crew killed (July-November 1916).

June 1916



Imperial War Museum

September 1916



Imperial War Museum

Q27639

SECTION 7

RFC JOYCE GREEN AERODROME



Joyce Green Airfield, Dartford 1917 Q_111411

Imperial War Museum

SOURCE 34(A): TEST PILOT VOLUNTEER



Post 20 November 1917

P Daniel

Mr. Vickers



Flying at Crayford.

Harvard University Archive

fr Buo
Auct

5130

711
amw
15/1/17

MAJOR ADDRESS
CAVEAT, LONDON
TELEPHONE MUSEUM 840
TREHERNE, HIGGINS & CO
GEORGE CLARENCE TREHERNE
HENRY VINCENT HIGGINS
HENRY WILLIAM STICKLAND
FRANK JESSIE RICHARDS
HENRY EDWARD GIBBY
ALL COMMUNICATIONS
TO BE ADDRESSED
TO THE FIRM

BLOOMSBURY SQUARE,
LONDON. 9th Janry 1917

The Secretary,
War Office,
S.W.

Dear Sir,

You are probably aware that Lieut. H.R. Deighton Simpson of the Royal Flying Corps, met with a fatal accident while flying at Messrs. Vickers Flying Grounds at Joyee Green, Dartford, Kent, on the 20th. ult.

We understand that the deceased Officer had a little time previously been discharged from Hospital on light duty, and with his characteristic zeal, asked Messrs Vickers to allow him to fly their new machines. We understand from Messrs Vickers that the arrangement between Lieut. Simpson and themselves was of a purely friendly character, and in no way in the nature of an engagement, and that no question of remuneration was raised. In fact, he being an Officer of the R.F.C. he would be unable to accept an outside engagement.

We presume however that he was in receipt of pay from the Army as an Officer of the R.F.C., and if so, we



"We understand that the deceased officer had a little time previously been discharged from hospital on light duty, and with his characteristic zeal, asked Messrs Vickers to allow him to fly their new machines."

SOURCE 34(B): TEST PILOT VOLUNTEER

Harvard University Archive

He later returned to the front and joined the 9th Squadron R.F.C. remaining there until the latter part of 1916 when he was invalided to London suffering from dysentery and general debility. While still convalescing he was asked to volunteer his services in testing a new type of plane which was calculated to prove faster than any other then in existence? He agreed to do this and on December 20th, 1916, at the Joyce Green Aerodrome, near London, conducted the necessary tests in the presence of representatives of the Air Ministry. After



AERIAL VIEW OF JOYCE GREEN 1918



WHY WAS THERE AN AIRFIELD AT JOYCE GREEN?

Joyce Green airfield was built on marshland beside the Thames. It was built by Vickers who purchased Frank Farm in 1911.

VICKERS LIMITED.

AVIATION
SCHOOL:
Brooklands.

Through Training from
this School in fast
Monoplanes.
Special Trains to Nurest
and
Military Officers.



"VICKERS-
LEVASSEUR"
Air Screws.

Built up in compressed
layers, of the finest
quality of thoroughly
seasoned hardwoods,
pinned & glued together.

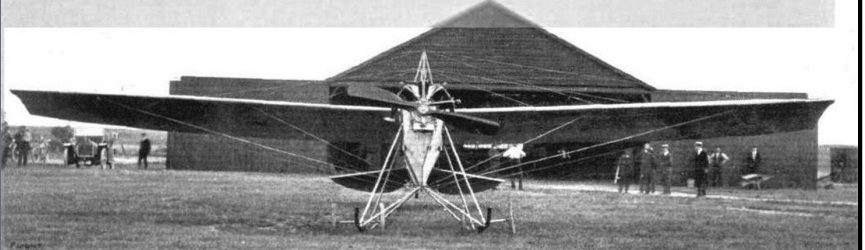
AEROPLANES.

All steel-framed Monoplanes, Biplanes & Hydro-planes.

Testing Ground:
Joyce Green,
Nr. Dartford.

AVIATION DEPARTMENT:
VICKERS HOUSE, BROADWAY, WESTMINSTER, S.W.

Bexley Local Studies and Archives



The first plane flown at Joyce Green was a French designed monoplane built at Vicker's Erith



(Carroll Bunch) The State Historical Society of Missouri, Photograph Collection.



Joyce Green hangars

The airfield was bisected by a number of drainage ditches six or more feet in width that had to be covered with boards before planes could take off or land.



P Daniel

WHY WERE VICKERS IN CRAYFORD?

*Crayford
Vickers Ltd*

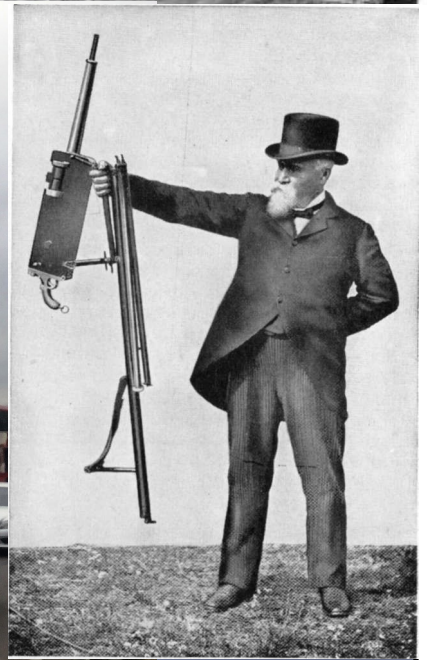
The machine gun factory(below) is now McDonalds. If you look at the picture above you can see how the restaurant copied the design of the original factory.



All pictures Bexley Local Studies and Archives



P Daniel

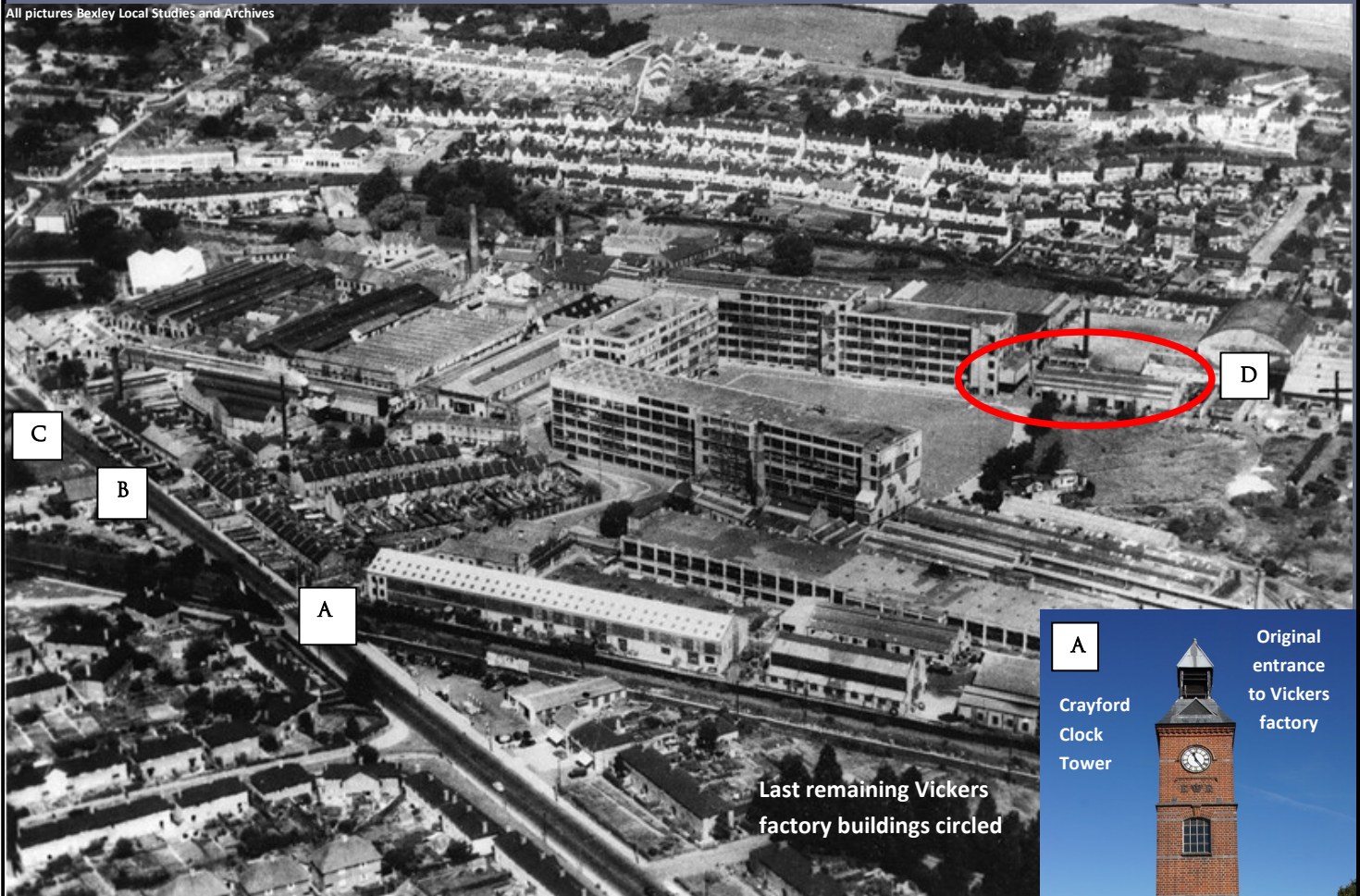


Hiram Maxim (above right) was the inventor of the **machine gun** and manufactured them in Crayford from 1884. It's devastating fire power (600 bullets /minute) led to trench warfare in WW1. When WW1 began Crayford was the major producer of Vickers machine guns for the army. The company also built planes like the **FB5 'Gunbus' the world's first fighter plane** —a pusher plane that used a forward firing Vickers gun.

WHY WAS THERE AN AIRFIELD AT JOYCE GREEN?

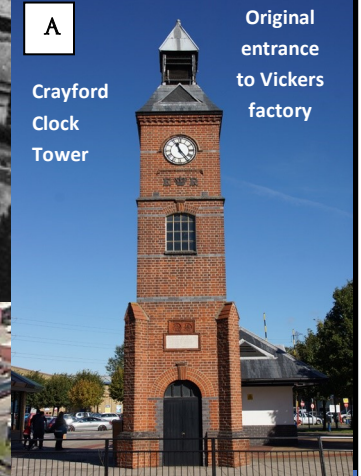
VICKERS, CRAYFORD, KENT 1920 AND TOWER RETAIL PARK 2017

All pictures Bexley Local Studies and Archives



Last remaining Vickers factory buildings circled

A
Crayford Clock Tower
Original entrance to Vickers factory



B
Crayford Doctors Surgery



C
Maplin store was Vickers



D
Remaining Vickers sheds

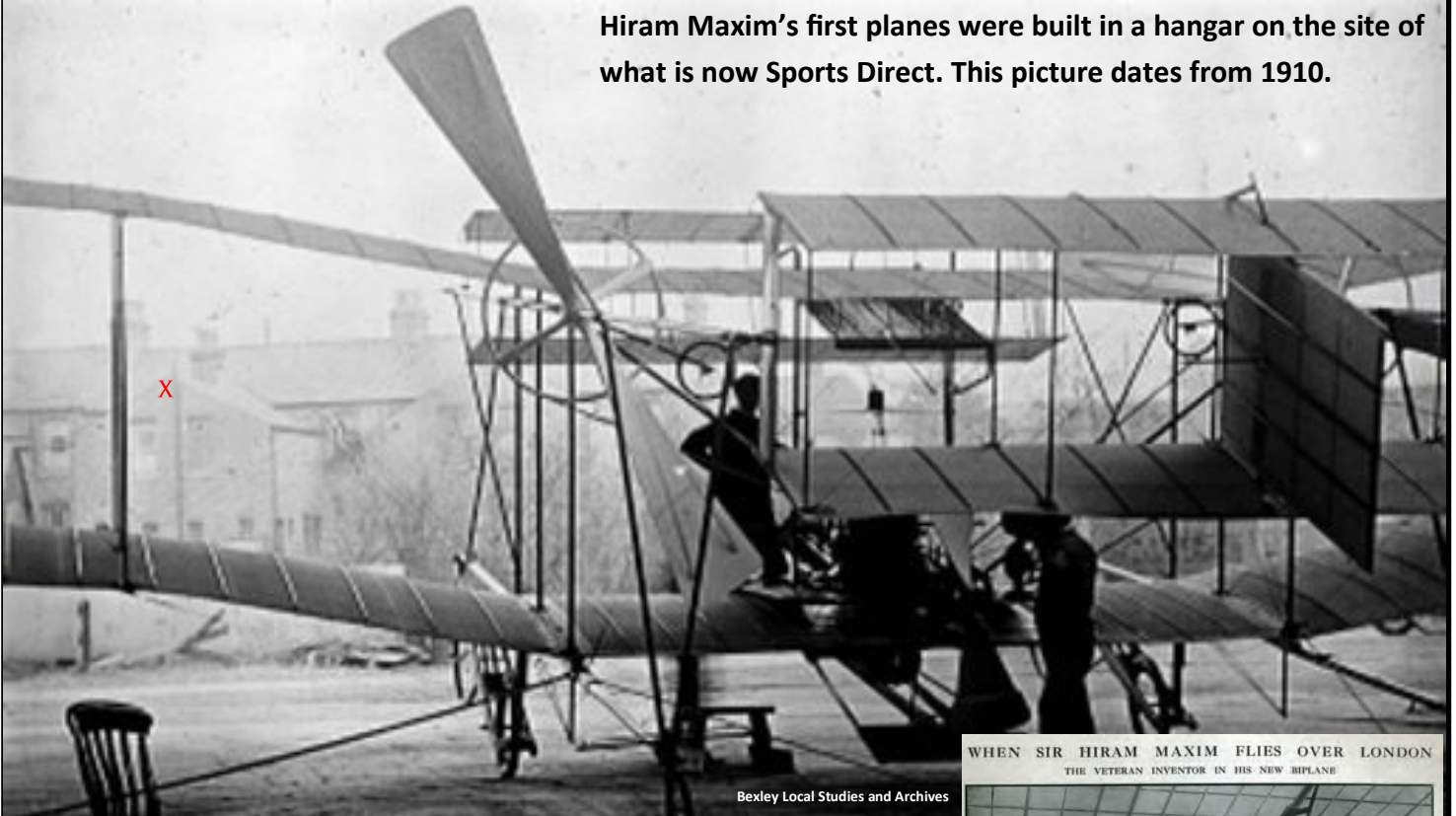


All pictures P Daniel



WHY WAS THERE AN AIRFIELD AT JOYCE GREEN?

Hiram Maxim's first planes were built in a hangar on the site of what is now Sports Direct. This picture dates from 1910.



WHEN SIR HIRAM MAXIM FLIES OVER LONDON
THE VETERAN INVENTOR IN HIS NEW BIPLANE



You see the house x in both



WHO BUILT THE PLANES FOR VICKERS AT CRAYFORD?



Bexley Local Studies and Archives

Thousands of women known as Muntionettes worked at Vickers Crayford factory during WW1.



Vickers Crayford Sewing and Doping Dept. Crayford Town Archive

HOW WERE PLANES TAKEN TO JOYCE GREEN?

Harold Barnwell was Vickers test pilot at Joyce Green. He invited pilots like Deighton to come to Joyce Green to hear their views about experimental planes.



H. Barnwell Vickers Archive

Barnwell died on 25th August 1917 when he crashed a Vickers Vampire.



Bexley Local Studies and Archives



Aircraft built at the Vickers factory in Crayford were transported part assembled by road to Joyce Green airfield to be tested. Joyce Green was the nearest open land that could be used to the factory. This was quite a performance and the inconvenience of taking aircraft to Joyce Green in this way and the water-logged nature of an airfield built on marshland meant that both factory and airfield eventually closed.

WHERE DID THE AIRMEN LIVE AT JOYCE GREEN?

The Long Reach Tavern and Pier with Joyce Green hangars to rear 1929

wiki commons



(RFC airman by Long Reach Tavern Caroll Bunch) The State Historical Society of Missouri, Photograph Collection.

The Long Reach Tavern c 1950

Crayford Town Archive



The Long Reach Tavern c 1950

Crayford Town Archive

exhaust stack. Pay Parade in the motor transport yard. The Long Reach Tavern can be clearly seen in the background.



RAF Museum Hendon

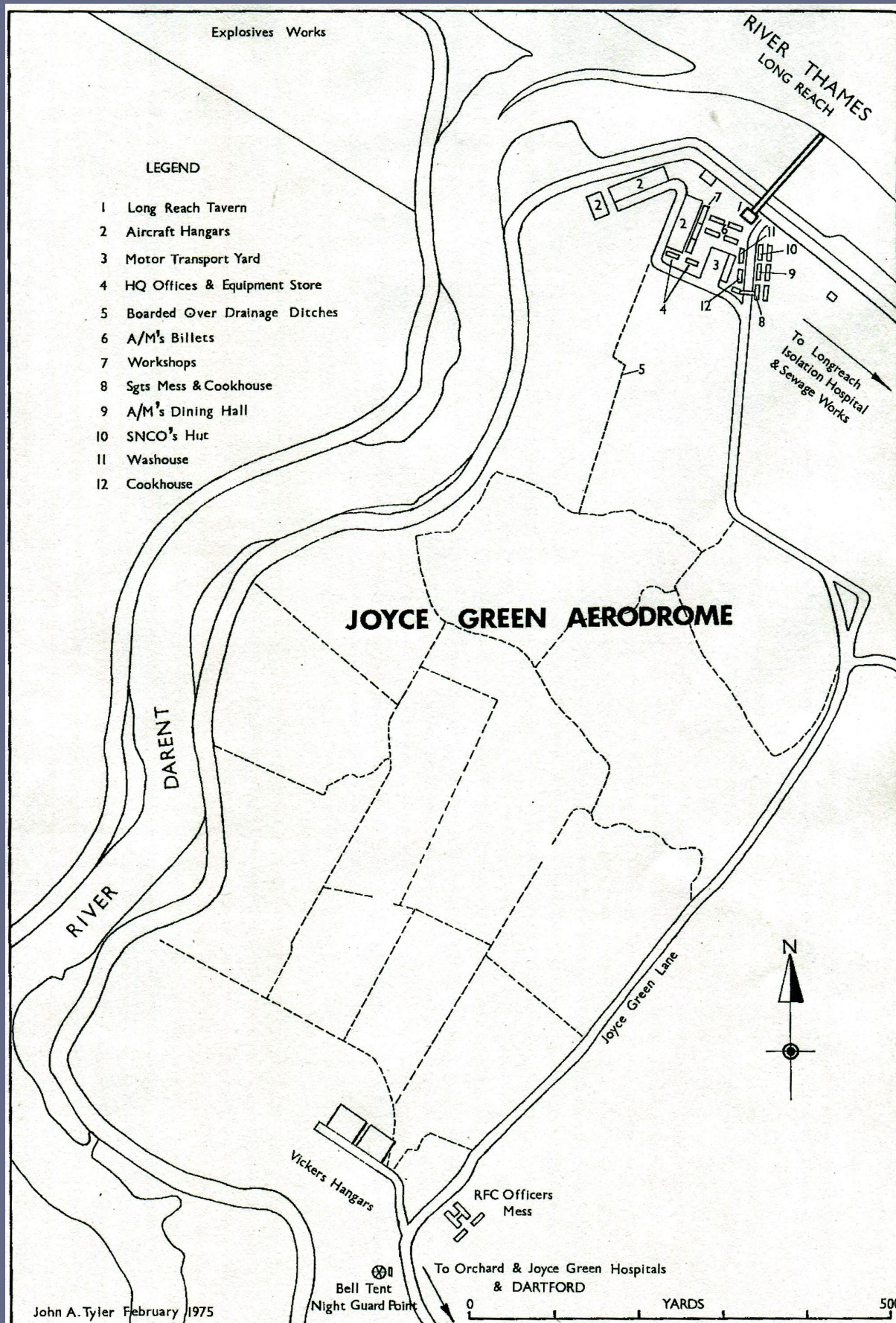


(RFC and US airmen Joyce Green 1918 Caroll Bunch) The State Historical Society of Missouri, Photo Collection.

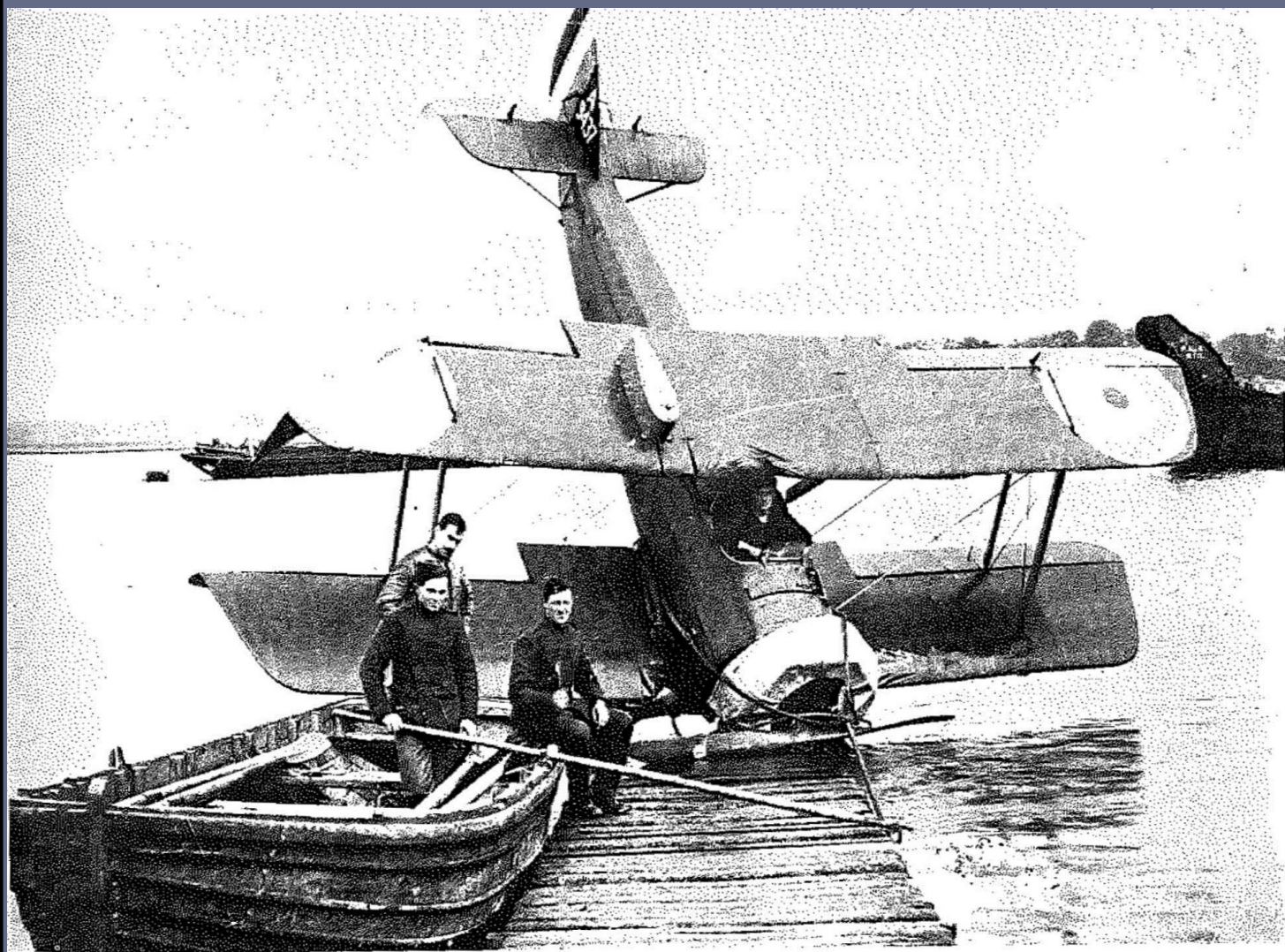
Accommodation for aircrew and workshops for Vickers mechanics were built close by the Long Reach Tavern which sat right beside the Thames foreshore. This was an ancient pub that was infamous in the 19th century for staging bare knuckle prize fights and drew huge crowds of gamblers from London who bet on the outcome away from the long arm of the law. With the start of Ww1 the pub was commandeered as a "wet" mess for N.C.Os stationed on the airfield.

WHAT WAS THE LAY OUT OF JOYCE GREEN AIRFIELD?

RAF Museum Hendon



WHY WAS JOYCE GREEN A POOR SITE FOR AN AIRFIELD?



RAF Museum Hendon

Joyce Green was not a popular airfield, being situated primarily on marshland, and Air Vice Marshal Gould Lee wrote:

'To use this waterlogged field for testing now and then was reasonable and to take advantage of it as an emergency landing ground for Home Defence forces was credible, but to employ it as a flying training station was folly and as a Camel (i.e. Sopwith Camel aeroplane) training station was lunacy. A pupil taking off with a choked or failing engine had to choose, according to wind direction, between drowning in the Thames (half a mile wide at this point), crashing into the Vickers TNT (explosives) Works, sinking into a vast sewage farm, killing himself and numerous patients in a large isolation hospital, being electrocuted in an electrical station with acres of pylons and cables; or trying to turn and get back to the aerodrome. Unfortunately, many pupils confronted with disaster tried the last course and span to their deaths.'

SOURCE 35: DEIGHTON IN CRAYFORD

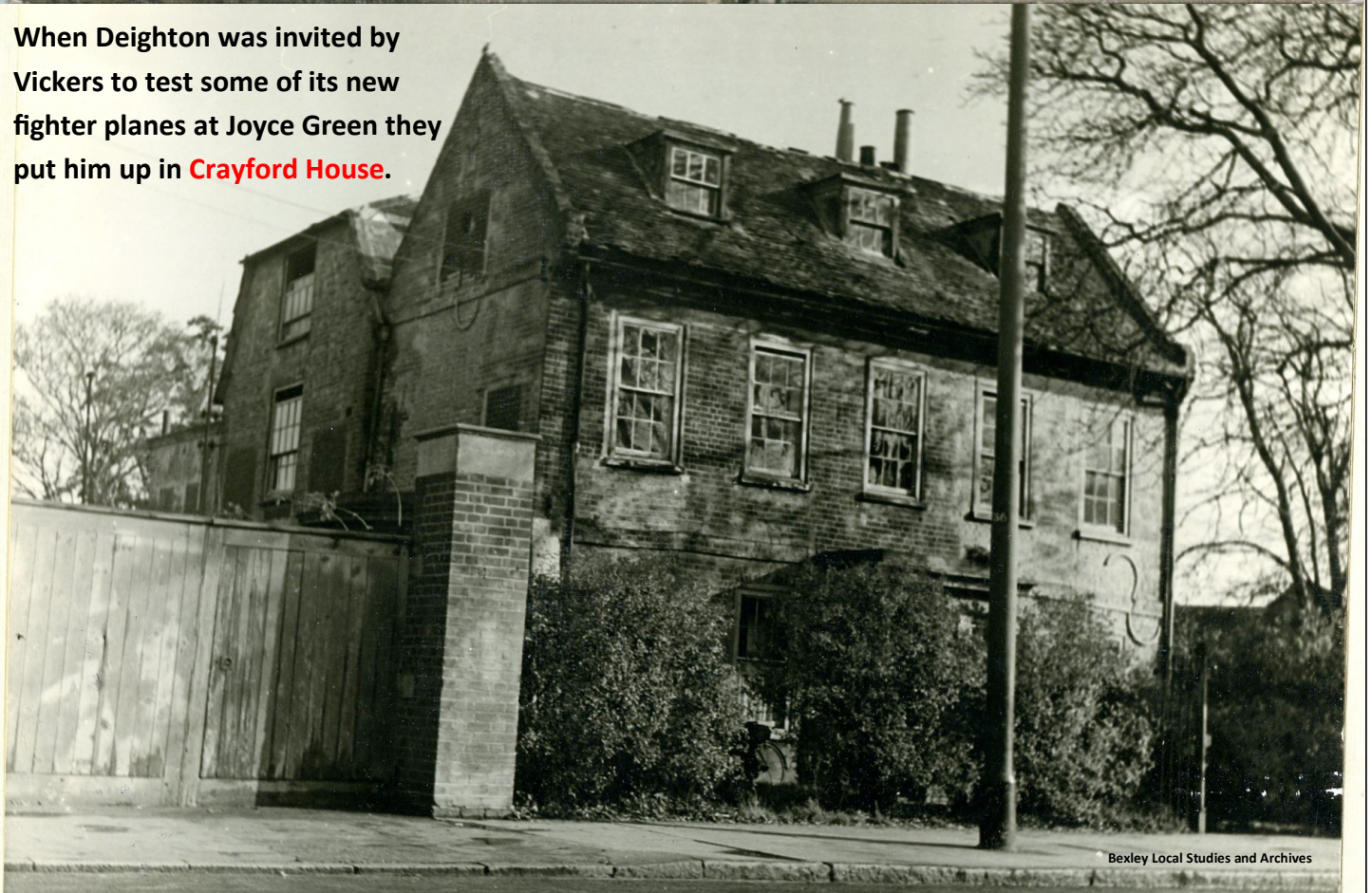
The Carlton Hotel bill for £68. 8. 1 has been settled by Messrs Vickers Ltd receipt attached.

Deighton's hotel bill came to £61 8s 1d (£61.40) a huge sum in 1916

On his release from hospital after recovering from dysentery Deighton booked himself into the **Carlton Hotel** Pall Mall-a fashionable hotel his family habitually used whilst in London.



When Deighton was invited by Vickers to test some of its new fighter planes at Joyce Green they put him up in **Crayford House**.



WHAT PLANE DID DEIGHTON TEST FOR VICKERS?

Maj J. B. McCudden Imperial War Museum



Deighton flew a Vickers F.B.16D. It earned the unqualified praise of Maj J. B. McCudden, the British air ace, of 56 Squadron, who kept an all-red F.B.16D at Joyce Green to use when he was back from France.

'On 22 June, 1917, I flew the little Vickers tractor, the F.B.16D, which was now fitted with a 200 hp Wolseley-Hispano. I climbed to 10,000 ft in eight minutes and at that height the machine did 136 mph. Whilst flying that machine I got some idea of the speed of future machines, for at 10,000 ft it was 30 mph faster at least than anything I had yet flown. Harold Barnwell liked this little machine, although he said it cost him a new pair of trousers every time he flew it, as it always smothered his legs with oil. It has a very deep fuselage rather out of proportion to the size of the machine and Barnwell always alluded to it as "Pot-Belly".'

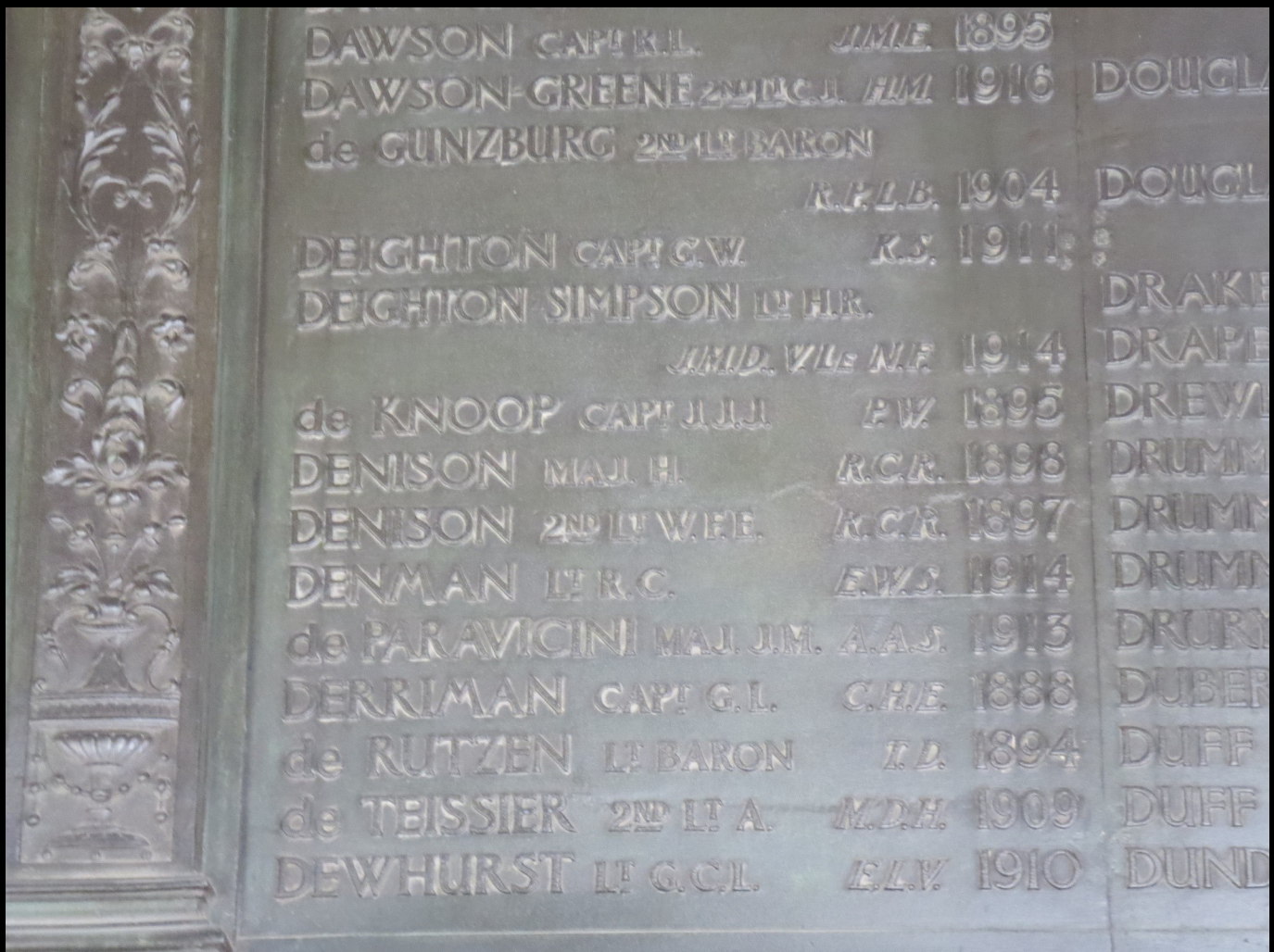
Maj J. B. McCudden with his Vickers FB16D Joyce Green 1917 Imperial War Museum Q 68556



F.B.16D - One 200 hp Hispano Suiza. Span 25 ft, upper, and 22 ft 4 in, lower; length 19 ft 6 in; height 8 ft 9 in; wing area 207 sq ft. Empty weight 1,376 lb; gross weight 1,875 lb. Max speed 135 mph at 10,000 ft; climb to 10,000 ft - 10 1/2 min; service ceiling 18,500 ft; absolute ceiling 21,000 ft; endurance 2 1/4 hr. Armament - two Lewis guns.

SECTION 8

2ND LIEUTENANT HENRY RICHARD DEIGHTON SIMPSON IN MEMORIAM



Lt H R Deighton Simpson memorial plaque at Eton College Eton College Archive

AIR PILOT'S DEATH.

An inquest was held yesterday on the body of Lieutenant H. R. Deighton Simpson, R.F.C., who was killed as the result of a flying accident on Wednesday.

A witness stated that Lieutenant Simpson was an expert pilot, and had been on active service. Immediately before his fall he had looped the loop a dozen times, and then flew upside down for some distance, and then turned somersaults. Afterwards he drove along the ground at an enormous pace, and rose again suddenly, as if to loop again, when the right plane gave way as the machine was perpendicular. He righted himself and started to volplane down, at first successfully, but suddenly the machine dropped like a stone from a height of 500ft.

A verdict of "Death from misadventure" was returned.

Lieutenant Simpson was the eldest son of Mr. and Mrs. Henry W. Simpson, of New York, and was 20 years of age.

SOURCE 36(B): AIR PILOT'S DEATH

He later returned to the front and joined the 9th Squadron R.F.C. remaining there until the latter part of 1916 when he was invalided to London suffering from dysentery and general debility. While still convalescing he was asked to volunteer his services in testing a new type of plane which was calculated to prove faster than any other then in existence. He agreed to do this and on December 20th, 1916, at the Joyce Green Aerodrome, near London, conducted the necessary tests in the presence of representatives of the Air Ministry. After putting the plane through numerous and exacting tests, during which it attained a speed of more than one hundred and forty miles per hour, he landed and reported that, although it ~~it~~ **BEHAVED** admirably, he felt that something about it was not quite right. He decided to take it up again for further testing. Before he had reached the height of three hundred feet the plane collapsed and fell to the ground. He was mortally injured but was conscious for four hours before he took his final flight, from which there was no return. His last words showed the same fine consideration for others that he had shown throughout his life, when he said to those tending him "Don't bother about me. I am alright".

Harvard University Archive

Vickers FB16D on the hard stand at Joyce Green c.1916



SOURCE 37(A): CAUSE OF DEATH

National Archives WO 339/3675

250,000 12/14 H W V Sch. 3*

Forms
A. 27
32

Army Form A. 27.

MORNING STATE OF SICK.

Date 9th Jan., 1917. 19

No. 3 Australian Auxiliary Hospital at DARTFORD.

Corps	Remained	Since admitted	Discharged	Died	Remaining	SICK OFFICERS			
						Rank, Name and Corps	Admitted	Discharged	Remarks

REPORT OF DEATH { All deaths are *at once* to be specially reported to the Officer Commanding the Corps, and to the Officer Commanding the Station on this portion of the Form, which is also to be used for all communications regarding a death or burial.

Regtl. No.	Rank	Name and Corps	Age	Religion	Disease	Time and Place of Death	Period after which Interment may take place
		Lieut. Simpson, H.R.D. 6th Dragoons att. R.F.C.			Shock Fract lwr. & Upr. Jaw. Fract. lt. Humerus. lt. Fibula	12.55 p.m. 20.12.16 at No. 3 A.A.H. DARTFORD.	

Lacerated Wd. rt.

To _____

Thigh Multiple Avrasions.

Heufessner
..... Medical Officer in Charge
Registrar

No. 3 Australian Auxiliary Hospital

Orchard Hospital Dartford Hospital Histories Francine Payne



The Orchard Hospital was built as an 800 bedded temporary hospital in 1901/2, along with Long Reach to cope with the smallpox epidemic.

It was turned over to the military during the First World War. It became the **Dartford Australian Auxiliary Hospital** on the 9th October 1916, under the command of Lieutenant-Col. H Arthur Powell. **Deighton** was taken there and died four hours after the crash.

SOURCE 37(B) CAUSE OF DEATH

General register Office

CERTIFIED COPY OF AN ENTRY OF DEATH



GIVEN AT THE GENERAL REGISTER OFFICE

Application Number 8088606-1

REGISTRATION DISTRICT	DARTFORD
1917 DEATH in the Sub-district of Dartford	in the County of Kent

Columns:-	1	2	3	4	5	6	7	8	9
No.	When and where died	Name and surname	Sex	Age	Occupation	Cause of death	Signature, description and residence of informant	When registered	Signature of registrar

20	Twentieth December 1916	H R Deighton Simpson	Male	20 years	Lieutenant Royal Flying Corps	Fracture of the base of the skull and other injuries caused by the biplane he was testing nose diving to the ground suddenly by misadventure	Certificate received from Mr. B Sewell Coroner for County of Kent Inquest held twenty second December 1916	Fourth January 1917	K H Hunt Registrar
----	-------------------------	----------------------	------	----------	-------------------------------	--	--	---------------------	--------------------

20	Twentieth December 1916	H R Deighton Simpson	Male	20 years	Lieutenant Royal Flying Corps	Fracture of the base of the skull and other injuries caused by the biplane he was testing nose diving to the ground suddenly by misadventure	Certificate received from H B Sewell Coroner for County of Kent Inquest held twenty second December 1916	Fourth January 1917	K H Hunt Registrar
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736977 315080 04/16 WJA/SP

CAUTION: THERE ARE OFFENCES RELATING TO FALSIFYING OR ALTERING A CERTIFICATE AND USING OR POSSESSING A FALSE CERTIFICATE ©CROWN COPYRIGHT
WARNING: A CERTIFICATE IS NOT EVIDENCE OF IDENTITY.



List of articles belonging to the late Lt. Deighton Simpson
found at the Carlton Hotel.
=====

1 Brown compressed cane suitcase containing:-

- 1 dress suit
- 1 dinner jacket
- 1 white waistcoat
- 1 opera hat
- 1 tunic and slacks
- underclothing(various)
- Smith Wesson Revolver & Holster
- various maps and letters
- Log Book



1 green Wolseley Valise containing:-

- 1 black greatcoat
- 1 Goatskin Flying Coat.
- Winchester Rifle (.22)
- Canvas Bath
- 3 Khaki Tunics
- 2 Pairs Khaki Slacks
- 3 Pairs Riding breeches.
- 2 pairs pyjamas
- 3 pairs puttees
- underclothing (various)
- 2 pairs boots
- 1 pair shoes
- 1 pair flying boots



Pilots socialised a great deal with dancers from the West End shows. Fighter Ace James McCudden famously took chorus girl Teddie O'Neill for a joy ride at Joyce Green. He even had the cheek to record it in his log book.



1 brown sleeping bag (damaged) containing:-

- 1 Tunic
- 3 Blankets
- 3 Sheets
- 3 Towels
- 1 rug.

*For Treherne Higgins & Co.
Jas. W. P. Smith & Co.
3rd January 1917.*

SOURCE 38(A) LIST OF BELONGINGS

SOURCE 38(B) LIST OF BELONGINGS

Articles belonging to the late Lt. Deighton Simpson
found at Crayford House, Crayford.

Suit Case containing:-

- 1 pair flying boots ✓
- 1 pair shoes ✓
- pair of hair brushes and comb ✓
- Razor and shaving tackle. ✓
- 1 shirt ✓
- 3 soft collars ✓
- 2 pairs socks ✓
- Sponge and tooth brush ✓
- Small Camera- Gaumont. ✓
- Safety Razor ✓
- 1 pair pyjamas. ✓



List of articles belonging to the late Lt. Deighton Simpson
handed over by the Manager of Carlton Hotel.

- 1 silver wrist watch with broken glass
~~silver~~ A.M.W.
- 2 shirt studs in case
- 2 gilt sleeve links
- 5 waistcoat buttons with gilt mounts
- Various plain waistcoat buttons with
- Some odd articles.

Kremetz
Evening Jewelry

YOU can distinguish Kremetz studs and vest buttons with cuff links to match by the correctness of the designs and by the bodkin clutch back on the studs and vest buttons.

This practical bodkin clutch can be inserted as easily in the stiffest shirt front as in a soft shirt. It holds as securely as an anchor, yet a slight pressure of the finger is sufficient to release it.

Sold by better jewelers everywhere. Write for the names of those nearest who have a representative assortment of designs in stock.

Kremetz & Co. Newark, New Jersey

SOURCE 38(C) LIST OF BELONGINGS

The Command Paymaster
Eastern Command,
Exhibition Rd.,
S.Kensington.

10 Reserve Squadron
No.92
11/1/17.

Sir,

I have the honour to hand over to you two shillings and two pence, balance of the cash found on the late Lieut. Deighton Simpson, H.R., 6th. Dragoon Guards, att'd. R.F.C., receipt for which will oblige. This officer was killed as the result of a flying accident on 20/12/16. The amount found on this officer was 14/8 in cash, out of which I have paid a bill for 12/6 to Robert Dobbie, Bootmaker, 198 Piccadilly, W., copy of receipt attached: please return.

I also have the honour to request that you forward this sum, together with any further pay, allowances or grants due to the deceased, to Messrs. Treherne Higgins and Co., Solicitors, of 7 Bloomsbury Square, W.C., who have undertaken to hand all monies and effects to his next of kin, after paying all bills owed by the deceased. Copy of undertaking attached: please return.

I have the honour to be,
Sir,
Your obedient Servant,

W. Walker
Captain,
President, Committee of
Adjustment.

Joyce Green,
Dartford.
11/1/17

National Archives WO 339/3675

List of Clothing and Articles belonging to
the late Lieut. Deighton-Simpson handed over by the
Police Authorities, Dartford.

The money found on Deighton after the crash was used to
settle a bill from his Piccadilly bootmaker.

1 Pair Shoes. ✓

1 Pair Socks. ✓

1 Pair Braces. ✓

1 Tunic. ✓

2 Handkerchiefs. ✓

1 Pair Gloves. ✓

1 Belt. ✓

1 British Warm. ✓

14/8 (Twelve shillings & eight pence in cash.)

1 pipe lighter

1 tie pin

various papers

1 service cap. ✓

1 cane ✓

Recd the above

8 Jan 1917

Thos. Higgins

National Archives WO 339/3675

REPORT BY 12 MAYFAIR.

From the late
Deighton Simpson

LONDON.

Eme 1916.

BOUGHT OF ROBERT DOBBIE,

BOOT MAKER.

198, PICCADILLY, W.

LATE JERMYN STREET.

All descriptions of Military, Naval & General Outfits executed.

LASTS SPECIALLY MADE FOR EACH CUSTOMER.

5 PER CENT CHARGED AFTER 6 MONTHS.

BOOTS WARRANTED NOT TO CREAK.

REFERENCE TO FIGURE

1 LENGTH OF LEG

2 ROUND THE GAITHER

3 ROUND THE HEEL

4 ROUND THE INSTEP

5 ROUND THE JOINTS

6 LENGTH OF THE FOOT

1916.
Dec. 11.

To Mr. Simpson's widow & sons

12/6

RECEIVED WITH THANKS
8 JAN 1917
ROBERT DOBBIE

National Archives WO 339/3675

SOURCE 39 JOHN SIMPSON'S LETTER

Guaranty Trust Company of New York

140 Broadway
Capital \$ 20,000,000. Surplus \$ 20,000,000.
Cable Address: "Fideltas"
London Office
33 Lombard Street E.C.
Cable Address: "Fideltas"

Please address reply to
Trust Company of New York
Foreign Department
Cable Address: "Fideltas"

New York, January 6, 1917.

M. A. de Wolfe Howe,

Editor Harvard Alumni Bulletin

Crimson Building 18 Plympton St.,

Cambridge, Massachusetts.

Dear Sir:

My father Mr. H. W. Simpson (Harvard '86) has forwarded me your letter of the 4th January with the request to enclose you such date, regardless of New York Times, and photographs, from which you may select, of my brother Lieut. ^W R Deighton Simpson.

I am enclosing the list of my brothers achievements at Eton which his tutor sent to our dear mother, a programme and the notice of selection to the Bachelors Club of London, which my brother sent her.

I feel very strongly, as do the other members of my family,

that no mention of my brother Lieut. H. R. Deighton Simpson, R.F.C.,

would be complete without mention of my mother Constance Deighton

Simpson, who was his friend, mother, constant companion and the

inspiration of his whole life. Also our grandmother Mrs. Dorla

Deighton Jones whose great generosity and foresight made our

education and the circumstances of our life possible. Our grand-

mother was born in Scotland of an old Scotch and English family

and my brother was named after her father Richard Deighton.

the brother signs himself Deighton-Simpson, but apparently H.R. did not use this form.

Guaranty Trust Company of New York

140 Broadway
Capital \$ 20,000,000. Surplus \$ 20,000,000.
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London Office
33 Lombard Street E.C.
Cable Address: "Fideltas"

Please address reply to
Trust Company of New York
Foreign Department

New York, January 6, 1917.

M. A. de W. H.--2

As my brother and I were inseparable companions at Eton,

although at different houses and I entered two years later, I trust you will believe that I write with the authority of knowledge.

It may interest you to know that my brother wrote that when the war was over, if he lived, he would go back to Harvard. Of his brave heroic soul you may have heard; he laid down his life willingly for his friends.

Yours very sincerely,

John Deighton-Simpson.

P. S. Photographs, etc., under separate cover please return registered mail to my address, as they are my mother's treasures.

Harvard University Archive

JAS



Deighton's brother John was drafted into the American army in the summer of 1918 but the war ended before he was ready to go to Europe to fight.

SOURCE 40: THE TELEGRAM

POST OFFICE TELEGRAPHS. (15)

Office Stamp. ST.F. 20 DEC 16

Handed in at Office of Origin and Service Instructions Words 15 Charges to pay 4

THIS FORM MUST ACCOMPANY ANY ENQUIRY RESPECTING THIS TELEGRAM.

TO Ad'actual / dn

Regret Report Lieutenant Simpson
Killed this morning while flying
at Joyce Green
Vickers

HR.D

Received here at 4 52 M.

17.10

National Archives WO 339/3675



US National Archives

Deighton's mother Constance received the news of her son's death on Christmas Eve 1916-four days after Vickers informed the R.F.C.

No.X.36298.

20th December, 1916. Reported by "Vickers" Sloane Street,

"Regret report Lieut.H.R.D.Simpson, Killed this morning while flying at Joyce Green"

War Office,
23rd December, 1916.

Deighton's brother John and sister Constance were devastated by the news on Christmas Eve 1916

Next of kin informed by MSZ (as 24.12.16)
W.B.

National Archives WO 339/3675



DEIGHTON'S FUNERAL AT ST PAULINUS CRAYFORD

Michael Foreman Chalky's funeral 1916

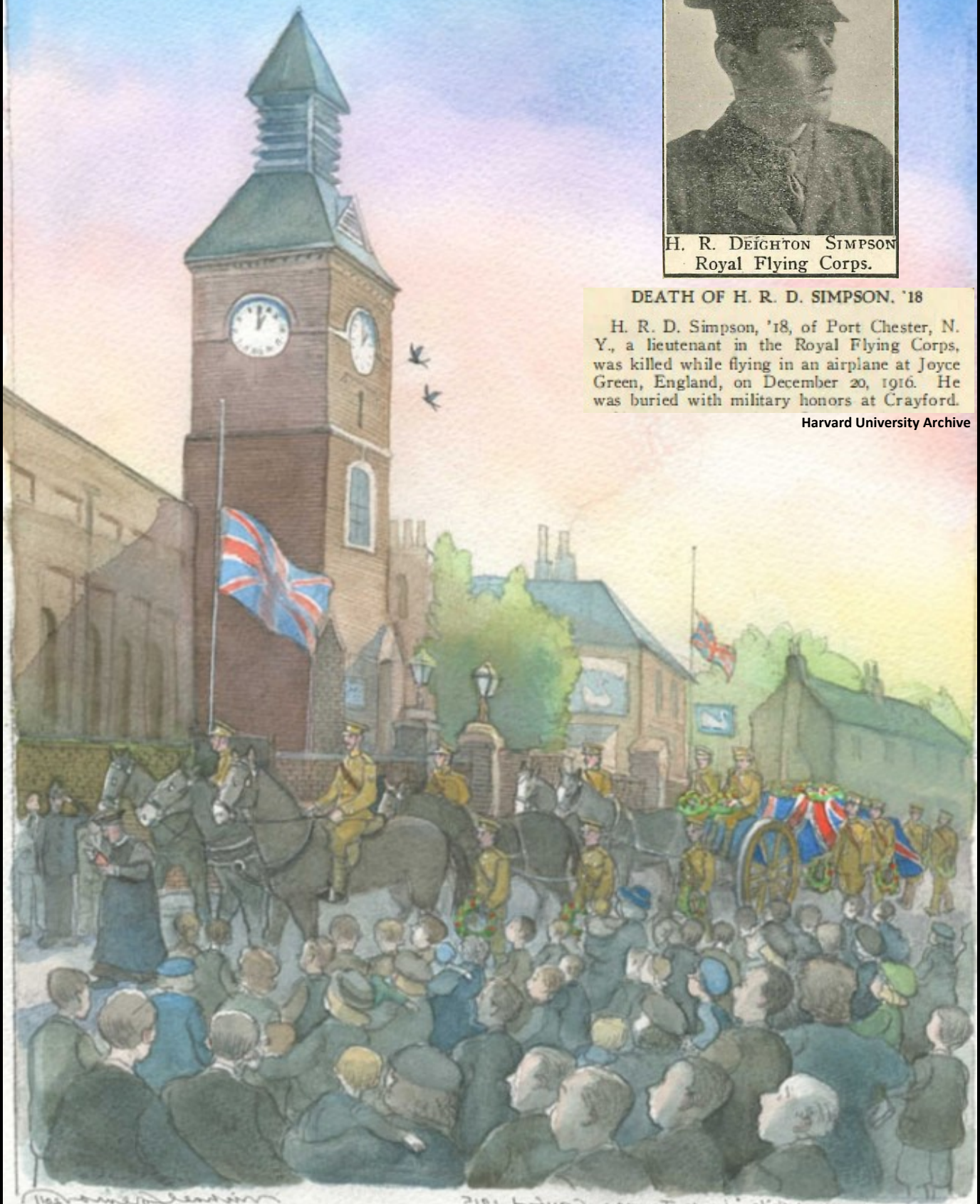


H. R. DEIGHTON SIMPSON
Royal Flying Corps.

DEATH OF H. R. D. SIMPSON. '18

H. R. D. Simpson, '18, of Port Chester, N. Y., a lieutenant in the Royal Flying Corps, was killed while flying in an airplane at Joyce Green, England, on December 20, 1916. He was buried with military honors at Crayford.

Harvard University Archive



BURIALS in the Parish of Crayford in the
County of Kent in the year One thousand
nine hundred and sixteen

NAME.	Abode.	When Buried.	Age.	By whom the Ceremony was Performed.
<i>Harold Percy Horsey</i>	<i>Guip Hospital London S.E.</i>	<i>Dec. 2nd</i>	<i>6 yrs.</i>	<i>William Butler Lord.</i>
No. 153				
<i>Catherine Ellard</i>	<i>Crayford</i>	<i>Dec 23rd 1916</i>	<i>78</i>	<i>E. Carroll</i>
No. 154				
<i>H.R. Deighton Simpson</i>	<i>Crayford House</i>	<i>Dec: 23rd</i>	<i>20 years</i>	<i>Gustavus Jones</i>
No. 155	HR Deighton Simpson	Dec 23rd	20 years	Gustavus Jones
<i>George Bailey, Hamilton, Dickson</i>	<i>66 Arthur St. Smith</i>	<i>Jan 2nd 1917</i>	<i>77 yrs</i>	<i>Thomas Smyth.</i>
No. 156				
<i>Arnie Dunnington</i>	<i>Workhouse Infirmary Chatham</i>	<i>Jan: 4: 1917</i>	<i>77 years</i>	<i>Gustavus Jones</i>
No. 157				
<i>James Bauwett</i>	<i>76 High Street -</i>	<i>Jan: 6: 1917</i>	<i>45 years</i>	<i>Gustavus Jones</i>
No. 158				
<i>John Rigden</i>	<i>10: Arthur Street - Smith.</i>	<i>Jan: 8th 1917</i>	<i>80 years</i>	<i>Gustavus Jones</i>
No. 159				
<i>Emma Burton</i>	<i>15 Duckett's Road Crayford</i>	<i>Jan. 9th</i>	<i>44 years</i>	<i>William Butler Lord</i>
No. 160				

SOURCE 41: ST PAULINUS BURIAL

DEIGHTON'S GRAVE ST PAULINUS CHURCHYARD

"At the time of his death he held the temporary rank of captain. In a few days more his promotion would have been confirmed."

Harvard University Archive



P Daniel

SOURCE 42(A): LAST EFFECTS

Record No.	Registry No.	NAME AND RANK	Regt. or Corps	Date and Place of Death	CREDITS		
					Account	Effects 1914/1917	Effects 1917/1919
23166	5130/7	Simpson Lt.	R. F. Co. H. R. D.	20/12/16 Killed while flying	b. P. Aldershot 3/14 b. P. + 60 3/17	8 = 6 8 = 6	✓ ✓
					WAR GRATUITY. Transfer 4957/4. Paid. Paper 45/11/19. Serial No. Effects 1920		
					50 0 0 51 0 0		

National Army Museum Register of Effects

TELEGRAPHIC ADDRESS
CAVEAT, LONDON.
MUSEUM 840.

G. G. T. TROTTER
H. V. HODGINS
H. W. STICKLAND
F. I. RICHARDS
H. E. VEREY

7, BLOOMSBURY SQUARE,
LONDON, W.C.1. June 30th 1919

WAR OFFICE
EFFECTS BRANCH
- 1 JUL 1919

The Secretary,
War Office, Effects Branch,
Imperial Institute,
South Kensington.

Dear Sir,

Lieut. Deighton Simpson decd, No. 5130/78

We have to inform you that we have been in communication with the representative of the late Lieut. Simpson who are American subjects, and we are instructed to say that on no account do they propose to claim the balance of £8. 0. 6. due to the deceased officer.

Yours faithfully,
T. H. M. G. J. M. S.

National Archives WO 339/3675

SOURCE 42(B): LAST EFFECTS

Phone 7826 Gerrard.

Geographic address:-
Carlton Hotel, London.

Saw Mrs Simpson
at the Hotel.
29th Sept 1921.

Carlton Hotel,
Pall Mall,
London.

Sept. 1921.

(Initialed) J F C

Dear Sir,

The War Office hold the sum of £67-0-6 due to the estate of my late son, Lieutenant Henry Richard Deighton Simpson, 6th Inniskilling Dragoons and Royal Flying Corps, who was killed in a flying accident on 20th December 1916.

As a devoted Old Etonian whose happiest recollections and memories of a happy life were always of his old School, I feel sure that his wishes are mine in wanting the Eton War Memorial to benefit by this amount.

I have written to the Secretary of the War Office (Accounts 4) informing him that I have instructed you to collect this money on my behalf for the benefit of the Eton College War Memorial Fund.

Yours very truly,

(Sd.) Constance Deighton Simpson.

The Treasurer,
Eton College War Memorial,
Eton College, Windsor.

SOURCE 43(A): DEIGHTON REMEMBERED

No. 1597.]

THE ETON COLLEGE CHRONICLE.

Eton College Archive 147



ETONA NON IMMEMOR.

DECEMBER 31, 1916.

BEWICKE-COPLEY, R. L. C., Maj. Coldstream Guards
(R.W.W.-T., C.M.W.)

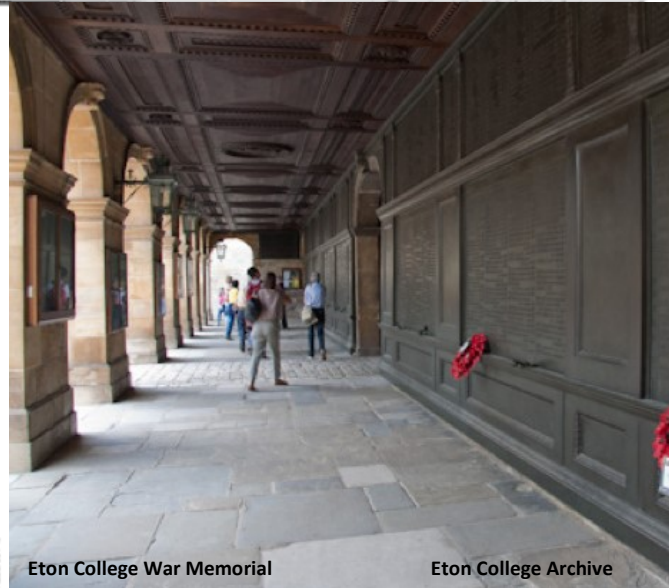
CURTIS, Sir W. M., Bt., Capt. & Adj. R. Defence Corps
[died from illness] (W.W.)

KEKEWICH, J., Capt. The Buffs [26.9.15] (H.W.)

RAWSON, P. C., 2nd Lt. R. Berkshire Regt. [28.9.15]
(L.S.B.H.)

SIMPSON, H. R. DEIGHTON, Lt. Dragoons, att. R.F.C.
(J.M.D., V.L.E.S.F.)

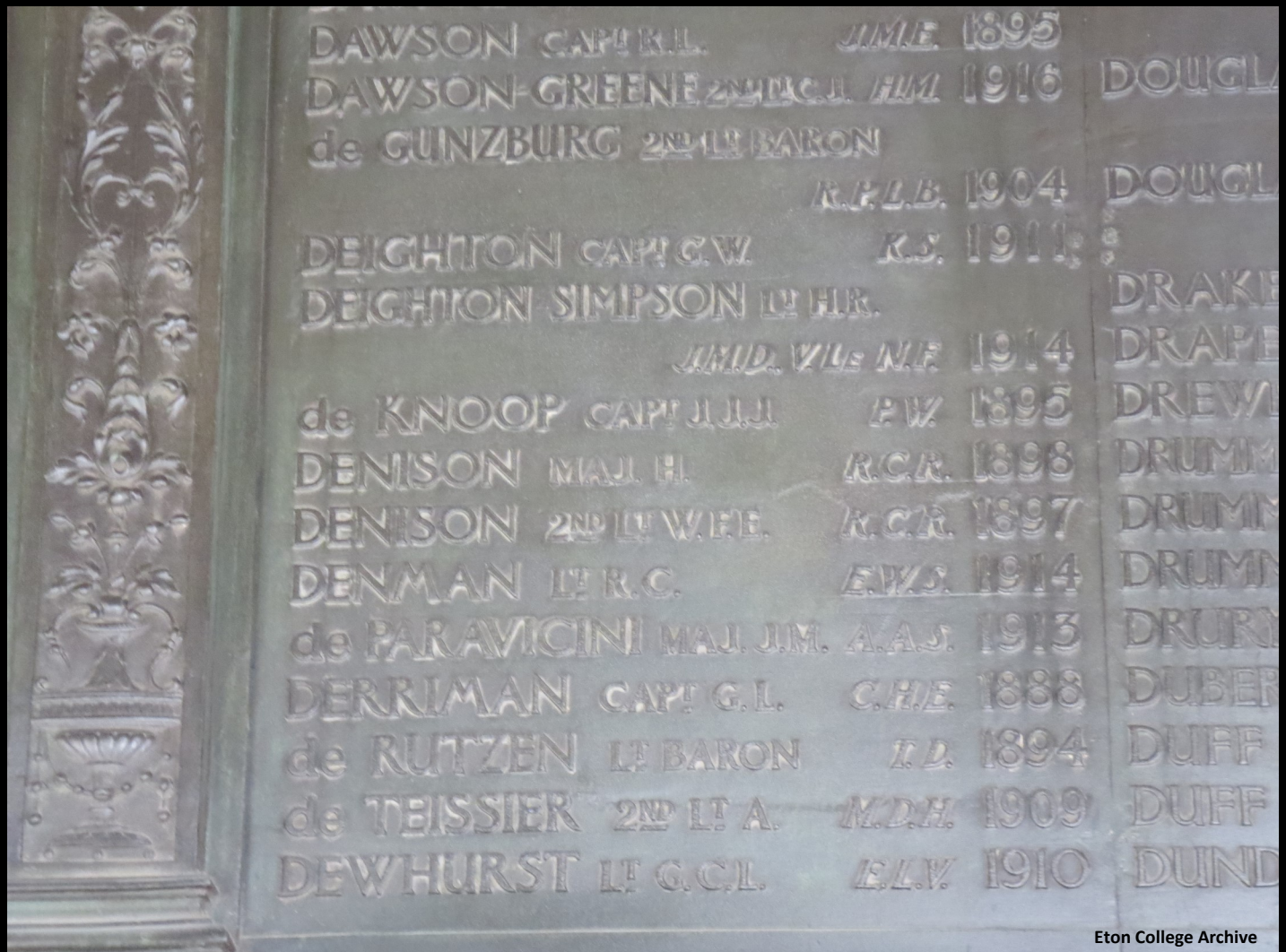
SUMMERS, A. S. M., Capt. Hussars, att. R.F.C. (R.C.B.)



Eton College War Memorial

Eton College Archive

Deighton's death was recorded in the Eton College magazine on New Year's Eve 1916. His service gratuity and back pay helped to pay for the Eton War memorial shown above-Deighton's name shown below.

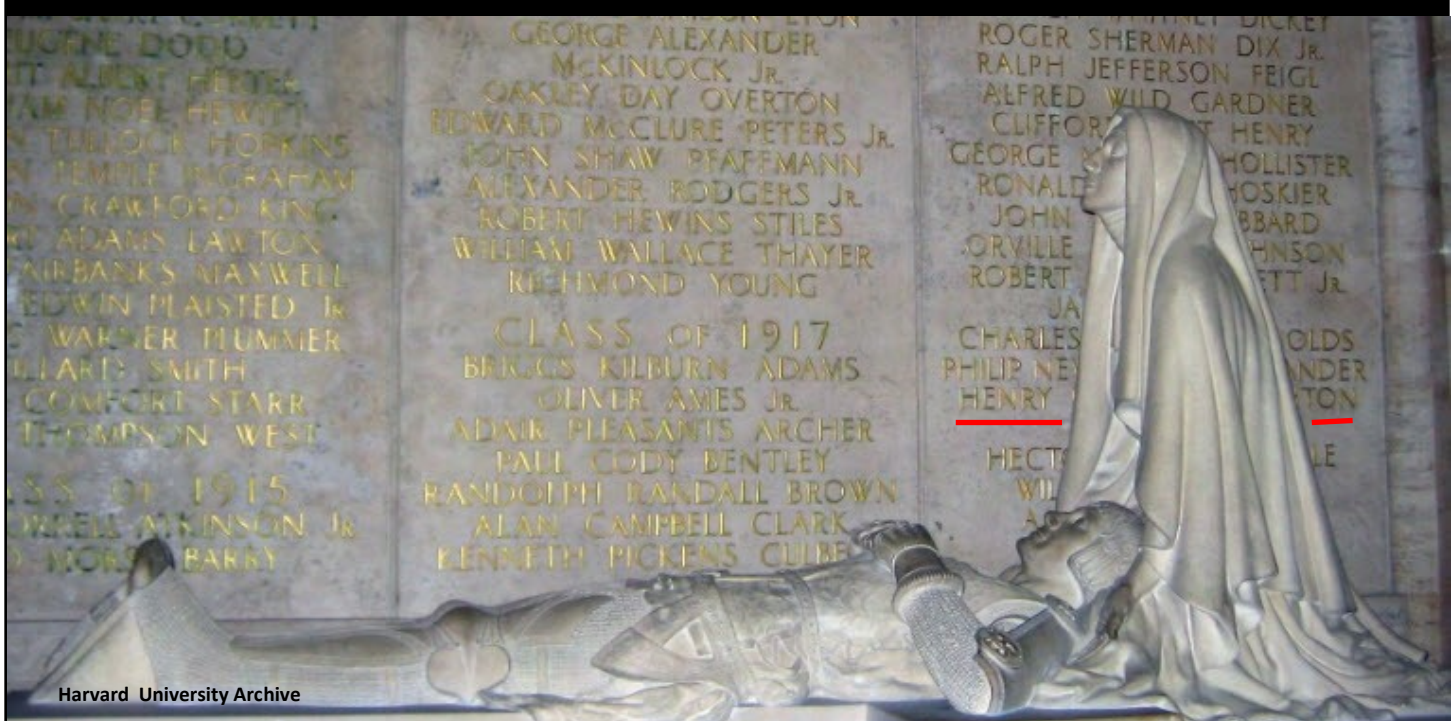


Eton College Archive

SOURCE 43(B): DEIGHTON REMEMBERED



Harvard University Archive



Harvard University Archive



Harvard University Archive

Deighton's name is on a memorial in the Harvard memorial chapel . It is directly behind the sculpted figure of a mother holding her dead warrior son. The chapel includes a Latin plaque that remembers four German students from Harvard who had fought for the Kaiser during World War I. **Deighton was also awarded an honorary degree from Harvard in 1919.**

SECTION 9

EDUCATIONAL ACTIVITIES



A BIOGRAPHY FOR DEIGHTON

Title: (**Write a short title that sums up Deighton's story**)

Introduction (*How did Deighton's family background influence his life*) :

Further Detail (*How did Deighton's time at Eton inspire him to run away to war*) :

Deighton's bravery (*accounts of his bravery in the Royal Flying Corps*) :

Conclusion (*How did he meet his death at Joyce Green*) :

AN EPITAPH FOR DEIGHTON

Rudyard Kipling's son, John, (Jack) used his father's connections to join the Irish Guards despite poor eyesight, which should have barred him. He was killed at Loos in 1915 and Kipling blamed himself. Jack's body was never found and so Kipling took it upon himself to write the epitaph for the Unknown British soldier. He died without knowing where his son rested. Jack's body was finally found in 1992.



Rudyard Kipling was a famous author and poet especially famous for writing *'The Jungle Book'* based on his experiences of growing up in India. He drafted the epitaph seen on the graves of unknown soldiers:

'A Soldier of the Great War Known Only Unto God.' He also selected the words used on many memorials for those with no known grave: **'Their name liveth for evermore.'**

Here is the 1st verse of his poem,

'My Son Jack'

'Have you news of my boy Jack?'

Not this tide.

'When d'you think that he'll
come back?'

Not with this wind blowing, and
this tide'

'A Son'

My son was killed while
laughing at some jest.

I would

I knew

What it was, and it might
serve me in a time when
jests are few.

How do you think Kipling felt knowing that he'd persuaded his son to join the army?



Imagine you are Deighton's mother Constance and you want to write a fitting epitaph for him.

Use the notes you have made investigating Deighton's life.

What do you know was important to him?

What do we know about his character?

Draft an epitaph for him using the template.

Add your epitaph to your stained glass window.

***I bare you on eagles' wings, and brought you unto myself."* Exodus 19:4**

AN EPITAPH FOR DEIGHTON

The Editor of the *Times* has kindly permitted us to reprint the following poem. Many of our readers will recognize the author's initials.

TO THE SCHOOL AT WAR.

We don't forget—while in this dark December
We sit in schoolrooms that you know so well
And hear the sounds that you so well remember—
The clock, the hurrying feet, the Chapel bell :
Others are sitting in the seats you sat in ;
There's nothing else seems altered here—and yet
Through all of it, the same old Greek and Latin,
You know we don't forget.

We don't forget you—in the wintry weather
You man the trench or tramp the frozen snow ;
We play the games we used to play together
In days of peace that seem so long ago :
But through it all, the shouting and the cheering,
Those other hosts in graver conflict met,
Those other sadder sounds your ears are hearing
Be sure we don't forget.

And you, our brothers, who for all our praying,
To this dear school of ours come back no more,
Who lie, our country's debt of honour paying—
And not in vain—upon the Belgian shore ;
Till that great day when at the Throne in Heaven
The books are opened and the Judgment set,
Your lives for honour and for England given
The School will not forget.

C. A. A.

H. R. DEIGHTON SIMPSON
12 JAN 1895- 20 DEC.1916
AGE 20

Lord Kitchener's call to Cambridge came as class
Commenced in Harvard Yard. I left that day
With a first-class pass to the levy-en-masse.⁽¹⁾
Warriors don't live *incurvatus in se*.⁽²⁾
I thought of England's ancient Lancelot,
As Joyous Guard became my Joyce Green.
I tied the Germans in a Windsor knot,
A mere nineteen in my flying machine
Liberating the oppressed! By request
I took a plane up for a test. That day
The steed stumbled. We tumbled to death's rest.

Sub specie aeternitatis I pray⁽³⁾
"Lord, bless those who don't yield, but seek and strive
To free their souls, and live fully alive."

Incurvatus in se: St. Augustine of Hippo: Curving in on oneself

Sub specie aeternitatis ⁽⁴⁾: Under the aspect of eternity

Allegra L. Jordan 2017

(1) mass conscription into the army to fight a war (term from French Rev)
(2) "Latin: *Incurvatus in se*" (*Turned/curved inward on oneself*) is a theological phrase describing a life lived "inward" *for self* rather than "outward" *for God*
(3) *Sub specie aeternitatis* definition: from the standpoint of eternity
(4) The last line refers to St. Irenaeus, "The glory of God is a man fully alive."

AN EPITAPH FOR DEIGHTON

- Read through Deighton's story and write your own epitaph for him . Remember the epitaphs are usually quite short, four lines are normally enough.

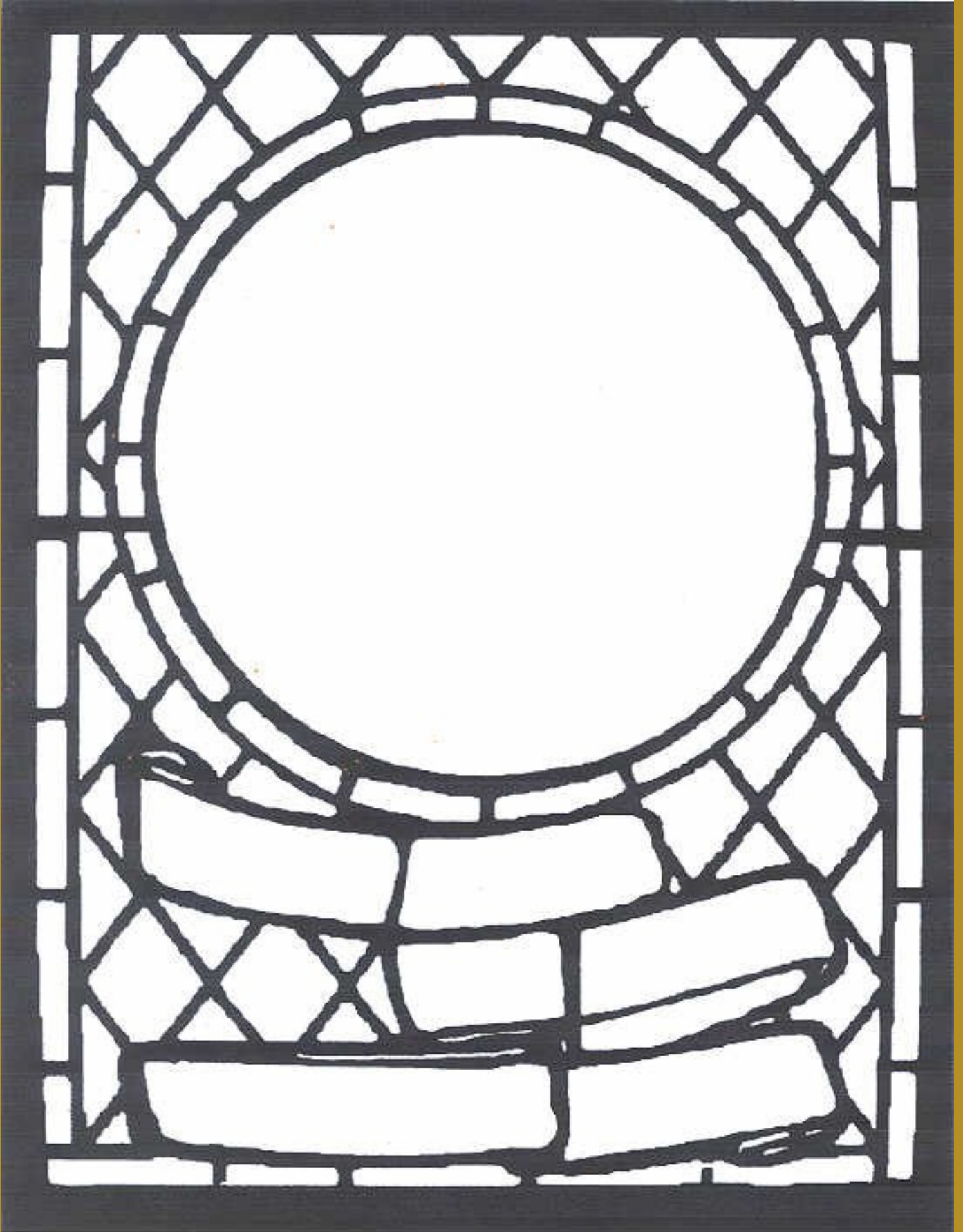
My list of words and phrases (Write a list of words or phrases for your epitaph)

Sort out my list of words and phrases (Now look at your jotted thoughts. Can you put them in order? Think about the mood or tone you want.)

The final draft of my epitaph (Ask a partner to tell you what works well and what needs improving then draft your final epitaph with a title).

- Create a stained glass memorial using the template on p107 so that you can display his epitaph.

AN EPITAPH FOR DEIGHTON





CRAYFORD REMINISCENCE AND YOUTH 55 Station Road Crayford Kent DA1 3QR



Crayfordreminiscenceand youth@gmail.com Tel: 01322 556343

www.crayfordhistory.co.uk