



Pendle & Burnley  
Branch

# The Gazette

Issue 63 July 2016

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**The Soldiers Own Diary  
'Accrington Pal'  
15173 Corporal Richard Ormerod  
11<sup>th</sup> Battalion East Lancashire  
Regiment**

by Christine Haworth

Richard was born in 1892, the 4th child of Richard Ormerod, a cotton weaver and his wife Eliza nee Haworth. Richard and Eliza also had two daughters, Ellen born 1884 and Mary born 1887.

Richard's mother, Eliza, died in 1898 when Richard was about 6 years old and his father remarried shortly after the 1901 census. By 1911 the family had moved from Cedar Street, Blackburn and were living at Paris, Ramsgreave near Blackburn and young Richard was now employed as an Insurance Clerk with the Philanthropic Society.

Following the outbreak of war in 1914, recruitment to the Accrington Pals began on 14 Sep 1914 and the battalion was completed on 24 Sep 1914. At first they trained locally before moving to Carnarvon, then Cannock Chase and then Ripon. In December 1915 the battalion moved south to Hurdcott Camp near Salisbury.

The Soldiers Own Diary, first published in 1915, was published again for 1916 and the Forward included the following

sentence – ‘The popularity of the book is perhaps not to be wondered at when it is remembered that a Diary kept by a soldier on active service will certainly form one of the most valued mementoes of a man’s life.’ Richard received one of the 40,000 diaries issued for 1916, which he entered each day by commenting on the weather, the poor and inadequate food, what they had done that day and other subjects.

The first entry in Richard’s diary was written on a Memoranda page and dated Dec 18<sup>th</sup> 1915 – “*Preparation for leaving Hurdcott.*” The next day the Battalion embarked on the Troop Ship ‘Ionic’ at Plymouth harbour for the journey to Egypt. The following day he wrote “*Terrible night in crowded hammocks.*”

The weather was calm, fine and warm as they crossed the Bay of Biscay. Inoculations against Cholera were given and the time was spent doing life belt, fire and alarm parades. The food was fairly good but in short supply. By Dec 24<sup>th</sup> the Spanish and North African coasts were visible. After a service on deck on Christmas Day, the men were issued with a bottle beer or six pence. On Dec 27<sup>th</sup> Richard wrote - “*Calm – sunny – hot. Arrive Malta. Appears to be lovely white stone city. Stop in Excellent Harbour. Ship besieged by hawkers.....Many wounded British in Hospitals overlooking harbour.*” After leaving Malta for Alexandria, there was the “*Burial of first E. Lancs casualty at daybreak, died of sunstroke*”. The following day – “*Torpedo seen to miss the stern of the ship by 30 yards. Alarm. All men ready in 5 minutes.....In charge of Guard.*”

They arrived at Alexandria on Jan 1<sup>st</sup> which Richard said appeared to be a nice town but the peculiar dress of the natives made it hard to distinguish the men from the women. A destroyer escorted them on the “*wet, cold and rough*” voyage from Alexandria to Port Said. Almost everyone on board was sick and the ship nearly collided with another vessel. They reached Port Said on January 5<sup>th</sup> and set up camp there until the 25<sup>th</sup>.

On Jan 10<sup>th</sup> there was a “*Full pack route march on beach and past Port Said cemetery (peculiar grave stones). Trying march under burning sun. Bathing in sea.*” Having a bath in the sea was a regular event while at Port Said. Food was still in poor

supply. On Jan 13<sup>th</sup> - *"Tea this day dry bread and 5 dates"*, but on Jan 20<sup>th</sup> he had *"Best dinner since arrival, stew, boiled rice and stewed dates."* On Jan 25<sup>th</sup> they moved on - *"Strike tents, leave Port Said on cattle trucks, a terrible rough cold morning, hail stones rattling against one face. My hardest day since enlistment. After fatigue cross Suez at 12pm."*

The next place Richard names is El Ferdan, which they leave on Feb 9<sup>th</sup> - *"March across desert. A trying march of many miles. Men fall out all along the route... Sleep in pit, crowded and very cold."* On Feb 19<sup>th</sup> they have orders to move back to El Ferdan - *"Terrible march on soft sand with a strong wind blowing the sand up making it impossible to look up."* The following day - *"At 5am set out to walk to El Kantara (15 miles). Trying march on soft sand, men fall out exhausted. On arrival there is no tea or any camp. It is midnight before we get the tents pitched."* The next day was a *"Days rest. Bath in the Suez. Slipped off the side and cut my feet in several places."* The following day they were on the march again at 7am with a full pack for Hill 108. *"A most terrific march under a burning sun on soft sand. Men fall out in large numbers in exhausted state."* Here Richard spent several days on aircraft duty in case of a Turkish air attack.

Feb 28<sup>th</sup> - *"Reveille at 5am. Strike camp at 5.45am. Walk back to Kantara. Getting accustomed to marching."* The next day - *"The C.O. speaks of the high standard of the Division and informs us that we are to go to France."* The Suez Canal was used for bathing and on March 2<sup>nd</sup> they embarked on the S.S. Llandovery Castle and had a rough voyage to Marseille, during which time they were issued new clothes.

The journey by train from Marseille to near Amiens was followed by a 5 mile walk to Huppy where they were billeted in barns for the next few weeks. During one night of heavy rainfall the river came through the barn. Richard spent much of the time instructing the men on the use of a Lewis Gun. March 26<sup>th</sup> was the start of a four-day march to Bertancourt in heavy rain along roads in a wretched condition which caused many men to fall out. Richard wrote - *"We are half starved to death."*

The Battalion was on the move again on April 3<sup>rd</sup> for Courcelles-au-Bois and the following day Richard was in charge of

No.1 & 2 guns – *“No. 1 gun 108 yards from the German first line.”*

On April 8<sup>th</sup> Richard wrote - *“Quiet day. Visit graves of hundreds of dead heroes. German aeroplane flies over during visit.”*

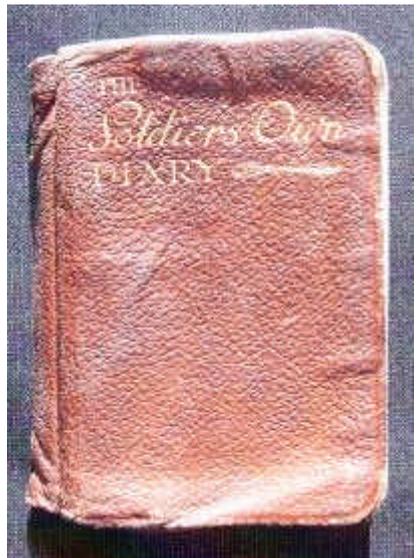
Many times over the next few weeks Richard mentions the continual rain and the resulting mud - e.g. *“Raining. Digging party up to knees in mud and water.” “Raining. Camp in a dreadful state. Men suffer from colds etc.”* The days were spent training, receiving instructions, having lectures on gasses etc., digging and repairing trenches and witnessing the frequent heavy enemy bombardment.

Since leaving England on most Sundays Richard had attended Church Parade or a Church Service. The Band played at these services and also gave concerts at other times.

When the Battalion was in Egypt and France the men received letters and parcels from home. Richard also often received post from someone whom he only ever referred to as AM, whose birthday was noted in his diary on June 7<sup>th</sup>. He spent that day - *“Training for advance on copy of German trenches.”* On Tuesday June 27<sup>th</sup> Richard wrote - *“Prepare for attack. Go up to Authie with S. Callen.”*

This was the last entry in the diary. Richard was one of the many ‘Pals’ who were killed on July 1<sup>st</sup>, the first day of the Battle of the Somme.

The War Diary of Richard Ormerod is on display at the Lancashire Infantry Museum, Fulwood Barracks, Preston, Lancashire, PR2 8AA , website: [www.lancashireinfantrymuseum.org.uk](http://www.lancashireinfantrymuseum.org.uk) and has allowed quotations from the diary to be used in this article. The detailed history of the Accrington Pals can be found on the website [www.pals.org.uk](http://www.pals.org.uk).



## 2016 PROGRAMME

- 17th Aug "Finding my family"  
Revd. Keith Richardson B.A M.Th
- 31st Aug Practical Evening
- 21st Sept "Living with the Pendle Witches"  
Maureen Stopforth
- 19th Oct "A trip to Switzerland (1916)" – Note change of title  
Tony Foster
- 16th Nov "Houses and Halls in the Colne Area"  
(note: not Pendle Area)  
Jill Pengelly & Elaine Watson
- 30th Nov Practical Evening
- 7th Dec Christmas Party (By Ticket Only)  
Speaker Dee Ellis

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**on 5th November 2016**

**we are having an**

**Open Morning**

**10.00am to 12 noon**

**at Colne Library**

**please note the date as volunteers will be  
needed to help with any queries**

## **Trip to Ripon and Markenfield Hall**

### **Thursday 19<sup>th</sup> May 2016**

Taking advantage of "Moving People's" scheduled excursion to Ripon and Markenfield Hall, a group of about 30 members joined the coach trip at the various pickup points and arrived at Ripon at about 11:30am. We were free to explore the various attractions Ripon had to offer including the shops, market and cathedral.

After lunch we made our way back along the A61. Three miles south of Ripon the coach turned off onto a track which wound its way, for nearly a mile, to Markenfield Hall, an early 14<sup>th</sup> century moated and fortified manor house so unaltered it could still be recognised by its original builder.

First mentioned in the Domesday Book of 1086, by the 13<sup>th</sup> century the Markenfield family were established there. In 1310 Canon John de Markenfield, Chancellor of the Exchequer to Edward II, was granted licence to fortify his house so he extended the hall, built the moat and enclosed the courtyard.

For the next 250 years the Markenfield fortunes flourished and they became one of Yorkshire's most significant families. But in 1569 the fate of the family was sealed when Thomas Markenfield, a devout Catholic, became deeply involved in the Rising of the North, an attempt to replace Queen Elizabeth with Mary Queen of Scots. Together with his uncle Sir Richard Norton, the standard-bearer of the uprising, they assembled with armed men in the courtyard of Markenfield, heard Mass in the Chapel and marched out to face terrible defeat by Elizabeth's troops. Thomas Markenfield and Richard Norton fled to the Low Countries. Sir Richard was shot when taken prisoner by English soldiers in Flanders in 1585 and died of his injuries at sea whilst being taken back to England. Sir Thomas eventually died in extreme poverty in 1592 in Brussels.

Markenfield Hall was confiscated by the Crown and given to Sir Thomas Egerton, whose family owned it for another 200 years. They never lived there but rented it out to tenant farmers who were not inclined to make changes nor could afford to modernise. In 1777 the Turnpike Act moved the mediaeval road from Ripon to Ripley a mile away from the Hall, to what is now

the A61, and Markenfield was further isolated at the end of a farm track, a long way from passers-by, left to slowly decay. Then in 1761 Markenfield was sold to Fletcher Norton, a descendant of Richard Norton. Fletcher Norton became Speaker of the House of Commons and was knighted, taking the title, Baron Grantley of Markenfield, as homage to his ancestors. He repaired Markenfield Hall's roof and made it watertight, although he continued to live nearby at Grantley Hall, as did all following Lords' Grantley . It wasn't until 1979 when extensive restoration took place, heating and bathrooms installed, and the 7<sup>th</sup> Lord Grantley moved into the Hall to live with his wife Lady Deirdre and family. Lord Grantley died in 1995 and his widow married the writer Ian Curteis in 2001, the first marriage in the Chapel since 1487. They still live in the Hall and the restoration of Markenfield continues.

Our tour took in the most important rooms of the 14<sup>th</sup> century house: The Great Hall, the Undercroft, plus a small vaulted room dating from c1230, now used as a utility room with plumbed-in washing machine and dishwasher, the Chapel at the heart of the house, and the Four Poster Bedroom which in 1310 would have served as a chamber for the Lord and Lady of the house and their family to withdraw into after dinner.

We learned much about the history of Markenfield, its downfall and restoration. The tragic events of 1569 are still keenly felt. But there were also the colourful stories and characters of the Grantley family to entertain us. Afterwards we were free to walk round the moat and appreciate the peace and tranquillity of the Hall's setting before travelling back along the farm track to the 21<sup>st</sup> century.

Many thanks to Mary Jackson for once again organising our trip and making sure all went smoothly.

Sylvia Marshall

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## THE LEEDS AND LIVERPOOL CANAL : BICENTENARY 2016

For one hundred and twenty seven and a quarter miles this massive undertaking of excavation and construction helped to bring the Industrial Revolution to Yorkshire and Lancashire. As keen walkers, my husband and I walk along some part of its towpath two or three times a week. When knees and hips start to make their presence felt a level towpath is much appreciated. So, what about those men who helped to build this feat of engineering wielding only picks and shovels, and without the facilities of the modern construction industry; and not only the "navvies" as they were known, but also those who helped to run the canal system and sail its barges or narrowboats.

The following are extracts from four local sources :-

### "The Diary of Elizabeth Shackleton of Alkincoats"

1769 June 23rd I wrote to Thomas [*Parker, her son*] to tell him that Mr Hollingshead was their [*sic*] and that the Canal was intended to come through the bottom of Marsden Close, through Lawrence Atkinson's grounds and through our lower meadows and Dye House Crofts.

1774 March 2? Mr Shackleton got home before dinner very well pleased with the expedition [*to Bingley*]. Passed the Locks in a Boat -150 people in it. 6000 people present at the opening of these locks - Cannons and guns fired - A Band of water music – A magnificent dinner at Bingley.

1777 June 4th Wednesday - Great rejoicing this day at Leeds a perfect Regatta as the Navigation this day opened from there to Holm Bridge near Gargrave, a multitude of people there.

NOTE : *If you have not seen the Bingley Five Rise set of locks, it is well worth a visit.*

### "Memorial Inscriptions : St Bartholomew, Colne"

No. 315 n1 In memory of/ the late George PRIESTLEY/ of Bingley, Canal Agent who/departed this life July 24th / 1855 aged 75 years.

No. 320 n2 Under the North side of the Vestry. In memory of/Phoebe wife of James PRIESTLEY of Foulridge who departed this life on/22nd day of April 1803 in the 63rd year of her age/ Also of James PRIESTLEY/ who departed this life on the 14th day/of December 1824 in the 83rd year of his age/ He was 34 years agent to the Leeds and Liverpool Canal Company/whom he served with the utmost diligence/ and strictest integrity and under his inspection was executed the part of that Canal extending from Gargrave/ to Burnley.

No. 388 r7n1 In memory of/ John CUTLER of Foulridge/ Bank Ranger to the Leeds and Liverpool Canal Co./ 27 years who died March 4th 1854 Aged 51 years.

"Mrs Cryer's Memories of Colne in the 1850s"

At the time of the opening of the Leeds and Liverpool Canal Christopher EDMONDSON [1742 -1828] was one of the directors. There was a great dinner given at Colne to all those interested in the undertaking, and as a souvenir of the occasion a number of black tobacco pots were made at the Leeds Pottery, and presented to each director. The pot was of black shiny ware and round each jar in bas relief were the figures of the twelve Disciples seated at the Table of the Lord's Supper.

NOTE : Christopher EDMONDSON and his wife Margaret (WHITTAKER) kept the Masons (sometimes referred to as the Freemasons) Arms in Market Street, Colne in 1760. A Freemason himself, Christopher was the great-grandfather of Mrs Cryer, and the 6 x great-grandfather of the writer's husband.

Margaret Heap

**Extract from the Baptism Register of St. Bartholomew, Colne: 1790 - 1812**

<b>Surname</b>	<b>Father</b>	<b>Occupation</b>	<b>Abode</b>
ATKINSON	Richard	Navigator	Colne
BARTON	William	Canal cutter	Fouiridge hall
CARLISLE	Joseph	Boatsman	Whitehouse
CROOME / CROOM	James	Navigator / canal cutter	Lob lane top / Burnley
DUCKWORTH	John	Boatsman	Lob lane
FURNESS / FURNIS	Thomas	Labourer/ canal cutter	Waterside
GORDON	John	Navigator	Colne
HACKING	John	Boatsman	Wheatley lane
HARLE	Charles	Labourer / navigator / canal cutter	Trent / Foulridge
HARMER	Anthony	Boatman	Colne
HARTLEY	Nicholas	Navigator	Trent
IRVIN	George	Boatsman	Colne
LONSDALE	John	Book keeper / Canal cutter	Coln
MACKENZIE	Alexander	Canal cutter	Oldham
		Navigator	Burnley / Henfield / L. Marsden
		Labourer	Altham
MCHOYS / MCKAOKS	John	Canal cutter/ Navigator	Barrowford
MCKESWICK / MCKENSICK	Hugh	Navigator / Laborer	Waterside / Foulridge
MCKEZZIE	Hugh	Navigator	Colne
MAKENZIE	Alexander	Labourer / Canal cutter	L. Marsden Chapel
MCGIM / MCGINN	Henry	Labourer	Wanless Water
MAGGIN	Henry	Navigator / Canal cutter	High (Hey) Fold Hey
MITCHEL	James	Boatsman	Lob lane
MONRO / MONDROE	William	Canal cutter	Barrowford

<b>Extract from the Baptism Register of St. Bartholomew, Colne: 1790 - 1812</b>			
<b>Surname</b>	<b>Father</b>	<b>Occupation</b>	<b>Abode</b>
NEELEY	Joseph	Mariner	Waterside
PRIESTLEY	George	Book Keeper / Labourer / Wharfinger	Foulridge
ROBINSON	William	Canal cutter	Colne
ROE	George	Navigator	Habersham Eves
ROSE	John	Navigator / Canal cutter	Coln
SHAW	William	Labourer / Canal cutter	Lower Bradley
SIMINGTON	Robert	Navigator / Canal cutter	Hey High Fold
SPENCER	William	Boatsman	Colne Edge
STEVENSON	Richard	Canal cutter	Colne
THORNTON	Francis	Labourer / Canal cutter	Colne

## **We are sailing' - by Rod and Diana Moorhouse**



A small photograph in our family collection shows great grandfather Albert Elliott, on the left, standing next to another man on the deck of a ship. There is nothing written on the back of the photograph and very few details in the picture which might provide clues about the date, the type of vessel or its location. It could, of course be the Isle of Man ferry on a bright sunny day but Albert's granddaughter, who lived in Nelson, told us that he once went on a cruise to Malta with a friend who was a Travel Agent. So, when might this adventure have taken place? A greatly enlarged version of this

photograph reveals some interesting clues which might help to enrich this story.



It is just possible to recognise a few details of the passengers clothing. Some of the ladies are wearing trilby style sun hats and white shoes with Cuban heels, both typical of the late 20's and early 30's. Perhaps more striking is the double breasted suit with wide lapels and turned up trouser bottoms worn by Albert's companion. Information from websites suggests that this style was the height of men's fashion in the 1930's. As an example, the photograph on the left was taken at the wedding of an aunt and uncle in 1931. A double breasted suit jacket of a similar pattern can clearly be seen.

Then what about the ship? Although the photograph has a pale and indistinct background the mouth of a large ventilator cowl can be seen in the right hand top corner. These distinctive devices usually faced towards the back of the ship so as to

disperse hot air from engine and boiler rooms or damp air from cargo holds. Looming into the foreground diagonally across the picture is a derrick arm equipped with rope and pulley. This would have been attached to a mast and used to load or unload items of cargo from nearby holds. The sunbathing passengers appear to be sitting on two levels. It is possible the upper level is the top of a cargo hatch. These high sided openings were usually covered with heavy boards and a tarpaulin while the ship was at sea.

These observations all lead us to infer that Albert and his friend may be standing on the after deck of a passenger cargo liner. At this time there were many ships of this kind providing regular services from UK ports, to all corners of the Empire, to the Mediterranean and beyond. They carried a small number of passengers in comfortable surroundings together with mixed cargos. Typical of this kind of service was run by the Ellerman line from Liverpool.

Cruising for pleasure used to be the privilege of wealthier folk. The great liners which ploughed the oceans before and after WW1 were specially built for this purpose. The standard of luxury on board was designed to provide maximum comfort and relaxation for the passengers, particularly for those who travelled first class. Between the wars the luxury end of this form of travel declined. Then the liner companies found an increasing demand from emigrant passengers going to Canada and America. They built smaller liners which provided more basic services without the luxuries of opulent surroundings and entertainment. In order to gain customers the shipping lines also began to advertise cruises to a broader customer base at a more reasonable price. Passenger cargo ship travel was one of the ways to go.

If Albert's friend in the photograph was a travel agent then this leads us to enquire about the presence of travel agencies in Nelson between the World Wars. We asked the Archivist at Nelson Library for any information about this topic and she very kindly sent extracts from Barrett's Trade Directories between the years 1923 and 1937. During this period Abraham Altham Ltd. traded at 1, Scotland Road and later at General Chambers in Market Street: this firm is described as *'tea dealers and tourist agents'*. There was also George Henry Brown trading at 152, Leeds Road his business is described as *'emigration, shipping and tourism'*. There is a single entry for Charles Lowe who in 1933 was trading at 95, Beaufort Street as a *'tourist agent'*. In addition there was the

Nelson Cooperative and Industrial Society Ltd. described as '*tourist and excursion agents*'. Despite the depression of the late 1920' and early 30's this all suggests there was significant business in the areas of emigration, excursions, tourism and shipping, including the import and sale of tea!

We suspect Albert's companion may have been George Henry Brown. Our reasoning about this choice is his address in Leeds Road. Albert had a printing business named Elliott and Elliott Ltd. in premises at number 46, Leeds Road. He and George could have been business acquaintances and even very good friends!

Old photographs can fire the imagination and the detailed information they bare often leads to all kinds of theories. It is an added bonus when the photographs are attached to family stories. In this case the possibilities presented are very difficult to expand or to validate and we may never be able to learn more than the bare facts of the family story that - Albert went on a cruise to Malta, possibly on board a passenger cargo ship, perhaps sometime in the early 1930's with a friend who may have been George Henry Brown, a Nelson travel agent.

When writing articles of this kind it is with the hope that readers may have some further information. Should that occur then we would be pleased to make contact by email – the address is [rodmoorhouse@ntlworld.com](mailto:rodmoorhouse@ntlworld.com)

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## QUERY CORNER

### **Are you tracing Henry EDMONDSON born Haggate, Briercliffe 1830 ?**

Henry/Harry EDMONDSON was born 4<sup>th</sup> August 1830, son of Robert EDMONDSON, a cordwainer. His birth is recorded in the Haggate Baptist Chapel registers. Henry became a power loom weaver but also liked to do a bit of game poaching.

He was well known to the Game Keepers of Charles Towneley's estate, causing them a lot of trouble. According to a newspaper report, on a few occasions, he had been reprieved when he had given up the tools of the trade (dog, gun, ferrets and nets) and promised not to re-offend.

In the early 1860's he decided to emigrate to New Zealand and eventually settled in Akaroa. There he married Ann McGowin in 1868 and they had one son. Henry died in 1911 aged 80 years..

If Henry is on your family tree, please contact Jean who will pass your information to his great,great grand daughter, Sandra, in New Zealand.

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**GAZETTE** – Editor – Arnold Slater

Articles for the **October 2016 Gazette**  
by the **end of September** please.

Please send articles to Editor at [lfhhs-pendleandburnley.org.uk](http://lfhhs-pendleandburnley.org.uk) or  
by post to the Editor,  
c/o 6 Sussex Street, Barnoldswick, Lancashire BB18 5DS

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**LFHHS Society Lunch**

**18th September 2016**

**at**

**Samlesbury Hall**

**10.15 for 10.30 tour of the hall**

**followed by Lunch at 12.00 noon**

**£22.50 per person**

**Full menu details in the May edition of  
Lancashire magazine**

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