



MENAGE FROM THE SKY

hose on the ground were equally at risk of aerial attack during the war, as the fate of Corporal John Gilmour Magee of Orritor LOL No. 686 testifies;

A German Airship known as a Zeppelin. Wikimedia Commons.

Dear Madam,

British Airship Wikimedia Commons

On 21 December 1914 the first German

Bomber attacked the town and port of

Dover, but little damage was caused.

The following month, 20 people were

Air raid took place on mainland

killed when a German Zeppelin

targeted East Anglia.

Britain. On this occasion a German

SACRIFICE

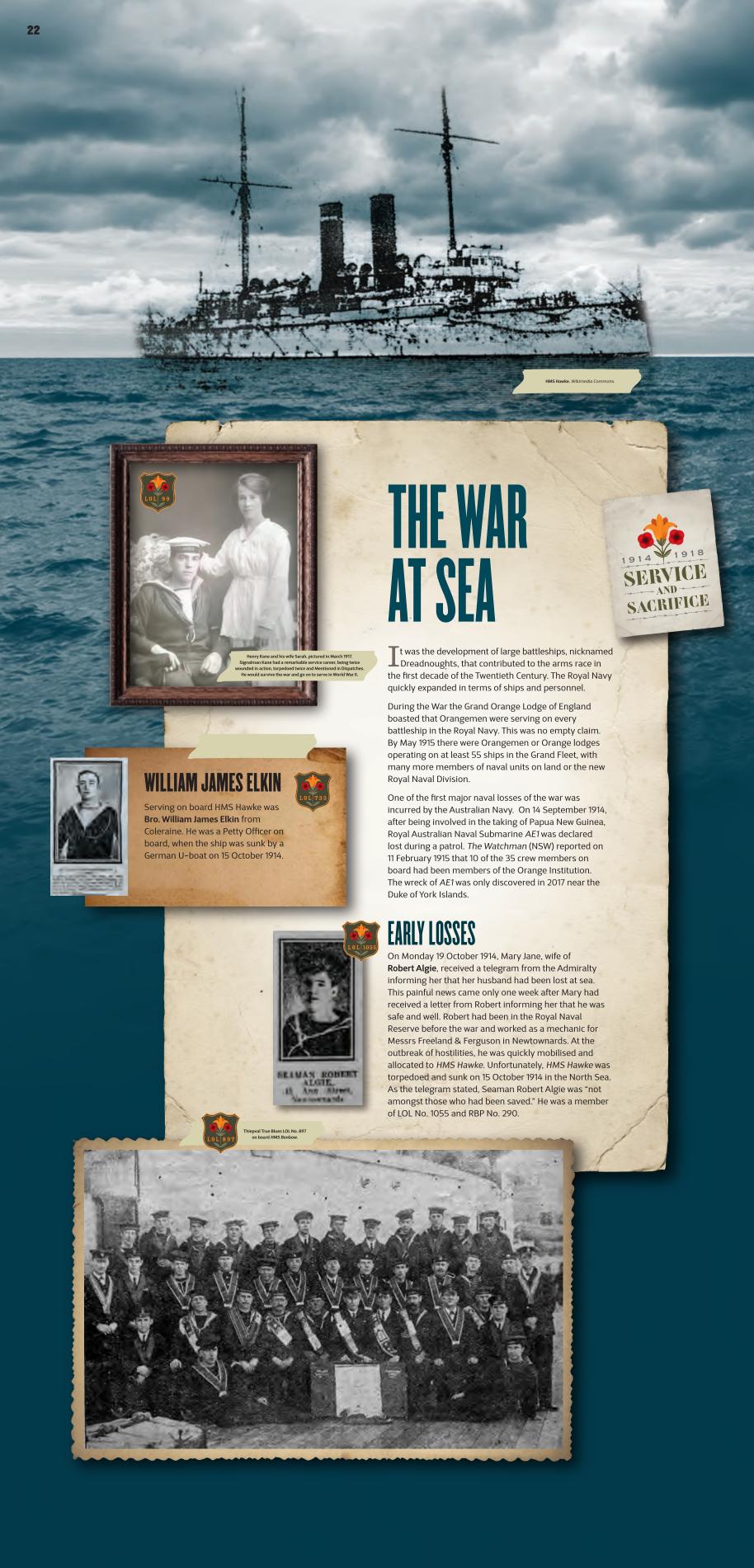
In reply to your letter dated 8th May 1918, I regret to inform you that your son 29112 Corporal J G Magee was killed in action on the 22 March 1918.

He had been on duty in the front line with a few more of his chums and had just finished his tour, when an enemy aeroplane came over the trench, firing its machine gun and he was killed instantly and buried the same evening in the British cemetery close by. I may say that the cemetery I speak of is now in enemy lines.

Dear Madam, it is really very unfortunate that the sad affairs I write about should be executed by myself for Corporal Magee was a particular friend of my own, and was well respected by officers and men of his Company and had been mentioned several times for his bravery and was a thorough soldier, so I may say he was sadly missed by all who knew him. Therefore Dear Madam, our sincere sympathy goes out to you, on your sad bereavement.

Yours sincerely P Lambe, QSM Sgt.

Airships were one of the new weapons the









ON THE SEA

The war at sea took place right across the globe. One early engagement happened at the Battle of Coronel off the coast of Chile. The German and British Navies clashed with HMS Good Hope and HMS Monmouth being sunk. Among those lost were Bro. A. Taplin, Wales Loyal Orange Lodge No. 329 and Bro. T. Hopton of Sons of William LOL No. 652 on HMS Good Hope; and Bro. S.W. Airey of Garston True Blues LOL No. 64 serving on board HMS Monmouth.

THOSE IN PERIL

With Orangemen serving on 'every British battleship' it was no surprise that many saw action in the major naval engagements of the war. An Orange Lodge operated on HMS Warspite which was at the heart of the Battle of Jutland in May 1916 and it was reported to the Grand Lodge of England that, although no members were hurt during the battle, several items belonging to the lodge, including the warrant, were damaged. In the same battle an entire lodge was lost when HMS Defence was sunk.

Stoker **Richard McMaw** of Eden, Carrickfergus, was serving on board *HMS Queen Mary* when she was sunk during the Battle of Jutland. McMaw was a member of LOL No. 1544 and his children were subsequently added to the roll of the Lord Enniskillen Memorial Orphan Society.

The July edition of the *Orange Standard* 1916 reported that an entire lodge had been lost with *HMS Hampshire* after it was struck by a mine. The Minister of War, Lord Kitchener, also drowned;

"A large number of brethren were... on HMS Hampshire, with Lord Kitchener, when she went down."





At the beginning of WWI over 1,000 British Marines and Sailors escaped capture during the fall of Antwerp. They were, however, interned in Groningen, Holland. A lodge, LOL No. 874, was quickly established by special arrangement with the Worshipful Master being Leading Seaman William Aldridge.

Richard McMaw

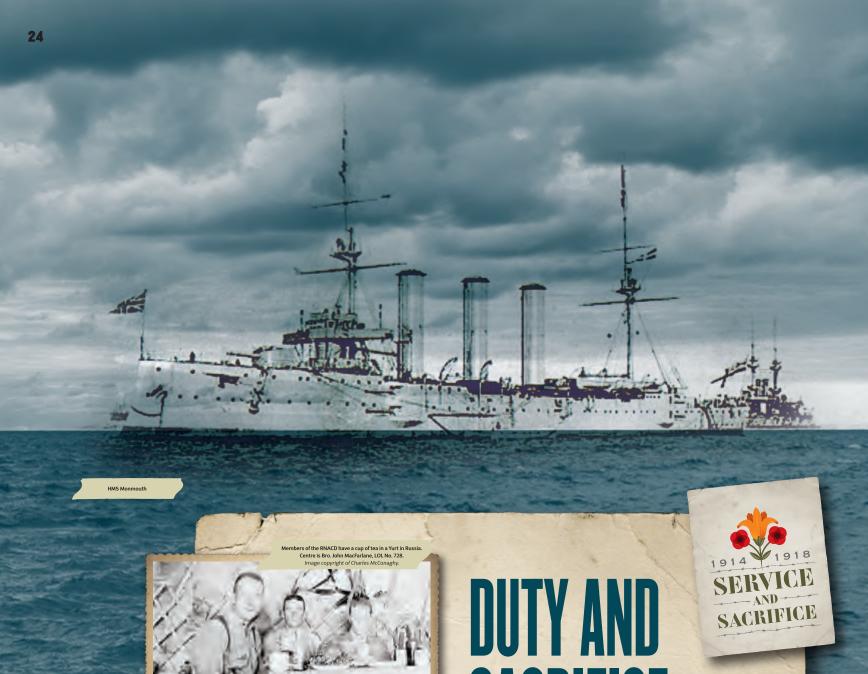




Extract from The Orange Standard

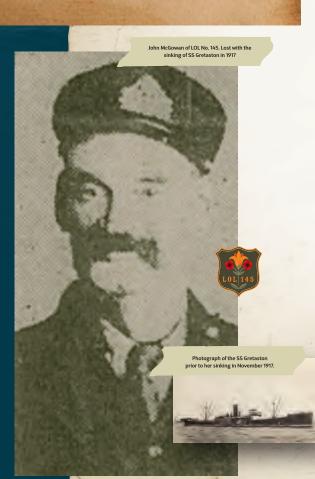
ORANGE LODGE OPENED IN BRITISH PRISONERS CAMP, HOLLAND.

We are pleased to announce that permission has been given to our brethren interned in Holland to open an Orange Lodge. Bro. W. Aldridge, of Liverpool, has been elected W.M. and there is every prospect of the lodge being a huge success. We shall be glad to receive contributions for the furniture and working of this lodge.





At the start of the war, efforts were made to establish a new armoured car unit. A forerunner to tanks and heavy armoured cars, this unit was under the control of the Navy and was called the Royal Naval Armoured Car Division. Over 100 men from Ireland, particularly Ulster, were recruited into its ranks. One of its officers was Lieutenant Commander Sir Walter Dorling Smiles of LOL No. 781.



SACRIFICE

THE MERCHANT NAVY

Merchant Navy became an important lifeline for many A European countries during the war.

The British Isles relied heavily on imports of food and raw material from the Empire, Dominions and other countries. As the war economy grew so did demand for more resources. The British Navy was the largest in the World and was augmented by the Merchant Navy. Many Orangemen from commercial seaports like Larne, served in that vital arm of the war effort. Two examples were Lieutenant James Canning and Stoker Hugh Purdy from LOL No. 22.

Thousands served aboard ships that brought vital cargo to the factories and tables of the country. Germany recognised the importance of trying to stem this flow of supplies and quickly embarked on an unrestrained U-boat campaign. Thousands of tons of shipping were lost.

Like other restricted jobs, many Orangemen were among the ranks of the Merchant Navy. William Henry Ryding of Strandtown, Belfast, was Master of the SS Castlebar and member of LOL No. 1161. SS Castlebar was a cargo and transport ship that operated between Scotland and Ireland. On 14 March while heading for Limerick, she was lost; hit by either a torpedo or an enemy mine.

It was equally dangerous for those 'civilian ships' requisitioned for war service. At the beginning of the war SS Minneapolis was requisitioned to take some of the BEF to France. She continued as a transport and supply ship until being sunk on 24 March 1916 near Malta. Amongst those who perished was Matthew Weir, a member of Deramore Purple Star LOL No. 819 in Belfast.

Another example was that of Bro. John McGowan of LOL No. 745 in Portrush. Bro. McGowan had retired from the sea and settled in Glasgow. With the outbreak of war, he felt it important to use his skills to assist with the war effort. He re-joined the Merchant Navy, serving on board the SS Gretaston. Sadly, the ship struck an enemy mine while travelling between Glasgow and Ireland on 4 November 1917 with the loss of all hands.

Extract from the Northern Whig, 5 June 1918.

CITY CAPTAIN DROWNED.

Mrs. Byding, 28, Colvil Street, Strandtown, Belfast, has received intimation that her husband, Capt. WM. H. BYDING, of the Mercantile Marine, has been lost at ses through enemy action. Deceased, who also leaves two soms, was a member of the Masonic Order and R.B.P. 226 and L.O.L. 1,161.

