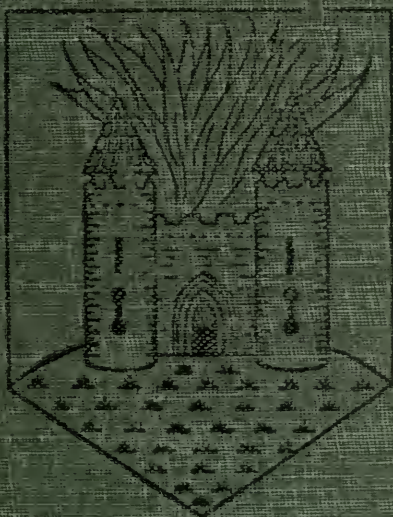


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Doris G. Imboose  
April 17<sup>th</sup> 1915.

THE STORY OF GLAMORGAN.







THE TOWER OF CARDIFF CASTLE, WHERE ROBERT OF NORMANDY (BROTHER TO RUFUS AND HENRY FIRST) WAS CONFINED FOR 26 YEARS.—(*Before Restoration.*)

The Welsh County Series

# THE STORY OF GLAMORGAN

BY

C. J. EVANS

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Profusely Illustrated

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1908

THE EDUCATIONAL PUBLISHING COMPANY, LIMITED  
TRADE STREET, CARDIFF.



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PREFACE.

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THE "STORY OF GLAMORGAN" is a modified form of a prize essay at the Royal National Eisteddfod of Wales, Mountain Ash, 1905. It has been re-written, and put in a more readable form for schools and the general public. The book deals with the county in districts—chiefly districts lying within the several river basins—with further chapters dealing with general geographical and historical facts. All the more important towns and industrial centres have special chapters devoted to them.

The best books on Glamorgan have been consulted, and every care has been taken to ensure accuracy both in the information given and the maps and plans that illustrate the text. The writer here desires to acknowledge his great indebtedness to the works of previous writers on the subject.

Thanks are also due for photographs lent by the Great Western and Barry Railway Companies; Messrs. H. W. Wills, Cardiff; J. Storrie, Cardiff; Fred Evans, Llangynwyd; W. F. Dinsley, Manchester; and D. Jones, Cymmer.

The Publishers beg to announce that they have in the Press three booklets which will form valuable aids to this volume, viz. :—

1. A Short Glossary of Glamorganshire Place Names.
2. Short Biographies of Glamorganshire Worthies.
3. School Journeys in Glamorgan.

The design on the cover will be new to most of our readers, and for it we are indebted to T. H. Thomas, Esq., R.C.A., the Herald Bard of Wales. It is a design that the people of Glamorgan should be proud of, as it formed the Blazon of the Men of Glamorgan at the famous Battle of Agincourt, where Welshmen did much towards winning the victory, though they got but little of the praise. Drayton, however, in his poem, refers to the Blazon in the following words :—

“Glamorgan men, a castle great and high,  
From which, out of the battlements above,  
A flame shot up itself into the sky.”

Though much interesting information has, of necessity, been omitted from this book, it is hoped that enough has been written to arouse in the sons and daughters of Glamorgan, for whom it is intended, a desire for a further and deeper knowledge of their native county, a county which is second to none in the possession of an honourable and blood-stirring past, a prosperous present, and, it is to be hoped, a glorious future.

COURT ROAD SCHOOLS,  
CARDIFF,  
*August, 1908.*



CHAPTER	PAGE
xxx. Population, Language, and Education . . . . .	176
xxxi. I. The City of Cardiff . . . . .	180
xxxii. II. " " . . . . .	185
xxxiii. I. The History of Cardiff . . . . .	190
xxxiv. II. " " . . . . .	195
xxxv. Cardiff Castle . . . . .	200
xxxvi. The Port of Cardiff . . . . .	206
xxxvii. Llandaff . . . . .	214
xxxviii. The Merthyr District . . . . .	222
xxxix. Neath and Briton Ferry . . . . .	231
xl. I. The Borough of Swansea . . . . .	239
xli. II. " " " . . . . .	243
xlii. The History of Swansea . . . . .	248
xliii. Swansea Docks . . . . .	253
xliv. I. Antiquities of the County . . . . .	257
xlv. II. " " " . . . . .	262
xlvi. The Early Inhabitants of Glamorgan . . . . .	269
xlvii. The Roman Conquest of Siluria . . . . .	272
xlviii. Roman Remains in Glamorgan . . . . .	276
xlix. The Introduction of Christianity . . . . .	279
i. Glamorgan under the Welsh Princes . . . . .	281
ii. The Norman Conquest of Glamorgan . . . . .	286
iii. Glamorgan in the Twelfth Century . . . . .	289
liii. Glamorgan under the De Clares . . . . .	294
liv. Llewelyn Bren's Rebellion . . . . .	297
lv. From Hugh le Despenser to the Tudor Period . . . . .	300
lvi. Owen Glyndwr's Rebellion . . . . .	303
lvii. The Tudor Period . . . . .	306
lviii. The Stuart Period . . . . .	309
lix. Conclusion . . . . .	313

## ILLUSTRATIONS AND MAPS

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	PAGE
Cwrt-yr-Ala, Dinas Powis . . . . .	1
Entrance to the West Bute Dock, Cardiff . . . . .	7
The Pier, Penarth . . . . .	9
The Lias Formation, near Llantwit Major . . . . .	12
One of the Caves at Llantwit Major . . . . .	13
Pebble Beach, Barry . . . . .	16
A Stormy Day at Porthcawl . . . . .	17
Swansea, 1779 . . . . .	19
Present Day Swansea . . . . .	20
Worm's Head, showing Natural Arch . . . . .	23
Weobley Castle, Gower . . . . .	24
Map of the Basins of the Rhymney, Taff, and Ely . . . . .	37
Caerphilly Castle (restored) . . . . .	41
Caerphilly Castle, 1908 . . . . .	44
Pontypridd Bridge . . . . .	47
Albion Colliery, Cilfynydd . . . . .	49
Castell Coch . . . . .	51
The Garth, Creigiau . . . . .	53
Aberdare . . . . .	56
Aberdare Park . . . . .	58
Dyffryn, Mountain Ash . . . . .	59
Mountain Ash . . . . .	60
Craig y Llyn, Llyn Fawr . . . . .	62
View near the source of the Rhondda . . . . .	64
A View on the Ely . . . . .	74
Cromlech at St. Nicholas . . . . .	76
Map of the River Basins of Mid-Glamorgan . . . . .	77
Ewenny Priory . . . . .	78
Ogmore Castle . . . . .	82
Town Hall, Maesteg . . . . .	84
Cefn Ydfa Ruins . . . . .	85

	PAGE
Ewenny Pottery . . . . .	87
Hospice of the Knights of St. John, Bridgend . . . . .	89
Scene between Aberavon and Cwmavon . . . . .	92
Scene in the Afan Valley . . . . .	94
Pontrhydyfen . . . . .	96
Cwm Nedd . . . . .	99
The Lady Fall, Glyn Neath . . . . .	102
Craig y Ddinas . . . . .	103
Map of the Basins of the Nedd, Tawe, and Llwchwr . . . . .	105
Morrison, Swansea . . . . .	108
Cwmdu Waterfall, Pontardawe . . . . .	110
Welsh Fish Wife . . . . .	113
Map of the River Basins of the Vale . . . . .	116
A Winter's Scene in the Vale . . . . .	117
Gileston Village, Gileston . . . . .	121
Porthkerry House, Barry . . . . .	122
St. Donats' Church, Llantwit Major . . . . .	124
Dunraven Castle . . . . .	126
The Old Church, Llantwit Major . . . . .	128
Grammar School and Town Gate, Cowbridge . . . . .	130
Monastic Building, Llantwit . . . . .	132
Tower showing Outer Defence, Newton Nottage . . . . .	139
Section showing Outer Defence, Newton Nottage . . . . .	140
Chapter House, Margam . . . . .	142
Margam Abbey . . . . .	143
The Orangery, Margam . . . . .	144
Map of the Gower Peninsula . . . . .	147
Swansea Bay . . . . .	148
Oystermouth . . . . .	150
Arthur's Stone, Cefn y Bryn . . . . .	154
Penclawdd . . . . .	155
Geological Map of Glamorgan . . . . .	159
Map showing Railways and Ports . . . . .	169
The Old Tramroad, Treharris . . . . .	172
Cardiff City Hall ( <i>Copyright, Wills, Cardiff</i> ) . . . . .	183
Cardiff in 1802 . . . . .	185



## ILLUSTRATIONS

xi.

	PAGE
St. Mary Street, Cardiff (present day) . . . . .	186
Roath Park, Cardiff . . . . .	188
Old Westgate Street, Cardiff . . . . .	198
Cardiff Castle (present day) . . . . .	201
Cardiff Castle, 1789 . . . . .	204
Barry Public Offices . . . . .	212
Speed's Map of Llandaff . . . . .	214
Gateway of Bishop's Palace, Llandaff ' . . . . .	215
Norman Doorway, Llandaff Cathedral . . . . .	220
Llandaff Cathedral . . . . .	221
Pontsarn Caves in Winter . . . . .	227
Dowlais . . . . .	230
Neath in 1835 . . . . .	232
A Maid of Glyn Neath . . . . .	233
Neath Abbey (present day) . . . . .	236
Swansea Castle . . . . .	251
Swansea Docks . . . . .	254
Irbic Cross, Llandough, near Cardiff . . . . .	260
Mynydd Castell Camp, near Margam . . . . .	263
Bwlwarcamp, Llangynwyd . . . . .	264
Roman Camp on British Intrenchments . . . . .	266
Danish Camp, near Pyle . . . . .	268
Turberville and the Lord of Coity . . . . .	292
Beaupré Porch . . . . .	295





Cwrt-yr-Ala, Dinas Powis.

# The Story of Glamorgan.

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## CHAPTER I.

### **The County : Its Name, Position, and Extent.**

How many of the boys and girls of Glamorgan have any knowledge of the county in which they live, outside the small district which contains their homes? And how many of them have any idea of the interesting and pleasing things to be found around them? This little book has been written to try to tell them of those things, and to show them that Glamorgan is as interesting and important as any county in the Kingdom; to tell them about its surface; about its people and their work; and about its history.

In olden times the district now called Glamorgan was part of an independent state. To the people who lived here at that period it was known as Essyllwg, and these people were called Essyllwyr. When the Romans came into this part of the country they turned that name into a Roman form, and called it Siluria. The people were called Silures. Another name for this Welsh state was Gwent, which, in later times, was used only for that portion of the ancient state now known as Monmouthshire. Gwent and Essyllwg both mean the same thing, "Fair" or "Beautiful." So you see that the people who lived here in those days were proud of their home-land, and thought so much of it that they even called it "The Beautiful Country."

In the sixth century, that is about fourteen hundred years ago, a prince of this state was named Morgan. He it was who changed the name of the district. Instead of calling the whole state Gwent, he said that it should be called Morganwg. He also said that the eastern portion of his lands should still be called Gwent, while the western part was to be known as Gwlad Morgan—The Land of Morgan. From Gwlad Morgan the present name Glamorgan comes.

The old state, Gwent or Morganwg, was much larger than the present county. It included the whole of the Glamorgan of to-day (except the district lying between the River Nedd and the Llŵchwr), the whole of the present Monmouthshire, and portions of the

counties of Brecon, Radnor, Hereford, and Shropshire. Its area remained much the same until the eleventh century, when the Normans separated the Lordship of Glamorgan, as it was then called, from Gwent. Still the portion lying between the Nedd and the Llwchwr was not included. This remained as the Lordship of Gower until the reign of Henry VIII., when the whole of the Principality of Wales was divided into counties.

The new county then formed took in the Lordships of Glamorgan and Gower, and the boundaries fixed then, are those which include the county at the present day. On the east and west two rivers mark the boundaries of the county. The Rhymney, on the east, separates it from Monmouthshire, and the Llwchwr, or Loughor, on the west, divides it from Carmarthenshire. On the north are the counties of Brecon and Carmarthen, while its southern and south-western borders are washed by the Bristol Channel.

The county has an area of about 792 square miles, or 516,959 acres, and its circumference measures about 140 miles. That is, a rope that would go right round Glamorgan, would, if stretched straight out, reach from Cardiff to Leicester, or from the Point of Ayre, in North Wales, to Breaksea Point on our coast. The county measures in length from the Rhymney River to Worm's Head a distance of 52 miles.

## CHAPTER II.

**The Surface of the County.**

GLAMORGANSHIRE varies much in the nature of its surface in different parts. A traveller taken suddenly from one district to another, as from the south to the north, would hardly believe that he was still in the same county. The appearance of the scenery is different, the soil is of another character, and the very wild flowers and ferns are not alike. The county is well watered, numerous streams and rivers running along its many valleys.

Thousands of years ago the surface of the Glamorgan was, roughly speaking, composed of two tablelands, a high one in the north, and the other, somewhat lower, extending across the south. Here and there, some land would rise above the rest. This now remains as the highest peaks of our mountain ranges. An irregular line—drawn westward from a short distance north of Cardiff to Loughor on the western boundary—would show where the one tableland ended, and the other began. The northern part rose in places to nearly 2,000 feet above the sea level and sloped down until the line mentioned was reached. Here it dropped suddenly to the southern plain which varied in height from the sea level to about 300 feet above it.

Beyond these again was a tract of land, now covered by the sea forming the Bristol Channel, through which



the Severn flowed to the sea by means of an estuary much further west than it now stands. The Severn and the sea carved away this land and in course of time the channel was formed. The rivers flowing south to join the Severn made their mark upon the land and carved out the numerous valleys that cut into the northern part of the country. When the sea rushed in to form the Bristol Channel it flowed into a part which was below its level and so formed the Swansea Bay. This bay separates the peninsula of Gower from what is called the Vale of Glamorgan.

That much of the channel was once land is proved by the remains of forests seen under the water on some parts of its shores. What was high ground in this sea-covered land are now the islands seen in the channel, as the Steep and the Flat Holmes. Pieces of the cliffs remain in the sea as dangerous rocks, such as those found off Worm's Head in Gower, the Tusker Rock off the mouth of the Ogwr (Ogmore), and the Wolves off Lavernock Point. Sully and Barry Islands were also formed by the sea eating away the softer and lower lying rocks between them and the mainland. The many sandbanks found in the channel are also remains of the land now covered by water.

The two plainly marked divisions of the land—the mountainous portion in the north, and the undulating tableland in the south, were known to the old inhabitants of the county as Blaenau and Bro. The Blaenau, east of the Nedd, they called Blaenau Morganwg, and that west of the Nedd as Blaenau Gwyr. Blaenau

Gwyr was also sometimes termed Tir, or the Land of, Gwyr. Bro Morganwg is still referred to as the Vale, and we often hear the Welsh inhabitants speaking of "Y Fro." The Fro portion of Gwyr or Gower is that part of the west of the county contained within the Peninsula of Gower as known to us.

The county may also be divided into three groups of river basins, each group being contained within three distinct mountain systems. The chief mountain ranges are spurs running in a general southerly direction from the Black Mountains, which lie without the border in Brecknockshire. From Craig-y-Llyn these spurs go to the south-east and the south-west. The angle thus formed contains the mountains of Mid-Glamorgan.

The mountains running to the south-east form the watersheds of the first group of river basins, those of the Rhymney, Taff and Ely. The central mountain group contains the land drained by the second group of rivers, the Ewenny, Ogmere or Ogwr, and Afan, and also the basins of the small streams Barry, Thaw or Daw, and Hodnant, which drain the Vale. The third group of river basins lies within the mountains running to the south-west. These are the basins of the Nedd, Tawe and Llŵchwr.

## CHAPTER III.

## A Trip along the Coast.

## I.—CARDIFF TO SWANSEA.

DURING the summer, pleasure boats run trips from most of the ports of the county. Suppose we get on board one of these vessels which is about to make a



Entrance to West Bute Dock, Cardiff.

trip along the coast from Cardiff to Swansea, so that we may see something of the edge of our county.

Our boat sails out from the Pier Head, between the mud flats that line the mouth of the Taff. To our right we see the tract of river-formed land around the mouth of the Ely, while to our left are the entrances to the Bute Docks. Shortly we pass the mouth of the Ely, where, in Penarth Dock, are numbers of sailing and steam vessels loading coal for all parts of the world. On our left we now see the entrance lock to the new Queen Alexandra Dock opened by His Majesty the King on July 13th, 1907. Beyond the dock the muddy shores of the Severn Estuary extend to the mouth of the Rhymney, where is the boundary of the county.

This mud, though not pleasant to look upon when the tide is out, has helped to make Cardiff the port it now is. Not only is it easy and cheap to dig into to make a dock, but with such a bottom ships which cannot get into harbour are not in danger if the tide goes out and leaves them stranded. The vessels nestle slowly into the mud which holds them safely until the tide returns and floats them again. Were the bottom hard and unyielding, there would be a danger to the hulls of the ships if the tide went out and left them on the rocky ground.

The muddy nature of the shore changes, once the mouth of the Ely is passed. At Penarth Head the rock bound shore of the southern part of the county commences, only broken here and there by pebbly beaches. On this bold headland beacon fires were lit in olden days to warn the inhabitants of the

surrounding country of the coming of enemies by sea. A number of passengers await us on the Pier at Penarth, and the boat is brought to the pier so that they may come on board.



The Pier, Penarth.

Now we are off in earnest. The vessel heads to the south, and we see on our right the high cliffs that stretch along the coast as far as the eye can reach. A few minutes steaming and the point in the distance is rounded. This is Lavernock Point, where a small fort is mounted and garrisoned for the defence of the port of Cardiff. Our course is now due west, and as it is high water, we are able to keep close to the shore. Just round the point is Sully Island, and the water

is deep enough for us to pass between the island and the mainland. If we came this way at low water, we could not pass, as at that time the island is joined to the shore by a narrow strip of dry land. Of course, it is not an island then, but a peninsula.

About three and a half miles south-east of Lavernock Point is the Flat Holmes, and two and a half miles south of the Flat Holmes is the Steep Holmes. On the former island are a Cholera Hospital and a Crematorium, or place for burning dead bodies. These belong to the City of Cardiff. A small fort on the island helps to guard the ports on this part of our coast, and a lighthouse has been built to warn sailors of the dangers of the channel.

The Steep Holmes, as its name shows us, is high and rocky, and people can only land at two points. It is about one and a half miles in circumference and rises 400 feet above the sea. It also is fortified, the fort standing on the site of an ancient monastery. When Harold, King of England, was defeated at Hastings by William the Conqueror, his wife and mother fled to this island for shelter. About 200 years afterwards, a great Welsh writer called Gerald of Barry, or Gerald the Welshman, also went there to be safe from his enemies.

About five miles beyond Lavernock Point, we pass the Island and Port of Barry. The ship does not call here, but we pass close enough to see the crowded sands of Whitmore Bay. Barry Island



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has been joined to the mainland and is now only an island in name. People tell us that its name came from an old monk who lived on it about fifteen hundred years ago. He was named St. Baruch. On the island are the remains of a very old chapel, which, it is said, was built only 300 years after Christ died.

Barry is soon left behind, and steaming rapidly westward, we are off Aberthaw. Many years ago Aberthaw was one of the most important ports on the Glamorganshire coast. It traded in lime and the produce of the Vale. A few small coasters still call for Aberthaw lime, which possesses the property of hardening under water. To our left are some dangerous sands known as the Breaksea Sands. So dangerous are they to shipping that a lightship has been moored here to point out where they lie.

The sandbank takes its name from Breaksea Point, which is a point of the coast near by. Breaksea Point lies just west of Aberthaw, and is the most southerly point of Glamorgan and of Wales. The coast along this part is high and bold. When there is a storm, the waves dashing against the cliffs make the scene one of great grandeur. From Breaksea Point the coast stretches almost in a straight line to Nash Point, some seven or eight miles away. Nash Point is one of the most dangerous points on the shores of the Bristol Channel, and two lighthouses have been built here for the guidance of sailors. The High Light can be seen for a distance of nineteen miles, while the Low Light is visible for about seventeen miles. Both lights are

fixed, and both lanterns show a red light in one direction, and a white one in the other.

From Nash Point the coast turns to the north-east, and continues in this direction until it reaches the



The Lias Formation near Llantwit Major showing  
Water-worn Caves.

mouth of the Ogmere. Soon after passing the Nash, we see a long narrow valley which extends inland for about a mile and a half to Llantwit Major. Here was once a small port, but there is no trace of it now.

The cliffs along the south of the county are composed of a very hard kind of rock covered over by a softer limestone called "Lias." The Lias rocks were laid down

by water, and are arranged so evenly that they look as if they had been built by man. Water acts very easily on the Lias, and in some parts it has scooped out caves in the rock. A number of these caves are to be found in this part of the coast—at Tresillian, Llantwit Major, and Southerndown.



One of the Caves in the Lias Formation at Llantwit Major looking seaward.

The Tresillian Caves are very numerous, twenty-nine being found in a distance of half a mile. The chief of these is the one known as "The Foxes' Hole," which is 85 yards deep. Above the entrance to the cave is a natural arch. Some interesting stories are told about this arch. It is called the "Bow of Divining." People used to think, in olden times, that they could find out when they were going to get married

by means of this "Bow." They would go into the cave and try to throw pebbles through the opening. The number of pebbles thrown before one went through, told them, so they thought, how many years would pass by before they would be married.

Nowadays, people only do this for fun; but in days gone by they really thought that everything would happen as they expected. Marriages also took place in this cave. The most noted persons who were married here were the parents of General Thomas Picton, a famous Welsh officer, who served under the Duke of Wellington. General Picton fought with much distinction in Spain, and also at the Battle of Waterloo, where he was killed. Smugglers used this cave when such folks were found on this coast. It is said that a secret passage led from the cave to St. Donat's Castle, situated on the cliffs about a mile away.

The Southerndown Caves are in the cliffs near the little watering place of that name. They are three in number and are known as The Cave, The Fair Cave, and The Windy or Blow Hole. The Cave has two openings through which the sea at high tide dashes with great violence, making a terrible noise. The inhabitants of the district say that they can foretell the weather by the noises made by the waves as they dash into the cave. In the Fair Cave are numbers of those pillars, formed by the dripping of water containing lime, called Stalactites and Stalagmites. These pillars make a very pretty sight which gives the cave its

name. The Windy or Blow Hole reaches from the shore to the top of the cliff a distance of over 220 feet. When the tide flows, especially during rough weather, the force of the waves, dashing against the mouth of the cave, drives the air through the hole with enough power to blow away any light articles placed upon it.

As we sail along the coast we see the entrance to these caves appearing as small holes in the sides of the cliffs. We cannot land to visit them. They are quite worth a visit, but no one should try to get to them except when the tide is going out. Strange to say, all along the coast to this point we have seen but very little sand. Where a beach is seen it is usually composed of pebbles, as at Penarth, Barry, Aberthaw, and Porthkerry, or it is like a floor paved with big slabs of limestone as at Llantwit Major.

At Southerndown the sand again begins, and when once we pass the mouth of the Ogwr we have sand in plenty. From this point to Swansea the coast is, as a rule, composed of long stretches of sand backed for some distance inland by wind-blown sand dunes. When off the Ogwr, we notice a rock in the sea. This is the Tusker Rock which has been cut away from the mainland by the action of the waves. On our right are the sand dunes known as Newton Burrows. The boat is now sailing west but when we have rounded Porthcawl its head is again turned to the north-west. Porthcawl was once a busy little port, but the sand has filled up the entrance so that now only small vessels





Pebble Beach, Barry.

can enter the harbour. It is, however, a favourite sea-side resort of the people of the county.

Our boat keeps well out from the shore, for the coast is again rocky, though the cliffs are not nearly so high as those on the coast of the Vale. Sand, backed by low cliffs, makes its appearance in Sker Bay, but



A Stormy Day at Porthcawl.

when Sker Point is passed the dunes or burrows stretch for nearly ten miles to the mouth of the Nedd. Far away to our left as we sail from Porthcawl to Port Talbot are the Scarweather Sands on which a lightship is placed.

There is not much to attract our attention during the last part of our trip. The shore is altogether sandy.



It gets further and further away as we steam straight for the harbour at Swansea. Over the Port Talbot and Neath districts we see a cloud of smoke showing where the busy iron, tin, copper, and other works of the neighbourhood lie. In the background are the hills marking the limit of Blaenau Morganwg, and peeping out from the top of one steep peak we see the great stack of the old copper works at Cwmavon. If it were now used it would make the mountain look like a volcano with the huge volumes of smoke that would pour out of it. In front of us is a denser cloud of smoke than is to be seen over any other part. This lies over the northern part of Swansea, and tells us that underneath are Landore, Morriston, and the other industrial centres surrounding that town. Soon we enter the harbour, our boat is made fast, we step on shore, and our voyage is at an end.

## CHAPTER IV.

### A Trip along the Coast.

#### II.—AROUND GOWER.

TO-DAY our boat sails from Swansea, and we are about to take a trip round the coast of the Peninsula of Gower. As the boat steams slowly down the channel which has been dredged in the entrance to the harbour, we see on our left large numbers of men busily at work cutting out the bed and building the walls of the new dock which is under construction.

To our right we notice the fine stretch of sand that lies near the town, but which, unfortunately, soon ends in a muddy tract extending all the way to the Mumbles. The water here is very shallow, and when the tide is low the water goes out for a long distance.

Right in front of us is that rising watering place, Oystermouth, or, as it is more generally known,



Swansea, 1779.

(From an old sketch by Rowlandson.)

The Mumbles. Just as we called at Penarth when on our trip from Cardiff, so do we call at the Pier at the Mumbles. On the brow of the hill are the ruins of the old castle of Oystermouth, which belonged to the lords of Gower. Mumbles Head lies close to the pier, and the rocks are dangerous to the shipping that comes to the port of Swansea. On the outermost of the steep rocks forming the Head is a fine lighthouse. The Head is also fortified for the defence of the

coast. Our way when rounding the Head lies between the shore and the dangerous Mixon Sands. When there is rough weather, and the tides are high, the sea dashes over these sands with great violence.

Our course is now due west and we sail along a coast which has a number of very pretty little bays. Some have pebbly beaches, others have beaches of sand,



Present Day Swansea.

and in at least one bay, the beach has both sand and pebbles. Bracelet Bay is the first, a cosy little nook just round Mumbles Head. Then follow Langland Bay, and Caswell Bay. The former, especially, is crowded with visitors who take advantage of its fine sands for

bathing. The three cliffs we see yonder on the shore of Caswell Bay have given that bay its other name of "Three Cliffs Bay."

When our boat has cleared Pwll-du Point the wide sweep of Oxwich Bay comes in sight. "Oxwich Bay," says a writer, "has an extensive sweep, though the sea does not occupy anything like the whole of the flat ground. Sand hills again, swarming with rabbits, offer a bar to the tides, which, however, have sometimes passed within them, as the whelk and razor shells strewn about, show. A large portion of the bay, which has a salt marsh, has been drained, and turned into pasture land."

On the shores of the bay are two castles, the one on the eastern side being Pennard Castle, and the one on the western side Oxwich Castle. The ruins of these old strongholds form a pretty addition to the landscape as we sail by.

The castles guarding the bay were erected by the Normans centuries ago, but the caves, which are found in the cliffs surrounding the bay, were the homes of animals, and afterwards of men, hundreds of years before the Normans, or even the Romans, came to our land. Two caves of importance are to be seen in these cliffs. They are known as Bacon Hole and Minchin Hole. The former has such a funny name because the rocks here looks like "streaky bacon." In this cave four different layers of bones were found. Among them were the bones of the mammoth (an animal like

the elephant but much larger and having a mane and huge curved tusks), rhinoceros, oxen of a different kind from those now seen, wolves, bears, foxes, &c. Similar bones were found in the Minchin Hole. All these bones show us what kind of animals lived in the forests of Glamorgan in the far distant ages.

Oxwich Point forms the western end of Oxwich Bay. We round this and Port Eynon Bay comes in view. This is soon passed and when we have steamed round Port Eynon Point our boat is steered for Worm's Head, the most westerly point of the county. Between Port Eynon Point and Worm's Head are the Paviland Caves, chief of which are the Goat's Hole, Culver's Hole and Hound's Hole. In Goat's Hole a large number of interesting things were found. Not only did the explorers find the bones of animals, but they also found the skeleton of a woman, several broken rings made out of the ivory of the mammoth, and a number of Roman coins. The bones of the skeleton were discoloured by iron rust which had been left on them by water containing iron. This discolouration gave the name of "The Red Lady of Paviland" to the remains.

Behind the cliffs which fringe all this portion of the coast we see the summit of the height known as Cefn Bryn. On this range are a number of remains of the period when the Druids ruled in the land. Not far from the caves we have been reading about, is the chief of these, a huge cromlech called Arthur's Stone. It is said that St. David split the stone with a sword in order

to show people that it was not sacred. This cromlech is "one of the oldest, most renowned, and most remarkable of the Druidic remains in Wales."

We are now off Worm's Head. "It has obtained its name from the curious arrangement of the rocks which compose it—two or three successive elevations, with causeways between, which, seen from the channel, certainly do look like a large sea-serpent with uplifted head." The rocks are carved into all sorts of queer



Worm's Head, showing the natural arch formed by the waves.  
The arch is to be seen on the right of the picture.

forms by the action of the sea, and at the very end is the head itself, a precipice more than 200 feet high. Though it is so high the waves sometimes dash over the very top, even when the sea around is comparatively calm. In Worm's Head is a cave which has not been explored. High over the entrance, which is open to the sea, is a remarkable "Blow Hole," whose whistle heard for a distance of five miles, is considered a



storm warning. The hole is supposed to be connected with the cave below. At one part the waves have formed a natural tunnel through the rock, as seen in the picture.

About eight miles from the Head are the Helswick Sands, on which a lightship is moored. This ship we



Weobley Castle, Gower.

can just see as we steam past Rhoscilly Bay, which lies north of Worm's Head. As we pass Whiteford Point our course is changed and we sail due east to enter Burry Inlet, the estuary of the Llwchwr River. This inlet is difficult to navigate, and on Whiteford Point a lighthouse has been built to help sailors to take their bearings and to warn them of the dangers

of the coast. As we go up the estuary we pass the ruins of Weobley Castle on the right.

The coast to this point has been very like that of the coast of the Vale. The rocks are similar to those of the cliffs between Penarth and the Nash. By and by as we get nearer Penclawdd, sand makes its appearance, and to our left the sandy coast of Carmarthenshire stretches as far as the eye can reach. In the distance we see the tall chimney stacks and smoke of the works of Llanelly. The channel narrows, the water gets shallower, and we cannot go further. To our right is Penclawdd, where a number of people find employment in gathering and curing cockles. The huge heaps of cockle shells whiten the shore and seem to sparkle in the sun. In front is Loughor, the *Leucarum* of the Romans, where traces of their occupation are still to be found.

As the boat cannot steam further its head is turned round, and we are "homeward bound." We have viewed the coast on our outward journey, so we can pay some attention to the ships that sail up and down the channel on our return. Most of the vessels that pass us are big, dirty-looking steamers. They are colliers and are engaged in carrying the steam coal of Glamorgan to all parts of the world. Yonder is a ship that seems very high up in the water. She is travelling in ballast, and will put in at one of the ports for a cargo of coal, iron, or other goods which we in Glamorgan have for sale.



Very different from this ship is another that seems top heavy. It is a timber ship, and as it is summer she is allowed to load pit props on her decks as well as in her holds. In winter her decks must be clear. That ship to our right is returning from Spain with a cargo of iron ore in place of the coal which she took out. The one in front is laden with wheat from the south of Russia, and the ship following us has come from France with a load of potatoes. These will be discharged at Cardiff, whence they will be distributed, not only over South Wales, but also over the Midland district of England.

This ship carries a cargo of copper ore for the numerous copper works at Swansea, and others are loaded with various ores and metals to be discharged at the several ports of the county. Little tugs are panting along. Here is a pilot boat which is returning to Cardiff after placing a pilot on board a vessel coming up channel. Yonder is another pilot boat beating down channel against the south-westerly wind to pick up her pilot again when he has taken an outward bound vessel into the open sea.

Fishing smacks, trawlers, cattle ships with herds of cattle from South America for Cardiff, fruit ships from the south of Europe and the West Indies, and vessels with general cargoes of all sorts of goods, pass up and down the channel continually. The sea is never without vessels of some kind always in sight, for the Bristol Channel is one of the busiest waterways on the coast of Britain.

## CHAPTER V.

**Climate.**

BY climate we mean the kind of weather that a country or district generally enjoys. This depends upon many circumstances, chief of which is the distance of the district from the Equator. We, in Glamorgan, are about half-way between the Equator and the North Pole, so we do not get the very hot weather of the Tropics or the very cold weather of the Arctic Regions.

But when we compare our climate with that of some other countries at the same distance from the Equator, we find that they get colder winters and warmer summers than we do. Why is this? It is due to the fact that we are on the sea coast, while they are almost, if not entirely, surrounded by land. Water takes longer to get warm than the land, but it also takes longer to cool when once it has been warmed. So in summer the sea makes the air and therefore the temperature cooler, and in winter it makes the air warmer than it would otherwise be. We also feel the effects of a warm ocean current that washes our shores. It is called the Gulf Stream, and it makes our winters much warmer than they would be if it did not exist.

Our nearness to the sea, combined with the nature of the surface of the county and the direction of most

The North Atlantic Drift.

of our winds, make our climate a moist one. Winds from the sea are always more or less laden with water vapour. As our winds mostly blow from the west or the south-west, that is from the Atlantic Ocean, they bring us plenty of rain. Had we no mountains, however, much of this moisture would pass over us to inland districts. But the high mountains of the north of the county force the water-laden winds up into colder regions where the vapour is condensed and falls as rain.

Generally speaking, places nearer the west get more rain than those further east. But low-lying districts near the hills get more rain than those at a distance, even though they be nearer the sea. The wettest part of Glamorgan is the district round Craig-y-llyn—the highest land in the county; while the driest parts are those near the coast. Often, heavy rain falls on the hills when the fields in the Vale are scorching under a burning sun. In the south of the county, the average yearly rainfall varies from twenty-seven to thirty inches, while in the north it ranges from seventy to eighty inches.

For many years records have been kept of the temperature of the air at a certain time of day. From these it has been found that taking every day in the year, the average temperature is fifty degrees F. During the summer months the average temperature is sixty-two degrees, and in the winter months it is thirty-eight degrees. So the temperature on the whole is neither very warm, nor very cold, and consequently

the climate of Glamorgan is described as a mild or temperate climate. If you compare the average yearly temperature with either the summer or the winter average, you will see that the difference is but twelve degrees in each case. We, therefore, say the climate is equable.

An English traveller named Speede, who lived about three hundred years ago, spent some time in Glamorgan, and wrote of the climate: "The air is temperate, and gives more content to the mind than the soil doth fruit and ease unto travellers." You shall read in the next chapter what another old writer thought about Glamorgan as a fruit or food bearing district. Speede must have had a wrong impression regarding the fertility of its soil, for the very mildness he praised, and the abundant rain that falls, are good for the growth of vegetable life.

The situation of the mountains affects the climate by sheltering the land from the cold east and north winds, while the southern slope of the surface also makes for greater warmth during the sunny hours. The equable and mild climate of the county is shown by the numbers of delicate plants that grow in the open all the year round. Such plants as the myrtle and magnolia live out of doors right through the winter. Geraniums flower in great quantities, and grapes ripen in the open air. At Margam Abbey, southern plants such as oranges, lemons, and citrons are placed out of doors during the summer months, and the fruits ripen in the sun.

## CHAPTER VI.

## “The Ladie of all Countries.”

SIR John Stradling, of St. Donat's Castle, wrote the following poem in 1620. Some of the words are spelt rather funnily, but I am sure you will be able to understand them all.

“For every thing that Britaine 'fordes,  
Is here in plentie grete ;  
Of every thing that man can wish  
To wear, and drink, and ete.

“And in Glamorgan plentie dwelles,  
And keepeth crowded courte ;  
And to her gates the wantsome may  
From everie where resorte.

“The whiten bread and barlie ale,  
Here is in wond'rous store,  
And fatted flesh of sheepe and kine,  
No land produceth more.

“And in Glamorgan's hilly partes,  
Cole greatlie doth abound,  
For goodness, and for plentie too  
Its equal ne'er was found.

“With wood and iron, ledde and salt  
And lime abundantlie ;  
And everie thing that mankinde want,  
This land doth well supplie.”

## Dafydd ab Gwilym's "Praise of Glamorgan."

The following is a translation of some lines written in praise of Glamorgan by Dafydd ab Gwilym, a very much older and more noted poet than the one mentioned. Dafydd lived in the fourteenth century, and in the portion of the poem from which the lines are taken, Dafydd is speaking to "Summer," and he says to her :—

"To dear Glamorgan, when we part,  
Oh, bear a thousand times my heart!  
My blessing give a thousand times,  
And crown with joy her glowing climes!  
Take on her lovely vales thy stand,  
And tread and trample round the land,  
The beauteous land whose harvest lies  
All sheltered from inclement skies!  
Radiant with corn and vineyards sweet,  
And lakes of fish and mansions neat,  
With halls of stone where kindness dwells,  
And where each hospitable lord,  
Heaps for the stranger guest his board!  
And where the generous wine cup swells;  
With trees that bear the luscious pear,  
So thickly clustering everywhere,  
That the fair country of my love  
Looks dense as one continuous grove!  
Her lofty woods with warblers team,  
Her fields with flow'rs that love the stream;  
Her valleys varied crops display,  
Eight kinds of corn, and three of hay;  
Bright parlour, with her trefoiled floor!  
Sweet garden, spread on ocean's shore!  
Glamorgan's bounteous knights award  
Bright mead and burnished gold to me;  
Glamorgan boasts of many a bard,  
Well skilled in harp and vocal glee."

The districts round her border spread  
From her have drawn their daily bread—  
Her meat, her milk, her varied stores,  
Have been the life of distant shores !  
And court and hamlet food have found  
From the rich soil of Britain's southern bound."

## CHAPTER VII.

### Agriculture.

THE soil in the lower-lying parts of Glamorgan is generally very fertile, especially where the under soil is of the Lias formation. The addition of lime to the land, or the ploughing up of the limestone sub-soil, greatly increases its fertility. The practice of liming the land has been carried out in the county from the reign of Queen Elizabeth. Numerous small kilns may be seen all over the country-side, where the farmers used to burn the limestone in order to produce the lime necessary for the land. Nowadays they buy the lime ready for use, it having been burnt at Bridgend, Cardiff, and other lime burning works in different parts of the south of the county.

In the centre of the county the quality of the soil varies considerably. On the hills there is but little earth, and that of a poor nature, with barren rocks peeping through here and there. In the valleys and along the banks of the streams is found a rich soil which has been carried down by the rivers. This kind of soil is known as *alluvium*, and near the mouths of the rivers, especially in the Cardiff district,



large tracts of alluvial soil are to be found. The land in the north of the county ranges from the black peat on the mountain heights, through a brown gravelly earth where the ground is drier, to a fertile loam in the valleys.

The object of farmers' work, or agriculture as it is called, is to provide food for mankind and for animals. For man, corn, as wheat, is grown ; sheep, cattle, and pigs are reared for flesh food ; and from the milk of the cows butter and cheese are made. Hay, straw, corn, grass and roots are grown to provide the necessary food for beasts.

The condition of farming in Glamorgan is hardly so good as we might expect in a county blessed with such a soil and climate. For many, many years the farmers stuck to old ways and old forms of tools. Owing to the efforts of the Glamorgan Agricultural Society, and to the better education of the farmers, they have now come to see that if they are to be successful they must use new methods and implements. Great improvements have taken place within recent years. Now, in almost every farm, even in the hill district, the work is carried on by means of the most up-to-date machinery and according to modern methods.

The climate of Glamorgan is best suited for that branch of a farmer's work known as dairy farming. The ample supply of moisture gives a plentiful growth of grass. The abundant rainfall goes against the county as a corn-growing district. Nearly half the surface is made up of mountain and moorland, and a



great deal of the remainder is always laid down in grass lands. Arable, or ploughed land, comprises only about 60,000 acres, or slightly over one ninth of the total area. On this land are grown corn, cultivated grass, and root crops.

The cereals chiefly grown are oats, wheat and barley, though some little rye is sometimes sown. Oats take up about 11,000 acres, wheat a little under 4,000 acres, and barley about 7,000 acres. This area does not grow nearly the quantity of corn that is required for the food of man and beast, so we have to import large quantities from foreign countries. Root crops such as potatoes, turnips, swedes, mangold-wurzels, &c., take some 11,000 acres, and clover and other cultivated grasses about 26,000 acres. The grasses are made into hay, which is also got in large quantities from the grazing lands. The roots, turnips, swedes, and mangolds, are pulled up, and stacked in heaps covered by soil, or placed in barns and covered by straw. In this way, they are preserved for winter use. When green food is scarce in hard weather, they are chopped up and given to the sheep and cattle.

The county is well fitted for the rearing of cattle, and large numbers are bred upon its pastures. Years ago Glamorgan had a breed of its own, but these have almost disappeared, and English breeds, as the Hereford, Devons, and Shorthorns have taken their place. The cattle bred in the county are famous for the high quality of their beef, which some people think is equal to the best bred upon the noted pastures of the West

of England. Milk is produced in large quantities, but most of it is sent to the towns for sale. Some butter is still made and cheese is also manufactured. The cheese made at Caerphilly is well known and is of excellent quality.

Nearly 350,000 sheep are reared in the county. Most of these are to be found on the moorlands of the north and consist largely of small, nimble-footed, mountain sheep. The wool from these animals is not of much value, but their mutton is famous for its excellency. In the plain districts the sheep are like those reared in English counties and are mostly of the Leicester and Down breeds. The county has also about 17,000 horses of all kinds and about the same number of pigs.

The surface is fairly well wooded, especially in the hilly parts. Oaks, beeches, elms, firs, and larches are the chief trees seen. In some parts grow large numbers of alders which are occasionally cut down to furnish wood for making the soles of clogs. The trees and shrubs in exposed positions show the effect of the south-west winds. The wind stunts their growth and forces them out of their natural shape, making the branches bend to the north-east, or in the direction away from that from which the wind comes.

## CHAPTER VIII.

**The Basin of the Rhymney.**

THE Rhymney is the most easterly of the rivers of Glamorgan, and forms the boundary between it and the County of Monmouth. It rises in Brecknockshire, and enters the county near Rhyd-y-Milwr, where the three counties Glamorgan, Monmouth, and Brecknock meet. A range of mountains known as Cefn Brithdir keeps the river in a south-easterly direction. This it follows until it meets its chief tributary, the Bargoed, which flows into it at the town of that name. The Bargoed river keeps parallel to the parent stream, and is only able to join it when once the end of the Cefn Brithdir range has been rounded.

From the town of Bargoed the river runs south, with Cefn Gelligaer separating it from the basin of the Taff, which lies to the west of it. Just above Caerphilly the river makes a sudden bend to the east in order to round a ridge called Cefn Carnau, which stops its southward course. Here it makes a wide sweep, and when once its course is clear of the mountain, its direction changes south-west. This course it follows until a short distance from its mouth, when it again bends to the south-east and enters the sea a few miles east of Cardiff.

The upper portion of the river-basin lies in a mining district, and several prosperous mining towns and villages are situated on its banks. Of these



Pontlottyn lies furthest north. This is one of the most populous districts in the valley, and here is situated an iron works. The town of Bargoed is about four miles south of Pontlottyn, and it, also, is rapidly developing into a busy industrial centre. Coal mining is the chief occupation of its inhabitants, but the manufacture of chemicals is also carried on. In the valley of the Bargoed is the mining village of Fochriw.

A few miles below Bargoed is Pengam, and a short distance further south still is Hengoed. Coal mining is again the chief industry, but at Pengam is a small iron foundry, and Hengoed has a Welsh hosiery factory. Gelligaer stands some little distance from the river bank. It was a place of some importance in Roman times. The Roman road called *Sarn Hir*, which ran from Cardiff to Brecon over Cefn Gelligaer, passed through the village. Here was placed one of those military stations which the Romans always made to guard their roads. A short time ago the site of the station was dug out, and the foundations of the gateways and walls of the camp were laid bare. Other remains such as coins and pieces of pottery were also brought to light.

Llanbradach stands on the river just where it makes its bend to the east. It is a thriving coal mining village. A short distance below, the Rhymney receives a tributary called the Gledyr, which flows beneath the walls of Caerphilly Castle.

Caerphilly is a market town which lies seven miles north of Cardiff. It stands in a broad valley enclosed by hills. In early days it was of great importance, as the castle here guarded a pass, by which the Welsh of the hills could sweep down upon Cardiff and the surrounding country.

The industries of the neighbourhood are chiefly mining and quarrying. There are large quarries at Pwllpant. Abertridwr and Senghenydd are large mining villages in the district. Here are collieries and quarries. Caerphilly is famous for its cheese, and this article of food is still made at the town. There is here a large iron foundry, where a number of hands are employed. Bacon is extensively cured, and some flannel is made. The Roman station known as *Jupania* is supposed to have been situated here, but no remains have been discovered. It is possible, however, that the castle stands on what was formerly the fortress of the Romans.

Below Caerphilly no village of any importance stands on the Rhymney. In the land contained within the bend of the river are two places which must be noticed. They are Cefn Mably and Ruperra Castle. The former is a fine example of an old Welsh Manor House. It contains many things that are of great interest. Charles II. once visited Ruperra Castle for a few days.

For the last few miles of its course the river is tidal. That is, twice a day the tide flows into the river filling it from bank to bank. During that time



the water seems to flow from its mouth to its source, but when the tide ebbs again the water all flows back leaving the banks high and muddy. Sometimes, when tides are high and a strong wind blows up the Bristol Channel, the water overflows the banks and covers the land near the river. Around its mouth the land is composed of dreary mud flats, much of the mud having been brought down by the river itself.

## CHAPTER IX.

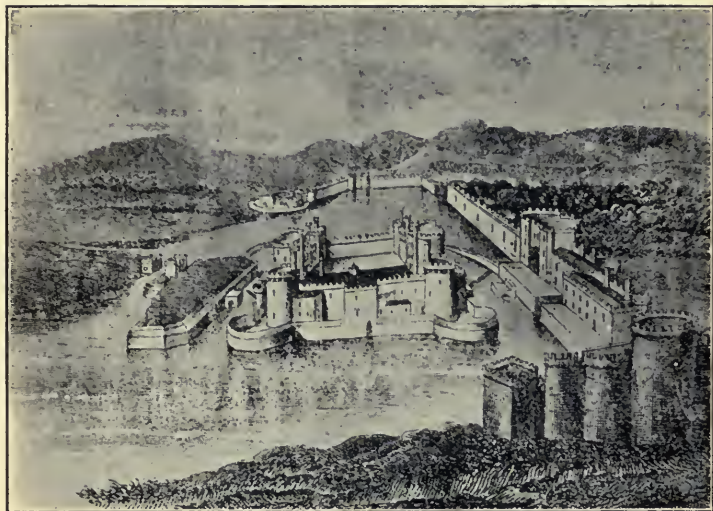
### Caerphilly Castle.

CAERPHILLY Castle stands in the village of Caerphilly, about seven miles north of Cardiff. It is remarkable for its great size. It covers a greater area than any other castle in Great Britain with the exception of Windsor Castle. The early history of Caerphilly has been mixed up with that of Swansea. This was because Caerphilly stands in the old Lordship of Senghenydd, and old records mention a castle of Sein Henyd. Sein Henyd Castle was a Gower castle which people think to be Swansea Castle.

The old Lordship of Senghenydd was, at the Conquest, given to a Welsh lord. This lord was the ancestor of Ivor Bach, Lord of Senghenydd. It is not known whether he had a castle here. The land on which Caerphilly Castle stands belonged to Welsh owners until the reign of Edward I. In this reign, Gilbert de Clare—the Red Earl—became its owner.

He, most likely, bought it. The Pass of Senghenydd was then unguarded and the Welsh of the hills were able to sweep down into the lowlands without any fear.

To bar the pass, Gilbert, between the years of 1268 and 1271, built the Castle of Caerphilly. The work-



Caerphilly Castle Restored

From a sketch by Mr. G. T. Clark (Arch. Camb., 1850).

men were often attacked by the Welsh and the building went on but slowly. The walls in some parts show careless work, as if the masons had hurried the building before the attack of an enemy.

The whole of the works belonging to the castle covers an area of about thirty acres. The plan on which



it is built, both for the purpose of defence and attack, shows that a very clever man designed it. All the helps that the ground itself could give have been taken full advantage of. The waters of the Gledyr, which flows through the valley, were used to turn part of the surface contained within the walls into lakes. The brook also filled the moat which defended the bases of the walls in several parts. Hugh Le Despenser, when he became the owner, strengthened the defences of this already strong castle. In the picture you will see the castle as it once stood. It forms a splendid example of one of the finest fortresses of the Middle Ages.

In 1326, the barons rebelled against King Edward II. The king and Despenser fled to Caerphilly from Bristol. It is not known whether they were in the castle or not when the army of the rebels besieged it. One writer says that the king was at Neath, and that when the army came near the castle, Despenser fled to rejoin him. A story is told among the Welsh that both were present. The story says that they escaped through a breach in the walls when the defenders made a sortie on their enemies. After fighting hard, the defenders were forced to give the castle up to the army of the queen and the barons.

Roger de Mortimer, who commanded the army, claimed the castle as his, but it was afterwards given back to the Despenser family by Edward III. The castle was again besieged by Owen Glyndwr, but he failed to capture it. It was also besieged during the

Civil War. A part of the defences is said to have been built at this time. It was at this period that the walls were dismantled and the famous leaning tower formed.

The lords of the castle, especially the Despensers seem to have been very bad neighbours to the people of the country round. They seem to have robbed them pretty regularly. Both English and Welsh suffered from their thefts. To such an extent were their raids carried out, that they gave rise to a proverb. When anything is lost so that there is no hope of ever finding or getting it again, the people of Glamorgan to this day say: "Y mae wedi myn'd i Gaerphilly"; that is: "It has gone to Caerphilly."

Caerphilly Castle is famous for its great size, for the clever way it has been built, and perhaps more so for its renowned leaning tower. This last is one of the seven wonders of Glamorgan. Many tales are told of the manner in which this tower was formed. Some think that it was thrown out of place by an explosion caused by some molten lead. The true reason is, most likely, that an attempt had been made to blow the tower up with gunpowder. The powder on exploding was strong enough to throw the tower into its present position, but not strong enough to throw it to the ground. A string dropped from the top of the tower would reach the ground nine feet from its base.

In the reign of Henry VIII., the castle was partly in ruins, and was used as a prison for the Lordship of Senghenydd. From this time its decay has been gradually going on. Many of the stones have been



Caerphilly Castle [1908].

carried away to build houses and farm buildings near by, but as you can see from the picture, most of the castle remains to form what has been called the "Noblest ruin of ancient architecture in Britain."

The large hall of the castle has been roofed in and floored. This is the only part of the building that is covered. King Edward VII. paid a visit to the castle in July, 1907. Perhaps he was anxious to see the ruins of the only castle in his kingdom that can rival his Castle of Windsor in size. The inhabitants of the district gathered in their thousands to welcome the Royal visitor. You may be sure that they gave him more of a Welsh welcome than their ancestors gave to his ancestor, the unfortunate Edward II.

## CHAPTER X.

### **The Basin of the Taff.**

#### I.—THE TAFF VALLEY.

THE Taff rises in two heads in a dreary and lonesome spot on the slopes of the Breconshire Van. The two heads are known as the Taff Fawr and the Taff Fechan. The latter forms part of the northern boundary between this county and Brecknock. The two streams join above Merthyr Tydfil. In the basin of the Taff Fechan, at Dolygaer, a reservoir was constructed in 1858, whence water is conveyed in iron pipes to Merthyr, a distance of seven miles. On

the Taff Fawr, near Cefn-Coed-y-Cymmer, are the picturesque Cwm Ffrwd Falls.

At Merthyr the river enters the mineral basin of South Wales. From here to its mouth it flows through a district full of wealth, and teeming with busy inhabitants. Merthyr, years ago, was but a small parish, through which "The brook Morlais flows to join the Taff." When in the 18th century its mineral wealth began to attract miners and iron workers to the place it was not very much more. Now it is a large town with over 50,000 inhabitants.

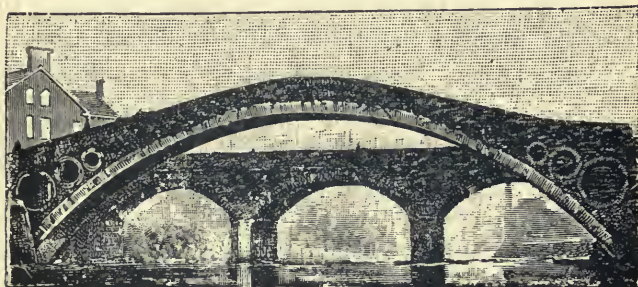
Merthyr is renowned for its coal and iron trade. Near it is Dowlais, where there are great steel works and collieries, and about one and a quarter miles north of the town is Cyfarthfa, with its extensive iron and steel works. The Dowlais Brook, on which stands the town of that name, flows into the Morlais, and the joint stream flows into the Taff at Merthyr.

From Merthyr Tydfil the river flows in a direction which is almost south. High on its left bank lies Cefn Merthyr Range. This ridge separates the river from its tributary, the Bargoed Taff, which flows into it at Quaker's Yard. On the right bank are the Aberdare Hills, also known as Mynydd Merthyr. This range divides the Taff Valley from that of the Cynon. Abercanaid, Troedyrhiw, Merthyr Vale, Aberfan, Quaker's Yard, and Treharris are all important mining villages within the area of the Borough of Merthyr Tydfil. Abercynon, at the junc-



tion of the Cynon with the Taff, is a large village, where coal mining forms the chief work of the inhabitants. Where the landscape is not disfigured by rubbish tips from the collieries, the scenery is beautiful.

From its confluence with the Bargoed, the Taff flows in a southerly direction until it reaches Pontypridd, where it is joined by the Rhondda. Pontypridd is the natural centre of communication for all the valleys lying north of it. In consequence, it is a busy railway centre. There are here large



Pontypridd Bridge.

collieries and iron works, anchor chain and cable works, tin works, iron and brass foundries, breweries, and a small flannel factory. The town is one that has grown very rapidly, and owes its existence almost entirely to the coal trade. It was a rural spot of great beauty until, in 1840, the Taff Vale Railway laid open the district, and coal pits were sunk in the neighbourhood.

Pontypridd takes its name from a celebrated bridge, one of the seven wonders of Glamorganshire. This bridge, consisting of a single arch spanning the Taff, was constructed in 1750 by a local mason named William Edwards. For many years it was the largest single span bridge in the world. Edwards was a self-taught mason, and a native of the county. He failed several times in his undertaking. The first bridge built was of three arches, and was washed away by floods. The second, a single arch one, doubled up before it was finished, owing to the great weight of its sides. In the third and successful attempt, the inward push of the bases of the arch was lightened by three round holes being left in the buttresses on each side. This prevented the light curve of the top of the arch from being forced upwards, and the bridge still stands.

The bridge stretches 66 feet across the bed of the Taff, "rising like a rainbow from the steep bank on the eastern side of the river and resting gracefully on the western, the *beau* ideal of architectural elegance." It gives out a remarkable echo repeating a sound eight or nine times. The steepness of the bridge was found inconvenient for wheeled traffic, and a second bridge of three arches was built alongside it in 1857. A third bridge was built recently. It is made of concrete and iron, a new form of material that is now largely used.

On a height near the town, surrounded by Druidic remains, is the famous Logan Stone, another of the



wonders of the county. Although it weighs about nine and a half tons, it can easily be rocked by pressing on its south side. In the neighbourhood is a mineral well, known as Ffynnon Gelly Dawel, which is said to have the property of curing diseases of the eyes. Berw Taff, a short distance north of Pontypridd, was once a pretty cascade. Much of its beauty has



Albion Colliery, Cilfynydd.  
(Immediately after the Explosion, 1894.)

been lost owing to the water from the river being turned aside to feed the Glamorgan Canal, which runs through the Taff Valley from Merthyr Tydfil to Cardiff. The blasting of the rocks in the river bed has also helped to rob it of its wild beauty.

Near Pontypridd are Treforest, Cilfynydd, and Hopkinstown. Treforest once had iron works, and

has now an important electrical depôt. It, and the other places, are mining villages. Cilfynydd was the scene of a disastrous colliery explosion, where many lives were lost. Besides coal mining, Hopkinstown has a brick making industry, and sanitary wares are also manufactured.

After leaving Pontypridd the Taff flows south-east, and passes through Nantgarw, Taff's Well, Llandaff, and Cardiff to the sea. Between four and five miles north of Cardiff the river escapes from the mountains through a pass of great boldness and beauty. On its left bank are the slopes of Cefn On, on which stands the restored castle of Castell Coch. This castle was built to guard this pass. Its site was so favourable for this purpose that long before the Normans erected their stronghold, it was occupied by a Welsh fortress. Opposite to Castell Coch, on the right bank of the river, rises the Garth mountain, which is plainly to be seen for miles around. Two large cairns stand on the summit of this hill. In days when this country was invaded by enemies of different nations, a beacon fire on the Garth answered others lit on Penarth Head and Cefn On, and warned the inhabitants of their danger.

Pentyrch and Taff's Well both stand on the slopes of the Garth. The former enjoys a very bracing air, and invalids from the town of Cardiff go there for the benefit of their health. There are several medicinal springs in the neighbourhood. One at Taff's Well, which gives the place its name, was at one time famous

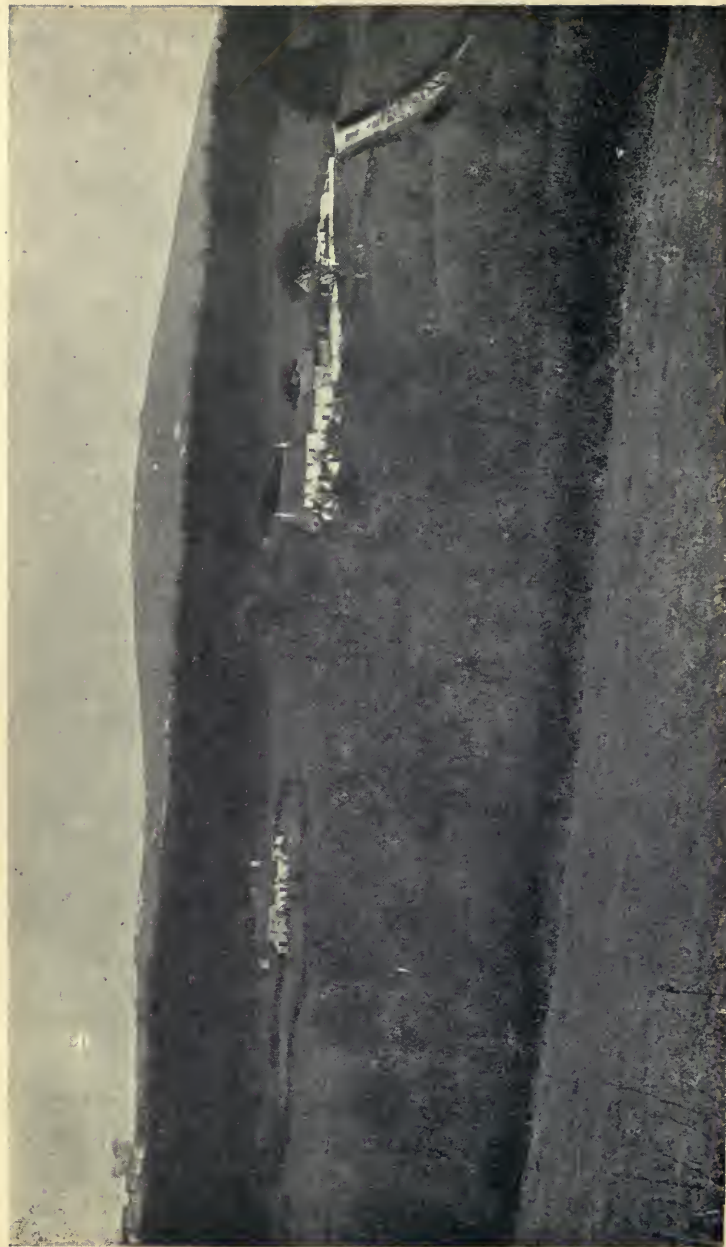


Castell Coch.

for its cure of rheumatism. The people of the district are engaged at the tinworks, collieries, quarries, lime-kilns and brickworks of the neighbourhood. A very fine viaduct, built by the Barry Railway Company, crosses the valley here, and connects the Rhymney and Sirhowy Valleys with the port of Barry.

Near the village of Pentyrch are the remains of a Roman camp and several barrows or tumuli, one of these being slightly moated. There were iron works here at one time, the iron being obtained from the surrounding hills. Several cave-like openings are still to be seen showing whence the iron was dug. A little over a hundred years ago, one of the upper seams of coal under the Garth took fire and continued to burn for several years. If a stick were forced into the ground for some little depth, flames and smoke would arise from the hole left behind. It is said that a hunter when crossing this district sank to his armpits into the ground, and was badly burned by the underground fire before he could be pulled out again.

The last few miles of the river's course lie in a flat alluvial plain on which stands the Cathedral city of Llandaff and the Civic city of Cardiff. On the Heath, just north of the latter place, was fought the battle between Iestyn ab Gwrgan and the Normans under Robert Fitzhamon. Llandaff is said to be the oldest Bishopric in Britain. Cardiff is the chief coal exporting port in the world. We shall leave these places for the time being, as they are important enough to have chapters for themselves.



The Garth, Creigiau.



## CHAPTER XI.

**The Basin of the Taff.**

## II.—THE VALLEY OF THE CYNON.

THE Cynon, like most of the longer rivers of Glamorgan, rises in Brecknock. It enters the county near Hirwaun. Here are large collieries, but formerly iron was worked. The first iron works at Hirwaun were established in 1666, and the metal was worked from time to time until the works were finally closed.

The town takes its name from Hirwaun Wrgan—Gwrgan's Long Meadow—which was given as common grazing ground to the people of Glamorgan in the 9th century by Gwrgan, Prince of Glamorgan. At first the meadow was about ten miles long. Before it was enclosed, all those who held grazing rights on the common led their animals there during the summer. They built little huts to live in, where they made butter and cheese. In the autumn, they all went to their homes again.

Towards the end of the 11th century, the meadow was the scene of a hard fought battle. On the one side were Iestyn ab Gwrgan and a number of Norman allies, and on the other were the forces of Rhys ab Tewdwr, Prince of Dynevor or South Wales. Iestyn and his friends were the victors, and a number of

cairns remain as monuments of the battle. In the district, such names as Maes y Gwaed (The Field of Blood), Carn y Frwydr (Battle Cairn), and Gadlys (The Hall of Battle), show that many battles have been fought on this ground.

The Aberdare Hills lie between the Cynon and the Taff, while on the right bank of the Cynon a long range known in different places as Cefn Rhos Gwawr, Mynydd Bach, and Cefn Gwyngul, divide it from the Rhondda Fechan. From Hirwaun it flows almost in a straight line in a south-easterly direction to Abercynon, where it joins the Taff. After leaving Hirwaun, the first place of importance passed by the river is Aberdare. Fifty years ago, Aberdare was a village of small size and importance, but now it is a large town with nearly 44,000 inhabitants. The first works at Aberdare were the Abernant and Llwydcoed Iron-works. Iron working ceased in 1875, when there was a great strike in Glamorgan; and the town has since depended mostly upon the coal trade for its wealth. There are brick works in the town, and iron founding and brewing are also carried on.

Cwmaman, Aberaman, and Cwmbach are large mining villages in the neighbourhood. On the hills above the town was once a small monastic building, which is thought to have been in some way connected with the monastery of Penrhys on Cefn Rhondda. A road ran from Penrhys to this place, part of which is still called the Monk's Road.



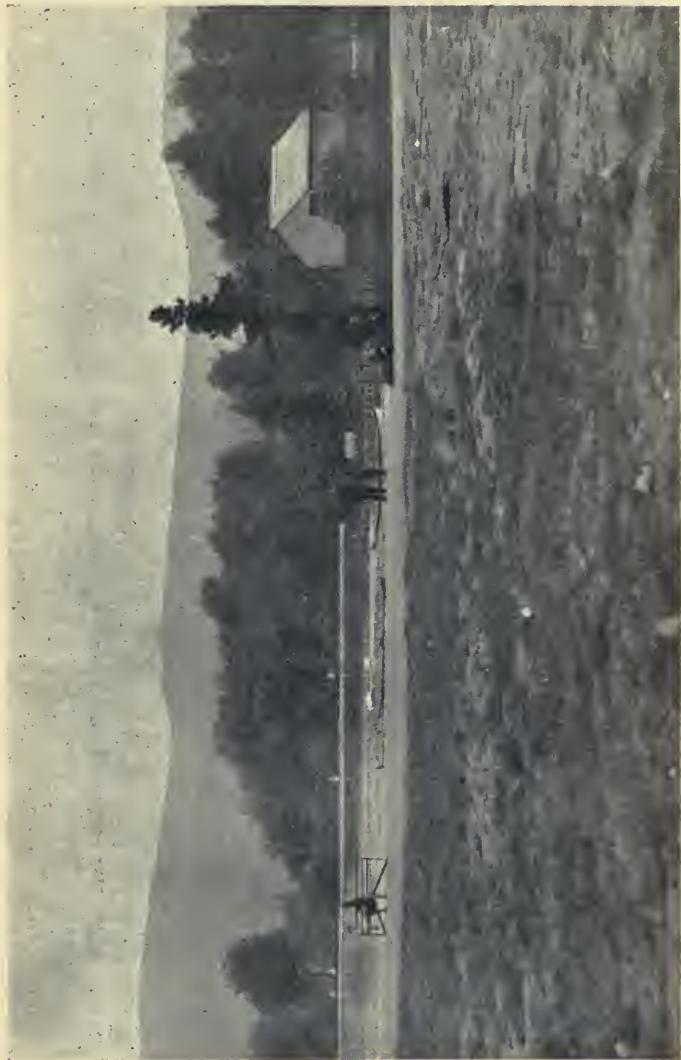


Aberdare.

Aberdare possesses many well built public buildings, chief among them being the Town, Public, and Aberdare Memorial Halls. There are two hospitals—the Aberdare Cottage Hospital and the Hospital for Infectious Diseases. The former has the support of the Bute family, while the latter is the property of the town. In a museum, in connection with the Aberdare Naturalists' Society, there is a splendid collection of specimens illustrating the geology, botany, and natural history of the district. The market, built in 1853, is a large building, standing in the centre of the town. Aberdare possesses a very fine and extensive park, of which the townspeople are justly proud.

Mountain Ash stands a little over three miles lower down the river. It is surrounded by high mountains, which add considerably to an already picturesque scene. These mountains afford splendid views of the valley and the surrounding district. The town is well laid out, and has two hospitals. One is a Cottage Hospital, erected by Lady Aberdare in 1896, and since supported by voluntary contributions. The other is the property of the town. It is an Infectious Diseases Hospital, and was built in 1892. The Victoria Park and Pleasure Grounds, presented in 1897 by Lord Aberdare, are tastefully laid out and overlook the town. Coal mining forms the chief occupation of the inhabitants.

The remains of old workings in the district tell us that iron was once extensively worked here, but



Aberdare Park.

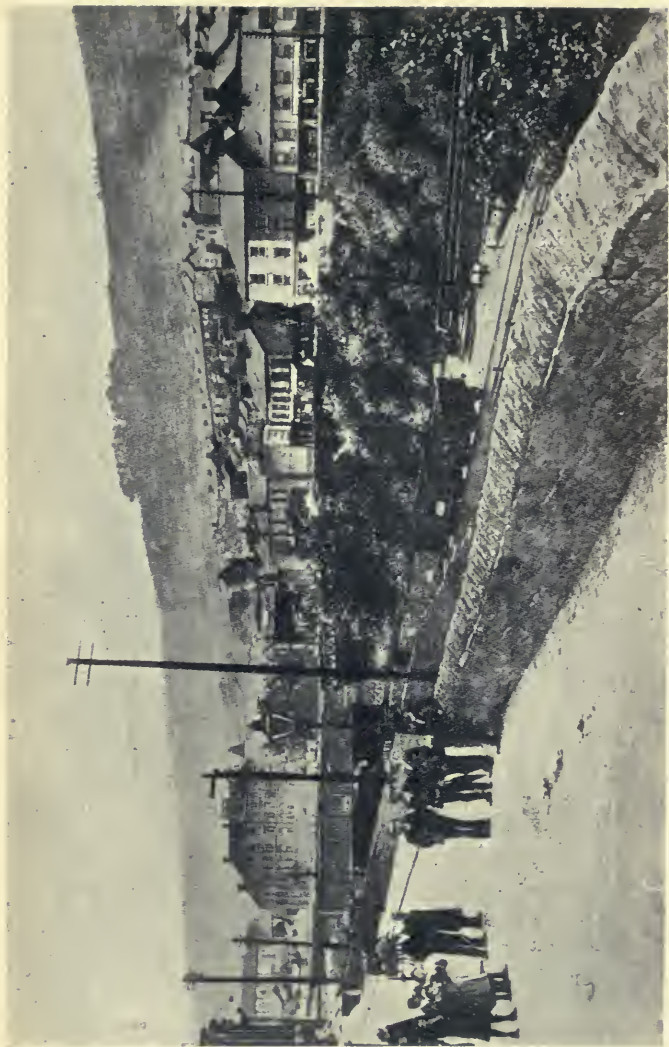
history is silent as to who worked it, and when the industry was carried on. Coal mining was carried on in the district on a small scale from the early part of the last century. In 1850 the first pits were sunk, and in 1859 coal was first raised from the pits. Further pits were afterwards sunk, and the town rapidly grew to its present size and prosperity. The old name for Mountain Ash was Aberpennar, and this



Duffryn, Mountain Ash.

is still the Welsh name for the town. The name Mountain Ash was first given to a public-house near which grew a tree of that kind. The village and town which afterwards grew around the hostel took the same name.

Lower down the valley is Penrhiwceibr, a large mining village, while at the confluence of the Cynon with the Taff is Abercynon. Abercynon was formerly known as Navigation, and here was the first terminus



Mountain Ash.

of the canal which afterwards was extended to Merthyr Tydfil. From this place a cut of the canal runs through the Cynon Valley to Aberdare. To Abercynon, too, ran the railroad on which was tried the first steam locomotive that ever went on rails. You will read more about that engine in a later chapter. Near the town are Quaker's Yard and Treharris, the latter possessing the deepest mining shaft in South Wales.

## CHAPTER XII.

### The Basin of the Taff.

#### III.—THE RHONDDA VALLEYS.

THE River Rhondda rises in two streams, the Rhondda Fawr and the Rhondda Fechan, on the slopes of Craig-y-Llyn and its outlying spurs. Craig-y-Llyn, in the time when ice and snow were much more common than they are now, and when glaciers—or rivers of ice—were formed on the mountains of Wales, prevented the glaciers of the Brecknock Beacons from sweeping over the middle portion of the county. Instead, it had glaciers of its own, which in time carved out the valleys of the Afan, Ogwr, and the Rhonddas, through which these rivers now flow.

The spurs of Craig-y-Llyn run southward, and enclose within them the valleys of the Rhondda Fawr and the Rhondda Fechan. Those lying on the left bank of the Rhondda Fechan we have already noted.



Between the two Rhoddas lies a long ridge, which, though known by different names in various parts, has the general name of Cefn Rhondda.

The Rhondda Fawr Valley is a scene of busy activity. It is about thirteen miles long, and runs in a south-easterly direction from Treherbert to Pontypridd. At Pontypridd it joins the valley



Craig y Llyn—Llyn Fawr—The New Water Storage  
for the Rhondda.

of the Taff. All along its course it is lined by numerous collieries, churches, chapels, shops, schools, and public buildings of all kinds. Cefn Rhondda rises on the east, while on the west, or right bank, Mynydd y Cymmer, Mynydd Dinas, and



Mynydd y Glyn separate the valley from the basins of the Afan and the Ogwr.

In spite of the ugly appearance of the works and "tips," the valley has still some very pretty spots, where clear and sparkling streams wander through wooded and grassy dells. Near Treherbert are several small, but very pretty, waterfalls. These range in height from thirty to forty feet, and are known as the Blaenycwm and the Blaen-Rhondda Falls.

The Rhondda is a busy and thickly-peopled district now, and, from what has been discovered in recent years, it must have been the home of many people long before history began to be written. The remains of what are thought to have been prehistoric towns have been found on the mountain side above Blaen-Rhondda, and on the Gelli Mountain above Llwynypia.

The old town above Blaen-Rhondda has been named Hen Dre'r Mynydd—"The Old Town of the Mountain;" and the name given to the other is Hen Dre'r Gelli—"The Old Town of Gelli." Of the two, the remains of Hen Dre'r Mynydd are the most perfect and imposing. The remains consist of hut sites, and of burying places enclosed within stone circles. In the former, cooking stones and hearth stones were traced, and the signs of fire in the form of charcoal were found. Stones used in household work, flint scrapers, and arrow-heads, and many other flakes of flint were also brought to light. The sites and enclosures have since been covered over, but their positions are well known.

At Gelli broken pieces of yellow and black pottery were discovered. These were found in different parts and in different sizes. By far the most interesting discovery was that of the broken bits of an ancient beaker or drinking cup. Enough of it remained to show what it was like when whole. It was of yellow-red pottery, and was decorated with a pattern worked



View near the Source of the Rhondda.

in zig-zag lines. These lines had been drawn on the soft clay by means of a pointed stick.

A similar cup was found near St. Fagan's in 1900, and was presented to the Cardiff Museum. Learned people tell us that such cups were made by folks who lived in the district not less than 3,000 years ago. At this time the people of the Rhondda were beginning

to use bronze axes and knives in place of those of stone. No bronze implements were found in these old towns, though many flints and rude stone implements were turned up.

Numbers of cairns or mounds are to be found on the mountain sides. Some of these have been opened. We will only mention one of them, that known as Crug yr Afan. This mound stands on the mountain between Cwmparc and the source of the River Afan. When opened a few years ago a stone "cist," or burial chest, was found inside. Within the cist were pieces of bones and teeth which had the appearance of having been burnt.

The people who buried their dead in these mounds sometimes burned the bodies before placing the remains in the grave. This had been done with the body buried here, and the ashes had been put into the cist. Besides the burnt remains, a piece of an old stone weapon was also found. It had been formed from the fossil remains of the tail of an animal of very ancient times, and may have been used as an arrow head or javelin head.

Above Treorchy is an old camp which is known as Maindy Camp. This camp was made by the Britons to defend a pass called Bwlch-y-Clawdd, which leads from the Rhondda Valley into that of the Ogwr. To it the inhabitants of the district fled on the approach of danger, and from it they tried to drive back any invader that might attempt to enter their beautiful valley through Bwlch-y-Clawdd.

It may seem strange to us now to know that the Rhondda Valley was once noted for its fine oak trees. A writer has told us that he saw a "grove of oaks, remarkable for their height." At the beginning of the last century, when English men-of-war were made of oak, the timber of the district was offered for sale as being "Valuable timber for the Navy." We do not know whether any Rhondda oak trees were used in building the famous "Wooden walls of Old England."

The trees have, however, long since gone, and the hillsides and level ground are stripped of their leafy covering. This was done when so much charcoal was wanted for the iron smelting works in the valleys of the Cynon and the Taff. The platforms where the wood was made into charcoal may still be seen near Dinas, Trealaw, Blaen-Rhondda, and Gelli. Sometimes these platforms are known locally by the name of Holo Cols (Cinder Hollows).

The first writer who praised the natural beauties of the Rhondda was a traveller named Malkin. He wrote at the beginning of the nineteenth century. The following is a part of what he wrote:—"The Rhondda makes fertile the valley with its clear, pure stream rolling over loose stones. . . . For miles there is a luxuriance much beyond what my entrance on this district led me to expect. . . . The meadows, rich and verdant, with the mountains the most wild and romantic surrounding them on every side, are in the highest degree picturesque. . . . The sides of

the hills are clothed with a seemingly endless supply of woods."

Mr. Cliffe, who wrote of the valley so late as 1845, says:—"We shall never forget our first impression of Ystradyfodwg. When we had walked about half-a-mile over this hill, the clouds, which had been down on the hill, began to lift, and suddenly 'The Green Valley' unfolded itself before us. . . . . The valley stretched for a distance of eight or ten miles between two nearly parallel lines of hills. These were broken by a succession of cliffs of singular beauty, and were seemingly ended by a vast Alpine headland, and feathered by trees or copse woods to its summit—a mountain chief (Pen Pych) keeping watch as we descended. The emerald greenness of the meadows in the valley below was most refreshing. . . . The air is full of the scent of wild flowers and mountain plants. A Sabbath stillness reigns. It is the gem of Glamorganshire."

A later writer says:—"The appearance of this once beautiful valley is very different at the present day. Instead of a few scattered farmhouses, we have now large and populous villages. The fields and mountain sides have been stripped of their forests, and are now disfigured by huge black coal tips. Its stillness and solitude have given way to the bustle of trade.

"The screeches of the owl are replaced by those of the locomotive; the mellow notes of the hunter's horn and the baying of the hounds, by the hideous noise of colliery hooters, the braying of unmusical



milkmen, rag and bone merchants, and a host of other noisy dealers that trade brings in its train."

So the valley, instead of being noted for its beauty, is now chiefly famous for its coal. Here is found, and mined, the best steam coal in the world. It is especially valuable for warships, because it is so free from smoke and gives so much heat, and there is always a great demand for it.

Coal-mining has formed almost the sole industry of the inhabitants for the last thirty or forty years. One has only to watch the numerous trains passing up and down—some empty, and some with trucks loaded with the precious mineral—to see what an important part coal plays in the lives of the people of the Rhondda. As no iron was found here, the district grew up long after the towns of the iron producing areas. Thus it is that a great population has sprung up, in a once thinly populated district, within the memory of many persons now living.

Though the valley seems to be one huge, straggling town, it is really divided into a number of separate townships. At the head of the valley are the villages of Blaen Rhondda and Blaenycwm. Near the latter place, the Rhondda and Swansea Bay Railway runs under the mountain through a tunnel that leads into the Afan Valley. Next follow Treherbert and Treorchy, and in a cosy nook opposite the latter, nestles the growing village of Cwmparc.

Ystrad comes next, and then in succession are Llwynypia, Tonypany, Penygraig, Trealaw, Dinas,

Porth, Hafod, and, finally, where the river falls into the Taff, Pontypridd. The Clydach Valley opens into the Rhondda between Llwynypia and Tonypany. In it is situated the mining centre of Clydach Vale.

At Ystrad, there are several small engineering works. The old parish church of Ystradyfodwg stands almost on the edge of the river. It is the oldest-established place of worship in the valley, but is quite overshadowed by the magnificent church of St. Peter's a short distance away. The district is also well supplied with handsome Nonconformist places of worship. Between Ystrad and Llwynypia is an Isolation Hospital, and there is a Cottage Hospital at Porth.

Porth stands at the junction of the Rhondda Fechan with her sister stream, and Hafod is the junction of the Barry Railway. On the heights above Llwynypia is the site of the monastery of Penrhys. This religious house was built on the spot where, according to some historians, Rhys ab Tewdwr was slain after the battle of Hirwaun Wrgan. It was built by Robert of Caen, the son of Henry I.

Near the site of the monastery is a Holy Well, known as "St. Mary's Well." In olden times, the water was supposed to cure certain diseases, and numerous pilgrims visited it in the hope of being cured of their illnesses.

An interesting inhabitant of the Rhondda Valley was "Cadwgan of the Battle Axe." We read in an old writing that "Cadwgan of the Battle Axe" lived



in Glyn Rhondda during the time of Owen Glyndwr's wars, and was one of that chieftain's captains over the men of that vale. When Cadwgan went to battle, he used to walk about the valley sharpening his battle axe as he went along.

On account of this habit, Owen would call to Cadwgan, "Cadwgan, whet thy battle axe." The moment that Cadwgan was heard to do so, all living persons, both men and women, would gather around him in battle array. "From that day to this, the battle shout of the men of Glyn Rhondda has been 'Cadwgan, whet thy battle axe'; and at that word they all assemble as an army."

The Rhondda Fechan Valley, also, is a mining district, but it is not so large or populous as the Rhondda Fawr. At the head of the valley is the practically new township of Maerdy, the streets of which are well arranged and well built. Lower down the river are Ferndale, Tylorstown, Wattstown, and Ynyshir.

Most of the townships have institutes and libraries which are well stocked with books of all kinds. These institutes are generally connected with the various works, and are mainly kept up by money obtained from the workmen themselves. The valleys are determined to be quite up-to-date. A new electric tramway is being made. This, when finished, will run the length of both valleys, and will prove of great service to the inhabitants of the various towns.

The water supply is also to be improved. Llyn Fawr and Llyn Fach, at the base of Craig-y-Llyn, are to be made into reservoirs, where the water needed for the district will be stored. The water will be carried into the valley by means of a tunnel cut through the mountain.

### CHAPTER XIII.

#### The Basin of the Ely.

THE Ely River rises a short distance north of the mining village of Tonyrefail. Its source lies in the high ground that separates the head waters of the Ogwr from the Rhondda Valley, in the neighbourhood of Hafod. For a few miles it flows in a southerly direction among the hills, but at Llantrisant runs through a pass of great beauty and boldness into the upper portion of the Vale. On Garth Maelwg, which stands on the right bank of the river, are three huge cairns. These are supposed to mark the site of a fierce battle, fought between the Welsh and the Saxons, the dead being buried beneath them. On the hills on the other bank of the river is a large Roman camp.

By means of the pass, through which the Ely enters the low ground, invading armies were able to make their way into the hilly district of the north. The pass also made it possible for any Welsh who had been driven to the hills to sweep down on enemies

that had settled in the land to the south. It can be seen that the defence of this pass was an important matter. The Welsh had a fortress here, and after the Normans had conquered the county, they, in a very short time, took this and built one of their strong castles on the spot.

From Llantrisant the Ely flows just south of the range of hills that marks the hill district from the Vale. Its course is generally in an easterly direction, but after passing St. Fagan's it turns more to the south. The river finally empties itself into the Bristol Channel near the mouth of the Taff and at the foot of Penarth Head. The lower reaches of the river are in a broad and beautiful valley, through which it winds its way in a very remarkable manner. After reaching the plain it flows through ground so level that it has to wind about in all directions to find a channel. From Llantrisant to near Cardiff its windings are so numerous that it is crossed by bridges, carrying the Great Western Railway, no less than sixteen times. Only two brooks worth mentioning help to swell the waters of the Ely. They are the Clun, or Clown, and the Dowlas.

The most important town in the basin of the river is Llantrisant, a very old town built upon the brow of the hill. Its high position gives a splendid view of the Vale, which extends as far as the eye can reach to the south. The town was once a borough and market town of importance. It was the chief town of the manor of Miskyn, where the manorial

courts were held, and its castle formed the gaol for the manor. The town is still joined with Cardiff and Cowbridge in sending one member to Parliament. The market has declined of late years, that of Pontypridd having taken much of its trade.

Some of its streets still retain traces of the age of the town, as they are paved with cobbles in the old-fashioned way. Iron and lead were worked here from very early times. A writer named Leland states that ironworks were in existence in 1540. The town now gets its wealth chiefly from the tinsplate works, collieries, and brickworks of the district. About three miles away is the growing village of Llanharran, where there are collieries, a steam joinery, and tinsplate works.

Llantrisant Castle was formerly a place of great strength and importance. It was second only to Cardiff during the Norman period. Its position, commanding the pass leading from the Vale to the hills, made it of great value. Only a few walls now remain. The first castle built here is said to have been the work of Gwrgan, Prince of Glamorgan, but it was repaired, if not re-built, after the Norman Conquest. It is not known when the castle was destroyed, but most likely this took place during Owen Glyndwr's raid into the county.

Peterston is a small village on the Ely, some two miles from Llantrisant. Here was another Norman Castle, of which but very few walls remain. It was destroyed by Owen Glyndwr, who beheaded

its owner, as he was a strong supporter of King Henry V., against whom Owen was fighting. Two and a half miles further west is St. Fagan's, a place of much interest. A new castle was built in 1578 upon the site of a former Norman one. This now forms the Welsh home of the Earl of Plymouth. Near St. Fagan's was fought one of the hardest contests that ever took place on Welsh soil. This was in the year 1648.



A View on the Ely.

Just outside Cardiff is the village of Ely, where are large paper works and two breweries. The wood-pulp from which the paper is made is imported at Penarth Dock, which stands on the mouth of the Ely, about four miles from Cardiff. Market gardening is carried on extensively at Ely. The Roman Road (*Via Julia*) crossed the river here at a ford called "Rhyd y Sarn." A Roman Villa was found on the Race-

course, and Caerau (a very large Roman Camp) is not far away.

As the mouth of the river formed a natural harbour, a dock was made there. The dock was opened for trade in 1865, but coal had been shipped from the harbour for six years before this. A further dock was opened in 1881. A very finely-built subway passes under the Ely river, and connects Penarth Dock with Cardiff.

Penarth is a favourite watering-place where large numbers of Cardiff people go to breathe the fresh sea air. The grounds on the cliffs overlooking the sea-front have been laid out as a park and winter gardens. Near the station is the "Turner Gallery," a building which contains a collection of pictures and china. It is open to the public. Coastguards are stationed at Penarth, and there is also a lifeboat house, with all the latest appliances for saving life at sea. On Lavernock Point is a fort manned by the Royal Artillery, and near it is a wireless telegraph station. Here many of the early trials of the new way of sending messages without wires were carried on by Marconi, the inventor. The inhabitants of the town are chiefly engaged at the docks here and at Cardiff. At Cogan lime-burning and brick-making are carried on, and cement and paving blocks are made at Lower Penarth.

Penarth Head was a favourable spot for signalling the approach of enemies by sea. From an early period it was used as the site of a beacon fire to warn the surrounding country of threatened invasion. The



signal fire from the headland was answered from near Castell Coch and from the Garth. These sent the news on to the north and west of the county until all the land was aroused.

The Normans are said to have landed here when they came to assist Iestyn, Prince of Glamorgan, against Rhys ab Tewdwr. Here also they re-embarked on their homeward journey, but were recalled by



Cromlech at St. Nicholas.

Einion, who had quarrelled with Iestyn. In the reign of Elizabeth, Penarth was suspected of being the resort of pirates who infested the Bristol Channel at that time. The village of Dinas Powis, with its castle, first built by Iestyn, is in the neighbourhood. So also is St. Nicholas, where is Duffryn Goluch, which contains several Cromlechs. One of these is among the largest in the Kingdom.







Ewenny Priory.

## CHAPTER XIV.

### The River Ewenny.

THE Ewenny is really a tributary of the Ogwr, but we shall deal with it separately from the main stream. The Ewenny rises in the hills west of Garth Maelwg, and flows in a westerly direction. It rounds Cefn Hirgoed, and flows near the base of St. Mary Hill. St. Mary Hill is noted in Glamorgan for its annual fair, which is held in August. Most of the farmers of the county and many of the other working classes make it a point to go to "Ffair y Mynydd," as it is called, if they can possibly do so. It combines business with pleasure, and is a great event in the Vale. Once past St. Mary Hill the river flows due west, and, after a slow and peaceful journey, empties itself into the Ogwr about three-quarters of a mile from the sea.

Pencoed is a small and scattered town, or rather village, on the Ewenny, a few miles from its source. The place is on the Great Western Railway. Its

inhabitants, who number about 900, are chiefly engaged at the brickworks, collieries, and a colliery tools and trams manufactory. A Calvinistic Methodist Chapel at Pencoed, first built in 1771, is said to be one of the oldest Nonconformist Churches in Wales. Near Pencoed is Llangrallo, or Coychurch, as it is known in English. In the churchyard of the Parish Church is a Norman cross, and one of a still earlier period.

Shortly before it flows into the Ogwr, the Ewenny glides by the village and Priory of Ewenny. The Priory was founded about 1140-5, by Maurice de Londres, the son of William de Londres, who built the neighbouring castle of Ogmore. The Priory remained in existence from its foundation down to the Dissolution of the Monasteries under Henry VIII. It is considered one of the best examples of monastic buildings in Wales, if not in the whole kingdom.

Malkin, writing in 1806, states that this Priory is the most perfect example of an original monastic establishment in the kingdom. It is well preserved, the whole of the ancient monastic church—a cross one—existing with the exception of one limb. The whole of the buildings was surrounded by a high and strong wall fortified with towers. They made the structure a stronghold as well as a religious building. The chief gate, the portcullis chamber, and much of the wall, still remain in a well-preserved condition. The gateway forms the chief entrance to the residence of the present owner of the Priory, situated within the grounds.

“The remains of Ewenny Abbey, though, perhaps from their retired position not so well known, possess an interest far in excess of that which attaches either to Neath or Margam. Neath and Margam were altered and added to, until the original could scarcely be traced. But Ewenny, through all the ages, maintained the strength and solidity of the early Norman style. Moreover, it is in a better state of preservation. In fact, the nave of the old priory church has never ceased to be a place of worship, a circumstance which can be said of very few of the grand old monastic establishments which suffered from the reforming zeal of the fifteenth century.”

The old monks knew how to build their monasteries in places pleasant and convenient. Here they built their Priory near a clear stream full of fish, in which trout, salmon, and sewin are still to be caught. All round were green meadows, thick woods, and fruitful orchards. The fertile district surrounding the monastery remains as fruitful and beautiful now as it was in monastic days.

On the southern side of a wedge of land, formed by the confluence of the Ewenny with the Ogwr, stand the ruins of the Castle of Ogmore. Its site was very suitable for the defence of the Manor of Ogmore, which belonged to the De Londres. Not only did the castle guard the district from the inroads of the Welsh, but it also defended the passage of a ford across the Ogwr at this point. This ford remains in

a number of stepping stones which enable people to cross the river.

William de Londres, who received this lordship at the Conquest, built his Castle on the site of a British fortress. The keep of this castle is still standing, though in ruins. The keep was a square one, and stood on the highest point of the site. Around it was a court contained within a strong wall and moat. A second court stood without, surrounded by a wall. In 1094, the castle was attacked by the Welsh under the Norman lord of Coity. De Londres was away at the time, but his constable, Arnold Butler, was able to resist successfully all attempts to capture the fortress. In course of time, the castle became the possession of the Crown. When it ceased to be inhabited is not known, neither is it known when and by whom it was destroyed. This castle is especially interesting, and its keep is one of the very few examples of pure early Norman work in this country.



Ogmore Castle.

## CHAPTER XV.

### The Basin of the Ogwr or Ogmore.

THE Ogwr and its tributaries drain the centre of the county. The river Ogwr itself rises in two heads, the Ogwr Fawr and the Ogwr Fechan, on opposite sides of Mynydd y Gwyr. Cefn Hirgoed separates the basin from that of the Ewenny. Between the head waters of the Ogwr and the Ely lies Mynydd y Gaer, while Mynydd Llangeinor stands between the Ogwr and its tributary the Garw. On Mynydd y Gaer are the remains of a large square



camp, and on Mynydd y Gwyr are two large cairns. The Garw, a wild and turbulent stream, rises on the slopes of Mynydd Llangeinor. After flowing through a narrow valley for some time, it empties itself into the main stream near Brynmenyn. The two Ogwr's join their waters near Blackmill.

The Ogmore and Garw Valleys form a large district, dotted here and there with a number of mining villages and towns. The sole industry of these places is coal mining. Between forty and fifty years ago, the district was purely a farming one, the villages only coming into existence when the branch railway from Tondy was made and the pits sunk. The railway was made about 1864, and the first pit was sunk in 1865. A few years ago, the Garw Valley was further connected with the coast by a railway running through the Llynfi and Afan Valleys to Port Talbot and Swansea.

The largest of the villages or small towns is Nantymoel, which has a population of over 4,000. It stands at the end of the Ogwr Fawr Valley. Ogmore Vale or Tynewydd is in the centre of the same valley, and Blackmill and Brynmenyn stand on its banks after it has been joined by the Ogwr Fechan. Gilfach and Gilfach Goch are on the Ogwr Fechan, and in the Garw Valley are Blaengarw, Pontycymmer, and Pontyrhyl. There are collieries at these places, and they are consequently growing larger and more populous.

The Llynfi is the most important tributary of the Ogwr. It rises in Mynydd Caerau, which separates

it from the Afan. Between the Llynfi and the Garw is Mynydd Moelgiliau, and Mynydd Margam stands between it and the lowlands bordering the coast. The river flows through a fairly broad and fertile valley, and empties its waters into the Ogwr below Tondy. This district must have been the scene of many fierce



Town Hall, Maesteg.

battles, as numerous camps of British, Danish, and Roman origin are to be found on the surrounding hills. A large number of mounds show where the dead were buried.

The most important town in the Llynfi Valley is Maesteg, which has over 15,000 inhabitants. It is a long, straggling town, built on both sides of the river. Coal mining, and the manufacture of coke, form the

chief industries. There is a small iron foundry, and, a short distance away, there was once a woollen factory. Formerly, there was a large iron works here, where eight furnaces were in blast, but the whole of the works is now dismantled. Bricks and tinplates were also made.



Cefn Ydfa Ruins

Maesteg is in the old manor known as "Tir Iarll" (Earl's Ground), and in the parish of Llangynwyd, "Yr Hen Blwyf" (The Old Parish). "Tir Iarll" was one of the manors kept by Fitzhamon for himself. This was because large quantities of game were found there in the golden times, and Fitzhamon, like all

Normans, was fond of hunting. In the parish church of Llangynwyd the famous "Maid of Cefn Ydfa" lies buried, and her poet lover, Will Hopkin, lies in the churchyard near by. Cefn Ydfa, the home of the Maid, is on a hill overlooking the valley of the Llynfi. Near Cefn Ydfa, on Mynydd Baidan, are a number of entrenchments of considerable depth. Some men think that here was fought, in 522, the famous battle between King Arthur and the Saxons, known as the battle of Mount Badon.

About half a mile from the village is the Castle of Llangynwyd. When it was built is not known. In it was born Edmund de Mortimer, the third Earl of March. The castle was a small one, and some remains that have been unearthed show it to be of thirteenth century date. It is surrounded by a moat. In 1307 it was seized by Hugh le Despenser, the favourite of Edward II., but it was soon retaken by its rightful owners.

Tondu stands on the Llynfi, three miles north of Bridgend. It is a junction on the Great Western Railway for the Llynfi, Ogmore, and Garw valleys. There are large engineering works here, and several collieries. Coke is made in large quantities. Formerly there were extensive ironworks, but these are now closed. Aberkenfig is a village which is really a continuation of Tondu. Its population with that of Tondu numbers some 7,500 inhabitants. Tondu, years ago, was named Ton-Ithel-Ddu (The Sward of Black Ithel). It was so

called because Ithel Ddu, son of Owen ab Morgan Hên, Prince of Glamorgan, had a residence here.



Ewenny Pottery

The only town on the Ogwr after it has received all its chief tributaries is Bridgend. The Welsh name of the town is Pen-y-bont-ar-Ogwr (Bridgend on the Ogwr). The river divides it into two parts, Oldcastle

and Newcastle. It is in the centre of a farming district, and its market is well attended. From Bridgend the Llynfi, Ogmore, and Garw Railways branch off from the main line, and here is the terminus of the Vale of Glamorgan Railway. The industries of the town are brewing, iron founding, and the manufacture of electric light conduits and farming implements. Brickmaking and lime burning are carried on, and at Ewenny there is a pottery.

Ewenny pottery has been in existence for many years, and "Llestri Pridd Ewenny" are mentioned in the old songs sung by farmhands to the oxen when ploughing. Red earthenware is the chief form of pottery produced, but of late years artistic vases, cups, jars, etc., covered with a peculiar green glaze, have been made. These really look very well, and command a ready sale. The kiln where the articles are burnt, and some of the articles made, are shown in the picture. At Quarella, about half a mile from the town, a good quality freestone is quarried. This stone is in great demand for decorative building purposes. It is much used in the erection and restoration of public buildings in Glamorgan.

At Merthyr Mawr are the remains of ancient lead and zinc mines, which are supposed to have been worked in Roman, or even earlier times. There are also many things of great interest, especially a number of old carved and inscribed stones. Ewenny Priory is within a short distance of the town, and so is Coity Castle. Old Castle, of which there are now no



remains, was built by Simon, son of Sir Payne Turberville, of Coity. It is supposed that one of the same family built the New Castle upon a commanding height in the western part of the town. A beautiful late Norman gateway and a portion of the outer wall are the only remains of this castle.



Hospice of the Knights of St. John, Bridgend.

On the steep road leading up to Newcastle Church is a Hospice of the Knights of St. John of Jerusalem. It is in a good state of preservation, and is still inhabited. These houses were built by the Knights of St. John as places where travellers could obtain food and lodging. The property belonging to the Hospices was taken from them by the Crown in the reign of Queen Elizabeth. North of the town is the Angleton Asylum, and the Parc Gwyllt Asylum is on a height above the left bank of the river. On the river bank

near Angleton Asylum is the ruin of an old iron furnace. It is overgrown by a huge sycamore tree. It is not known by whom it was built, but most people believe it to have been the work of the Romans.

From Bridgend the river flows in a south-westerly direction, and after a journey of about three and a half miles enters the sea between the high downs of Sutton on its left bank and the sand dunes of Newton on its right. Near its mouth, on a sloping crest on the edge of the sand dunes, is Cantlestone or Cantelupeston Castle. The remains consist of a large square tower with portions of a more modern building.

The Ogwr was considered one of the best salmon rivers in Wales, and fish is still caught in it. An old book called "The Angler in Wales," tells us how they used to spear the fish by night in the spawning season, when the fish ran up in shoals, twenty or thirty together, "rooting up the bed of the river like hogs," Another book states as follows :—"The river, which is shallow, contains a number of pools, and at its seaside end spreads itself over the sand. Near this there is a pool, where the salmon struggle much, and often try to escape over the shallows. Dogs are trained to seize them, and are most clever at the work, but leave an ugly mark in the back of the fish."

## CHAPTER XVI.

**The Basin of the Afan.**

THE Afan is the first of the rivers that flow south-west from the high land of the Craig y Llyn district. It rises under Crug yr Afan which separates its waters from those of the Rhondda. Near its source it is joined by the Corrwg and the Gwynfi. The latter joins it near Abergwynfi and the former at Cymmer. The upper reaches of the Afan are situated among the mountains whose sides are precipices hardly covered by vegetation of any kind. The rocks peep through the soil in all their bald nakedness.

Below Cymmer the valley widens a little, though all the way down it is one of the wildest and most rugged of the valleys of the county. At Cymmer it is crossed by a magnificent iron bridge carrying a railway. This bridge is so high that the massive iron beams and rails look like the threads of a spider's web when seen from below. At Pontrhydyfen a huge stone viaduct spans the valley. The contrast between this massive structure and the spidery bridge at Cymmer must be seen to be appreciated.

The basin of the Afan is separated from that of the Nedd by a long range of hills known at various points along its course as Cefn Grug, Mynydd Resolven, Cefn Mawr, Cefn Morfydd, Mynydd y Gaer, and Mynydd



Scene between Aberavon and Cwmavon, with the Cwmavon Stack in the distance,

Dinas. In its lower reaches the river receives the waters of the Fedw, the Gwenffrwd or Afan Fach, and the Ffrwdwyllt. The last, as its name shows, is a wild mountain torrent.

The Afan Valley lies in the coal mining district. Here are Abergwynfi and Cymmer in the Afan Valley and Glyncoirwg in the Coirwg Valley. Coal mining is almost the sole industry, but some quarrying of building stone and sandstone slabs is carried on. Lower in the valley is Ponrhydyfen, where are several collieries. Cwmavon is a village about two miles from Port Talbot, and is almost entirely occupied by copper, iron and steel, and tinplate works. Copper refining is the chief industry of the village, from 400 to 500 tons being refined weekly.

Aberavon, as its name tells us, stands on the mouth of the river, on the shores of Swansea Bay. The town has a beautiful stretch of sand on its foreshore. It is three miles in length, and is well adapted for bathing and boating purposes. Of late years these sands have become a favourite resort of the inhabitants of the colliery districts of Mid-Glamorgan. Aberavon has been a corporate town since 1158, when it received a charter from Leyshon ab Morgan, its lord. Besides being a municipal borough, it also forms part of the Swansea District of Boroughs, returning one member to Parliament. It is a market town; the market being a very busy one and well patronised. Aberavon is a growing manufacturing town, the works comprising



Scene in the Afan Valley above Pontrhyfen.



tin works, engineering works, a foundry, a tobacco factory, and a celluloid works.

The Lordship of Afan was, in 1091, granted by Fitzhamon to Caradog, the son of Iestyn. His successors held it for many years, and the Lords of Afan were always Welsh. They often held the "balance of power" between the Normans and the Welsh, but as a rule they did not interfere in the troubles of the time. When, however, they did assist their countrymen, the castle of Afan acted as a check against the strong Norman fortress of Kenfig.

During the Civil War, the Mayor of Aberavon was in great fear of losing the town's charter. When Cromwell's soldiers came to the neighbourhood, the precious document was hidden in a hollow, cut into a block used for chopping wood. This was in use when the soldiers searched the house for the charter, and the searchers never dreamed of the charter's hiding place. The wood from this block was afterwards formed into a chest in which the public records were kept. Nelson, the famous admiral, rested at the town when on his visit to the dockyard at Pembroke. He sent for the Portreeve, as the Mayor was then called, to pay his respects to him. The Mayor was repairing the roof of a house in the town, and was much put out at the summons from so famous a man. He went, of course, and Nelson was much amused at the curious behaviour of the humble Portreeve.

Port Talbot includes the village formerly called Taibach. It is a rising district with a busy trade as a



Pontrhydyfen.

seaport. When this place consisted of docks only, it was known as Abermouth or Aberavon Port. Under an Act of Parliament, passed in 1835, the name was changed to Port Talbot. The population is about 8,000. The docks give employment to a number of these, and many of the others are engaged at the iron works and rolling mills, collieries, foundry, and tinplate works of the district.

The Harbour of Port Talbot covers an area of 250 acres, 114 of which are taken up by the two docks. There is an entrance lock to the docks, and also a graving dock where damaged ships may be repaired. The harbour is kept clear by means of dredging, else the shifting sand would soon fill up the entrance channel. Two long breakwaters protect the entrance to the docks. Port Talbot is well placed in order to obtain a good trade in the exportation of coal. All the district around it is engaged in coal mining, and the Port Talbot Railway has opened up communication with the Llynfi and the Garw Valleys.

The docks are provided with all the latest machinery for the rapid loading and unloading of ships. The port is one of the foremost ports on the shores of the Bristol Channel. It is worthy of note that Port Talbot is the only Glamorganshire port where the imports exceed the exports in value. The latest returns show that nearly one and a half million pounds worth of goods of all kinds were brought into the port in one year. The exports for the same time amounted to £710,000 in value.

The imports include a variety of goods, the chief of which are tar, pitch, gas-coal, copper and other ores, steel bars, pig iron, timber and pitwood, bricks, slates, and general merchandise. You will notice that most of these articles are required for use in the industries carried on in the neighbourhood. The exports consist mostly of coal, coke, patent fuel, copper, spelter, iron, steel, rails, castings, tin, terne and black plate, fireclay, and general merchandise.

## CHAPTER XVII.

### The Vale of Neath.

THE Vale of Neath extends in a south-westerly direction from the head of the Neath or Nedd River for a distance of about thirteen miles. The river Nedd is formed by the confluence of many mountain streams—the Perddyn, Hepste, Mellte, and Nedd—which join their waters on the borders of the county. The valley through which the river flows varies considerably in width, but it follows a much straighter course than most of the valleys of Glamorgan. The scenery throughout the vale is of the most romantic description, and its slopes are sacred to tales of “Y Tylwyth Teg” (Fairies). It is said that in this glen Shakespeare laid the scene of the “Midsummer Night’s Dream.”

The river enters the county near Pont-Neath-Vanghan (Pont-Nedd-Fychan), and here has on its



Cwm Nedd.

left the towering height of Craig y Llyn, "the King of Glamorgan's mountains." Following its left bank are the hills that separate it from the valley of the Afan, while on its right are the slopes of Cefn Hir Fynydd, which lie between it and its tributary the Dulais. Over the brow of this range ran the old Roman road *Sarn Helen*, which joined the station *Nidum* (Neath), with another in Breconshire. Mynydd March Howell separates the Dulais from the Tawe and the Clydach (another tributary of the Nedd), while Mynydd Drummau stands between the Clydach and the Nedd, and the basin of the Tawe.

The Vale of Neath owes its fame chiefly to the falls situated on its upper waters. Most of these lie outside the county. They are very beautiful and are visited by large numbers of tourists. Several falls lie within the county, and are just above the town of Neath. The Melin Court Falls are on the Cleddau, a small tributary, and here the water descends from a height of eighty feet. The Rheolau Falls and the Gnoll Falls are on the Nedd. These are small but very picturesque.

Though the falls have given to the Vale its chief fame, it has many other natural attractions of great beauty. It has "abrupt mountains, huge cliffs, grotesque rocks, wooded glens, rustic bridges, dingles, and bosky dells—all, in short, that contributes beauty to a wild district." On either side of the vale are "views of rare and surpassing beauty—tree-clad hills, looking down on the fair river, with glimpses here and there through rugged passes into charming glens."



Lower down in its course the nature of the scenery changes, but even coal tips and other disfiguring sights fail to rob the vale of all its beauty until the neighbourhood of the town of Neath is reached. Here the clouds of smoke from the iron and copper works have taken away all beauty from the scene. From the town to the mouth of the river, even the water in the river itself is discoloured by the refuse from the many works. Before Briton Ferry is reached, the Nedd passes through a bold pass which would be beautiful were it not that it is almost always covered by smoke.

Pont Neath Vaughan, where the river enters the county, is the centre where tourists go to visit the scenery in the surrounding district. Here the Mellte and the Nedd Fechan join their waters. The latter brook is crossed by the bridge which gives the place its name. The village lies in two counties—the western portion being in Glamorgan and the eastern in Brecknock. Within a radius of three miles are no less than thirteen waterfalls, ranging in height from forty to eighty feet. The most famous are the “Lady Fall,” the “Upper, Middle, and Lower Clyngwyn Falls,” and the “Upper and Lower Cilhepste Falls.” The Upper Cilhepste Fall throws a stream of water so far forward that visitors can cross from one bank to the other underneath the falls.

Near the village is what was once a famous “Logan” or rocking stone. Some passers by displaced it about 1850, and all attempts to re-balance it have failed. The Dinas Rock (Craig y Ddinas) stands in the Devil’s

Glen in the district. It is a huge and almost perpendicular mass of limestone 170 feet high, and 470 feet above the sea level. The summit, though difficult to reach, affords splendid views of the Vale of Neath. Near the Dinas Rock, rising upright from the glen is a crag known as Bwa'r Maen (The Stone Bow). It is



The Lady Fall, Glyn Neath.

also called the Witches' Chair. This district in olden times was supposed to be a favourite haunt of the fairies and not so many years ago people lived who said they had seen these little folk.

There are several caves in the limestone rocks of the neighbourhood. The Mellte flows through one such cavern for a distance of 250 yards. South of the



Craig y Ddinas.

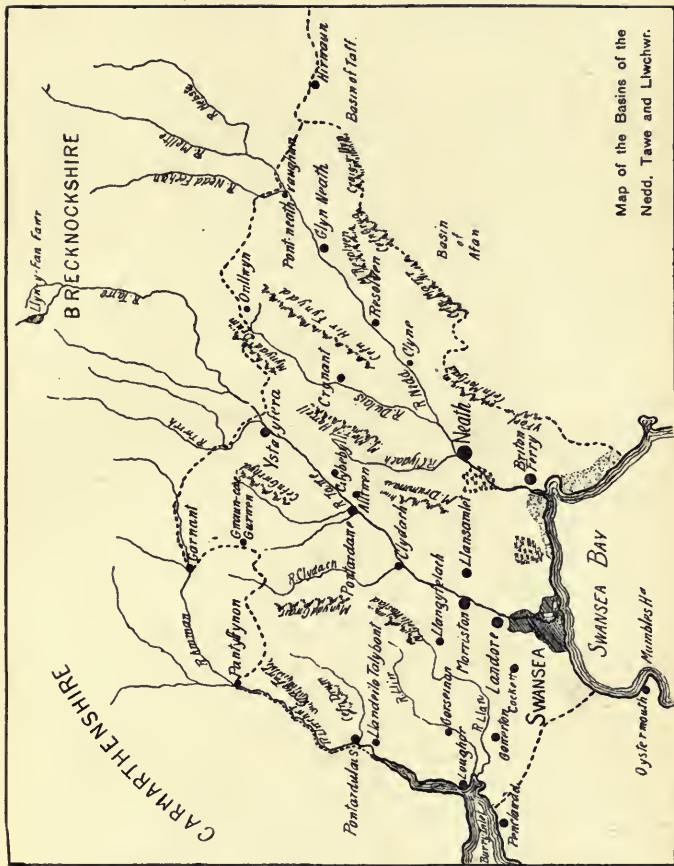
village is Craig y Llyn which raises its head 1971 feet above the sea level. On it are two lakes—Llyn Fawr and Llyn Fach, whose banks are bordered with marshland. Silica and limestone quarries provide the chief industry of the neighbourhood, and tram lines from the quarries carry the produce to Glyn Neath.

A short distance below Pont Neath Vaughan is Glyn Neath. Here is the northern terminus of the Vale of Neath Canal. The industries of this little place include coal mining, limestone quarrying, the mining of fireclay, and the manufacture of fire bricks and cement. Resolven is some miles lower down the river. Coal mining is the sole industry, but at Clyne, two miles away, tinplates and fire bricks are made. Crynant, a coal mining village, is in the valley of the Dulais, and Aberdulais is on the confluence of the Dulais and the Nedd.

## CHAPTER XVIII.

### The Basin of the Tawe.

THE Tawe, like all the longer rivers of the county, has its source outside its borders. It rises in Llyn y Fan Fawr in the Black Mountains, and enters Glamorgan near Ystalyfera. The Tawe Valley runs parallel to that of the Nedd. It follows an almost straight course until the river empties its waters into Swansea Bay, twelve miles away. The Twrch rises in the same mountain range as the parent stream. It forms part of the



Map of the Basins of the Nedd, Tawe and Lluchwr.



boundary between Brecknock and Carmarthen, and also between Brecknock and Glamorgan. It flows into the Tawe near Ystalyfera.

From the high land on its right bank, which includes the heights known as Cefn Gwrhyd and Gallt y Grug, Mynydd Gwair, Mynydd Gelli Wastad, Mynydd Pyscodlyn and Cefn Drum, it receives several tributaries. Chief of these are the Upper and Lower Clydach and the Ffyndrod. Just north of the town of Swansea it flows, between the Kilvey and Town Hills, through a pass of great boldness, whose natural beauties have been spoiled by the smoke and fumes from the great works at Morriston and Landore.

For many miles from Swansea the valley is a scene of busy industry. Coal mining, iron and copper smelting, tinplate making, and the manufacture of chemicals and patent fuel are the chief industries carried on. The quantity of coal needed in the local works is enormous, and when we add to this the amount raised for exportation, it is easily seen that the trade is one of very considerable extent. The bituminous, or binding, coalfield is near the town. The collieries of the anthracite or stone coal lie higher up the valley, near the northern boundary of the county.

Landore is the first of the industrial centres north of Swansea, and is distant one and a half miles from that town. It forms a ward in the County Borough of Swansea, and has a population of over 18,000. The aspect of the district around is very dreary and desolate, being almost without vegetation, and nearly always



covered with a thick pall of smoke. A branch of the Great Western Railway connects Landore with Swansea. The main line of this railway at Landore crosses over "one of the most remarkable viaducts in South Wales. . . . . The viaduct, extending over road, canal, and river, is in height 80 feet above high-water mark, and in length 1760 feet—is of timber, and is considered a triumph of engineering skill." The principal industries of Landore comprise copper, zinc, and metal smelting generally, tin plate making, iron and brass founding, and the manufacture of patent fuel and weldless steel tubes.

Morrleston, like Landore, is a ward of the County Borough. It stands three miles north of Swansea, and has a population of about 18,200 inhabitants. There are several tin plate works and collieries in the district, and chemicals are largely made. The Swansea Valley Colour Company has a large works, where oxides in all shades are manufactured. Morrleston takes its name from Sir John Morris, who built a copper works here in 1768. A stone bridge was erected at this place by William Edwards, the builder of the famous bridge at Pontypridd. On the brow of a hill overlooking the town are the ruins of a building known as Morrleston Castle. It was built by a gentleman as a dwelling place for the workmen of the district, but it proved a failure and soon fell into ruin.

On the opposite side of the river from Morrleston, and some four miles from Swansea, is Llansamlet.

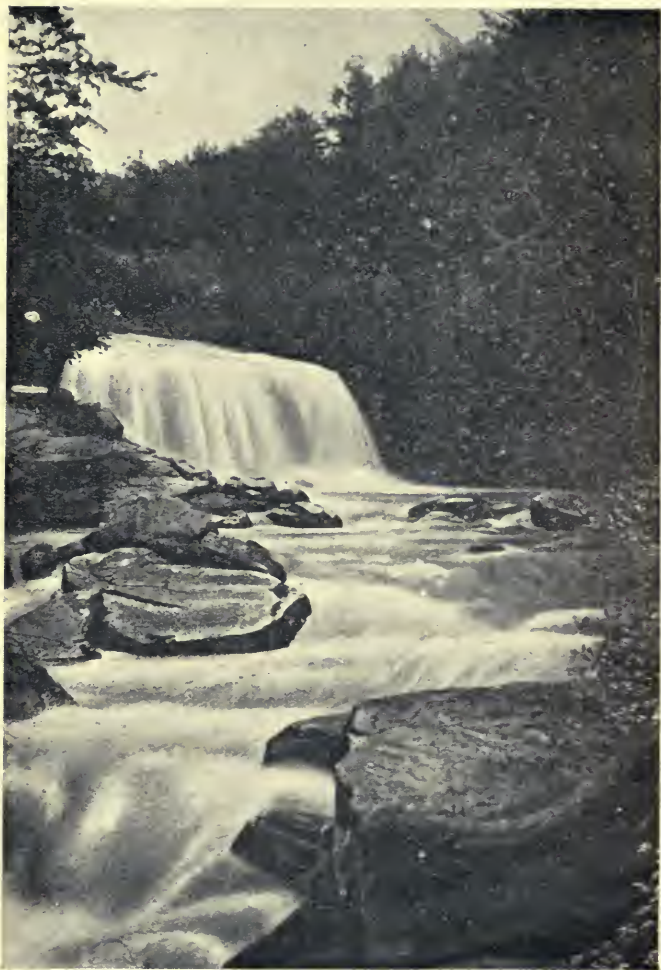


Morriston, Swansea

Its population numbers 6,200, and the greater number of these are occupied in the works of the district. There are here large collieries, copper, chemical, tin and spelter works, and an iron foundry. Like the other towns of this locality, its surroundings are marked by the absence of vegetation and the presence of plenty of smoke.

Clydach, with a population of 1,000, is a mining and manufacturing village five miles north of Swansea. It is on the main road between that town and Brecon, and stands near the confluence of the Clydach with the Tawe. The industries of the village comprise coal mining, the manufacture of tin plates and fire bricks, and iron founding. There is also a woollen factory here. Three miles higher up the river is Pontardawe, a large and populous village. The Swansea Canal runs through the place. There are here extensive steel, tin plate, and chemical works. At Kilybebyll, one mile away, coal and fireclay are found.

Ystalyfera, near the northern border of the county, is twelve miles from Swansea. The northern limit of the coal basin—the limestone rock—may be seen here in “Y Cribath.” The district around Ystalyfera abounds in beautiful and romantic scenery. In the neighbourhood are stone quarries, coal mines, and iron and tin works. Bricks are also made. At the Yniscedwyn Iron Works, near Ystalyfera, the discovery was made that, by using hot blast (heated air), iron ores could be



Cwmdau Waterfall, Pontardawe.

melted with anthracite coal. Ystalyfera is the last place of importance on the Swansea Canal, which, however, goes beyond the border to the Lamb and Flag in Brecknockshire.

## CHAPTER XIX.

### The Basin of the Llwchwr.

THE Llwchwr rises in Carmarthenshire. It divides the county of Glamorgan from that of Carmarthen. The river is fairly wide, and is somewhat rapid. It discharges its waters into the Burry Inlet, or River, which forms part of the eastern shores of Carmarthen Bay. The upper part of its course lies in a richly wooded district. Near Glynhir is a broad and full, though not very high, waterfall. The chief tributaries from Glamorgan are the Amman, Dulais, and the Gwili, while, above Penclawdd, the Llan and the Lliw flow into the Burry Inlet. These two streams drain the land lying between the basin of the Tawe and Cefn Drum, which separates them from the valley of the Llwchwr.

One of the largest places in the valley of the Llwchwr is Pontardulais, with a population of 6,500. It stands at the junction of the Llwchwr with its



tributary the Dulais. The town takes its name from an old stone bridge, which crosses the river at this point. The "Mail Coach" to Carmarthen ran through Pontardulais before the bridges at Llwhwr were made. The inhabitants of the town are chiefly engaged at the tin and terne plate works, the chemical and engineering works, and at the collieries of the neighbourhood.

The town of Loughor stands on the river Llwhwr near the spot where it flows into the Burry Inlet. It was formerly a municipal borough, and is still joined to the Swansea district of boroughs for Parliamentary purposes. Loughor stands on the old *Via Julia Maritima*, which here passed over the river into Carmarthenshire. The last Roman station on the *Via Julia*, called *Leucarum*, is said to have been situated at Loughor. The remains of a Roman encampment can be seen at Carngoch near by, and many other traces of Roman occupation, as coins and pottery, have been found.

Two fine modern bridges cross the river at Loughor. They are of considerable length. One carries the Great Western Railway across the river, and the other is used for foot traffic and for vehicles. Previous to the construction of the bridges the river was crossed by means of a ferry. There are several collieries in the district, and on the Carmarthenshire side of the river is a large tin works. Ships of 200 to 300 tons burthen are able to come up the river at spring tide as far as Loughor.



In ancient days Loughor was known as Tre'r Afanc (Beavers' Town), because that animal was found in the river. The district was also known as Rheged, from a British warrior Urien Rheged who conquered it from a



Welsh Fish Wife.

band of Irish Picts who had settled there. There were continual quarrels for the possession of the territory, and Loughor was the centre of many terrible struggles between various parties of the Welsh, and also between the Welsh and alien invaders.

In 1094, William de Londres partly occupied the district, and in the year 1099 it was taken possession of by Henry Beaumont, Earl of Warwick. He built a castle at Loughor for the defence of the conquered land, but in 1115, it was taken and destroyed by Griffith, the son of Rhys ab Tewdwr. The Normans re-built the castle, but it was again destroyed in 1135, and was once more re-built. During the reign of Stephen, in 1158, the oppression of the Welsh by the Normans caused Rhys and Meredith, the sons of Griffith, to attack their oppressors. Loughor Castle was again taken and destroyed by them, only to be repaired by the Normans when the Welsh retreated. Rhys the Younger of Dynevor again demolished it in 1215. In the reign of Edward II. it passed into the possession of Hugh le Despenser who re-built it. It is said that the present ruins—a square tower built on a mound—are the remains of Despenser's castle.

Penclawdd is a large village on the shores of the Burry Inlet, about nine miles from Swansea. Coal mining forms the staple industry of the inhabitants. Tin plates were once made here, but the works has been closed. The cockle and mussel fishing industry gives employment to a large number of people. The mounds of empty cockle shells present a curious appearance and look from a distance like huge snow drifts. The roads have cockle shells strewn over them and look peculiarly white and clean. The cockles are sent fresh to the market, and are also boiled and riddled for sale without the shell. Lately the pickling and

tinning of the cockles for exportation has become a new local industry.

Two other towns in the basin of the Llwchwr must be mentioned. They are Gorseinon and Gowerton. The former is on the river Lliw in the parish of Llandilo-Talybont. It is a rising and prosperous place. Its prosperity is due to the collieries and tin, steel, and vitriol works to be found there. Gowerton is on the river Llan, about six miles from Swansea. It is rapidly growing into a large town. Its industries are coal-mining and the manufacture of tin and steel.

## CHAPTER XX.

### I.—The Vale of Glamorgan.

THE old mail road from Cardiff to Swansea runs in a course due west through the county, and is the dividing line of the two leading natural divisions of Glamorgan-shire, the Hills and the Vale. North of this line, the country almost immediately assumes a more barren, cold and cheerless appearance. The barrenness and cheerlessness increase as we approach the bleak mountains that soon close up the view and cover the remainder of the north of the county with their rugged masses. From the top of Stalling Down an excellent view is obtained of the most important part of the Vale, which stretches south of the road.



From this height the valley of the Thaw is seen, winding its short course from Cowbridge to the sea, skirted on each side by a level upland country. Flat



A Winter's Scene in the Vale.

as this "upland" seems, its surface is really broken by many abrupt though not deep valleys, down which run sparkling brooks, all helping to swell the importance of

the small Thaw, *the* river of the Vale. Upland and valley are alike fruitful, the former yielding corn and the latter being for the most part laid down in pasture.

The climate of the Vale, too, must be noticed. The temperate western breezes sweep over it fresh from the Atlantic. They cool the heat of summer and temper the cold of winter. These breezes, it must be admitted, bring with them more moisture than altogether pleases the inhabitants, but it adds to the greenness of the pastures and does not affect the health of the people. Indeed if tradition is true there were numbers of the people of the olden days who lived to ages far exceeding that of the famous "old Parr."

Few districts have more to interest those who are fond of old things than the Vale. Scattered over its surface are the remains of Druidical, British, Roman, Norman and later feudal times. We find here remains of cromlechs, and stone circles of the time of the Druids. Camps of the Britons and of the invaders of our country abound. Huge cairns show us where the dead, killed in the many battles fought on the soil of the Vale, lie buried. Churches of ancient date are to be seen, and the remains of several monasteries. Castles abound, raised by the Norman invader to hold the ground which he won from the native Welsh.

The inhabitants of the Vale form a curious mixture. Some are of undoubted Welsh origin. Some have the florid complexions and light hair of the Saxon race. Others again, as at Llantwit Major, are the known descendants of a colony of Flemings who settled there



in the fourteenth or fifteenth century. On the whole the Valemen are a fine, well-formed, healthy race. They are quiet in their manner and, for the most part, are engaged in tilling the soil. In common with others of the people of the county, the older inhabitants are not a little superstitious, and strongly believe in ghosts, warnings, and death candles. Not so very many years ago the Vale was noted for many customs seen nowhere else, but these, like so many other old things, are rapidly passing away.

Round Aberthaw, a scattered village taking its name from the river on which it stands, the inhabitants are sailors as well as farmers. Before the introduction of steam, this was the point of communication for a considerable district with Bristol, Gloucester, Swansea, and other ports. Now the chief, if not the sole trade, is the exportation of limestone, considered to be the best in the world for hardening under water. This lime was used in the construction of the docks at Sebastopol and in Smeaton's Eddystone Lighthouse. The manufacture of cement has, however, taken away most of the demand for Aberthaw lime.

Many years ago smuggling was carried on from this little port, and many tales are told of the adventures and hair-breadth escapes of those engaged in it. The accommodation for vessels was of the rudest kind. The ships were brought in by the tide to a small and very slightly sheltered bay called "The Mud." They rested on the oozy bottom long enough to unload coal and load a cargo of limestone, an operation that

generally lasted three tides. In spite of these disadvantages, Aberthaw, a hundred years ago, had more trade than the port of Cardiff. The coast was also frequented by several bands of wreckers who took everything of value from the wrecked ships, and sometimes lured vessels to their doom by showing false lights along the cliffs.

Until recent years the Vale could only be reached by means of carriages or on foot, but now the Vale of Glamorgan Railway, which runs along the coast from Barry to Bridgend, has opened out a considerable district to tourists. The railway is twenty miles long and its course lies in a district full of interesting and beautiful haunts. Cowbridge is reached from Llantrisant by a branch of the Taff Vale Railway, so that the principal places of the Vale are now joined by rail with other parts of the county and with the kingdom generally.



Gileston Village, Gileston.

## CHAPTER XXI.

### II.—The Vale of Glamorgan.

THE first station on the Vale of Glamorgan Railway after leaving Barry is Rhoose. The only history belonging to Rhoose is connected with the smuggling trade, but Porthkerry and Fontygary are quite near. Porthkerry is of great interest, as it is named after a Prince of Glamorgan. He is said to have furnished his state with a navy for the defence of its shores from the pirates and rovers who ravaged its sea border. Ceri was the prince, and Porthkerry means "Ceri's Port." The port is now decayed, but the surrounding country is so beautiful that it attracts numerous visitors during the summer months.

Fontygary is a little summer resort where a moderate beach is backed by some high cliffs. Here the rocks are so evenly laid that they look as if they had been built by human hands. The Rev. John



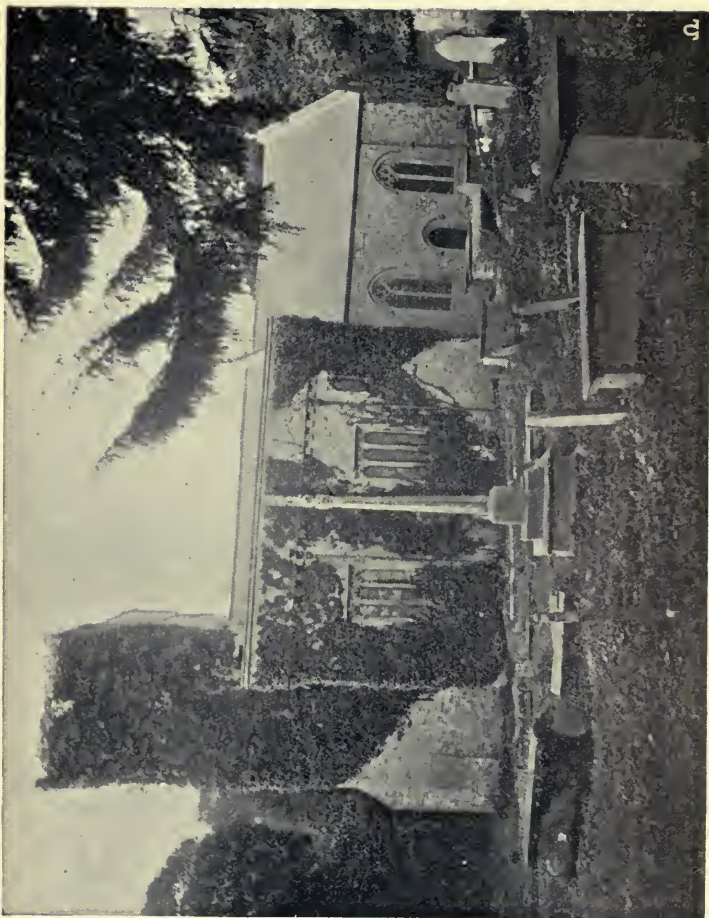
Porthkerry House, Barry.

Wesley, the founder of Wesleyan Methodism, was a frequent visitor to this place. He slept at the farmhouse of Fontygary, whence he often journeyed to Fonmon Castle, a short distance away. This castle has always been inhabited from the time of the Normans to the present day. The St. John family occupied the castle until the reign of Edward IV. (about 1480). In 1616, the castle and estate were sold to Col. Phillip Jones, who took a prominent part on the Parliamentary side during the Civil War in Charles I.'s reign.

The present owner of the castle is a descendant of Col. Jones. In the banqueting hall of the castle hangs the finest portrait in existence of Oliver Cromwell. In the neighbourhood are the ruins of another castle, that of Penmark, which was demolished by Owen Glyndwr about 1405.

North of Penmark is Llanccarfan, where was established, in the fifth century, an ancient college or monastery. The village takes its name from St. Carfan, but it was formerly called "Côr or Bangor Cattwg," the College of Cattwg or Cadoc, who was the most famous of the heads of the monastery. Extensive remains of the monastic buildings still exist, and a silver coin, found in the locality, and bearing the date 60 A.D., is now in the British Museum. As we shall read the history of Llanccarfan in another chapter, we shall return to the railway and pass through Aberthaw and Gileston to Llantwit Major. Aberthaw we have already read about. Gileston is only





St. Donat's Church, Llantwit Major.



of interest as it is a place much favoured by picnickers and others who like the breezy "Leys" for an outing near the sea.

North of Llantwit Major is Flemingstone. Here was born and buried Edward Williams, better known as Iolo Morganwg, a learned stone mason, of whom all Glamorgan folk are proud. He was one of the most distinguished antiquaries and poets of his time. Wales is greatly indebted to him for the work he did in preserving so much of her history. Boverton is about a mile east of Llantwit. Some people think that here was the *Bovium* of the Romans. Traces of a Roman roadway have been noted, and numbers of Roman coins have been found. It is possible, however, that the road was a branch from the *Via Julia* to Llantwit, which was a place of importance in Roman days, as the remains discovered prove. It is said that Iestyn ab Gwrgan, Lord of Glamorgan, had a residence at Boverton.

On a rocky height near Nash Point, between Llantwit Major and Dunraven, is St. Donat's Castle. On the land belonging to the estate are Gwrgan's Town, once the seat of Iestyn ab Gwrgan, and several Roman and Danish encampments.

Not much of the original castle remains in the present building, which is of a comparatively recent age. Yet it is interesting because it is one of the most perfect of the old baronial residences of Wales, and it has been constantly occupied since its first erection. Standing on high ground, sloping gently



Dunraven Castle.

towards the shores of the Bristol Channel, the castle guards one of the easily attacked parts of the Vale. On the opposite side of the dale is a ruined watch tower. In the days of the wreckers and smugglers, it is said that it was used as a decoy light to attract vessels to their doom. When there was danger of invasion, it formed an excellent look-out for observing the Channel.

During the Civil War, Archbishop Usher found in the castle a place of refuge after the Battle of Naseby, in 1645. He remained here for nearly a year, and occupied his time in collecting material for and writing his book on the "Antiquities of the British Church." His little chamber in the castle is still carefully preserved. Queen Anne paid a visit to the castle during her reign, and stayed there for a short time. At Llanmihangel, about two miles from Llantwit, the Queen is said to have planted a yew tree. In the churchyard of Llanmihangel, three Dukes and one Duchess of Gloucester lie buried.

Southerndown Road Station is the halting place for the pleasant little watering place, Southerndown, which lies half way between Dunraven and the mouth of the Ogwr. Dunraven Castle is but a short walk distant. It was built by William de Londres on the site of a former British fortress, which was one of the royal residences of the princes of Glamorgan. De Londres gave the castle and the estate to Arnold Butler, who had successfully defended the Castle of Ogmore against an army of Welshmen led by Payne Turberville, of Coity. The older remains of the castle are of 12th century date.



The Old Church, Llantwit Major.

## CHAPTER XXII.

### III.—The Vale of Glamorgan.

THE town of the Vale is Cowbridge, a small place of 1,200 inhabitants, situated on the main road, our imaginary boundary between the hills and the Vale. Here came to market in olden times “from the Vale on the one side, and the scanty villages on the other, all who had stock and farming produce to sell, or who wished to buy household goods. On other than market days, the long single street of the town might be used as a ground for rifle practice with but small danger to any of His Majesty’s subjects.”

The population has remained at almost the same number for many years, and the town’s sole trade even now comes from the farms. Several causes have been given to account for the backwardness of the place. Chief of these is without doubt the lack of manufactures. “But a powerful assisting cause is the difficulty and almost the impossibility of obtaining building ground

in or near the town." When the Great Western Railway was under construction the inhabitants refused to permit it to pass through the town, so it was left behind when Glamorgan towns began to grow. Even to-day it has to be satisfied with a branch line of the Taff Vale Railway, which runs from Llantrisant.

The old name of the town was "Y Dref Hir yn y Waun" (The Long Town in the Meadow), a most suitable one. A tradition states that the English name came from a curious circumstance. After the erection of a stone bridge across the Thaw, a cow, chased by some dogs, ran under it. The arch was so narrow that the cow stuck fast in it, held by its horns. The hardest struggles failed to remove the animal, whose owner was forced to kill it on the spot. The arms of the borough show a cow standing on a bridge. The present Welsh name is Pontfaen (The Stone Bridge), which is supposed to be a corruption of Pontyfon (Cowbridge).

The town has been noted for its Grammar School. Tradition tells us that when the college at Llantwit lost its importance after the Norman Conquest, the school was transferred to Cowbridge. Another account states that it was one of the Stradlings of St. Donat's who first established a school here. However it was Sir Leoline (Llewelyn) Jenkins, Judge of the Admiralty and Home Secretary under Charles II., who placed the school upon a sound foundation.

After the Norman Conquest, Cowbridge became the possession of Robert de St. Quintin. To protect the inhabitants from the ravages of the Welsh, St. Quintin,



about 1098, enclosed the town within a wall of great height and strength. In the wall were three gates. A portion of the wall and one of the gates still stand.

The Norman knight erected his castle at Llanblethian, a short distance away. This castle is of special interest, as the date of its erection, 1094 A.D., has



Grammar School and Town Gate, Cowbridge.  
(From the painting by Mark Anthony.)

been recorded. The remains consist chiefly of a Decorated gateway and a portion of the wall. This gateway was built by Anne Neville, wife of the Duke of Gloucester who afterwards became Richard III.

A little east of the town of Cowbridge was fought one of the bloodiest battles of Glamorgan. The Normans or English, and the Welsh of the Vale had



collected in great force to oppose Owen Glyndwr and his army. After eighteen hours fierce fighting, during which the horses stood to their fetlocks in blood, Owen drove his enemies from the field. The site of the battle is now called "Stalling Down," but for many years it was known as "Bryn Owen" (Owen's Hill).

Penlline Castle was a place of note in the olden days. Its keep, still partly standing, was of rectangular form, and contained some Early Norman herring bone masonry. The castle and the neighbouring village of Llanfrynach were destroyed by Owen Glyndwr. The present palace was built on the site of the castle then destroyed.

Lysworney is supposed to have been the site of an ancient British town. Here was the palace of Nudd Hael, an exceedingly rich man who lived in the sixth century. He was the owner of 21,000 milch kine, and was a clever and benevolent man. In the village is an old British well, now enclosed by four walls with two stiles for access into the well. In the neighbourhood is the site of a Roman camp, near which was a tumulus. The tumulus, when opened, was found to contain an urn and other objects generally put in a place of burial by the ancient Britons.

Llantwit Major (Llanilltyd Fawr), formerly called "Caer Wrgan" (Cor Eurgain—Eurgain's Choir or College), was anciently a town of much importance, and is still of great interest on account of the history connected with it. It stands about six miles south of

Cowbridge, and about one mile from the sea coast. Its ancient greatness may be traced in many ruins found scattered here and there. All its houses and streets are memoirs of olden days. The ruins of its once famous college and other monastic buildings stand in the neighbourhood of its ancient church.



Monastic Building at Llantwit.

Among other interesting remains are the old dove cot. It is a well preserved round tower, the inside being fitted with numerous holes in the wall for the nests of the doves. It stands in a field west of a long row of old thatched almshouses. The present church dates from the twelfth century, with sixteenth century additions. The remains of a far older structure have been found during the restorations that have been

made from time to time. Inside are preserved many specimens of Celtic carved and inscribed crosses, several of which are of great beauty.

The Town Hall, or Church Loft, is an old building of stone originally built in Early Norman times. The turret contains a very old bell, which was once stolen from the monks of Llantwit by King Edgar of England. In order to carry it easily, he hung it on a horse's neck. During his homeward march, the king and his army rested, and during the halt, the king slept. He dreamt, and in his dream he thought that he saw the bell coming towards him. As it came nearer, it changed into the form of a knight on horse-back. The knight rode up to the king, and touched him on the breast with a lance. On awakening, Edgar was so alarmed that he ordered that all things taken from the monastery should be immediately restored. Though he did this, wrote an old historian, he died within nine days.

Near the village is a field called "Caermead" (Cae Mid—The Field of Combat). Excavations conducted in 1888 revealed the site of a Roman villa. A Roman bath, decorated tiles, tessellated pavement, and human and animal remains were found. For some reason or other, the excavations ceased, and the remains were covered over, but enough of the site was exposed to show that the villa was a place of luxury and the abode of some prominent Roman official.

The road to the beach lies in a long valley called "Colhugh." A port once existed on the shore. It was called "Colhugh," and a number of old posts seen in

the water are supposed to be the remains of an old landing stage. These are called by the natives "The Old Black Men." Colhugh was one of the most important ports of the county so late as the reign of Henry VIII. In the neighbouring cliffs are many caves used in by gone days by smugglers and wreckers who gave the coast a bad name.

The industries of Llantwit are all connected with farming. The only manufacture is that of farming implements. The pastures of the district are famous, the beef from the cattle reared on them being considered of the very best quality. The soil too is very fertile, large crops of corn being the rule. The village, in summer, is much frequented by visitors from the industrial district to the north.

The history of Llantwit is of importance and interest owing to its close connection with the learning and religion of Wales from the very earliest times. Some say that the place was one of the centres of the Druidic religion, and also claim for it the distinction of being the site of the first British Christian University. Some historians say that Eurgain, the daughter of the famous Caradoc, established here a choir or college of 24 monks in the 3rd century.

Other writers doubt the existence of Eurgain, but all agree that a college was founded by the Roman General Theodosius (called by the Welsh, Tewdws) some time between the years 368 and 395 A.D. The principal and chief teacher of this college, now called

Côr Tewdws, was one Balerius, a learned Roman Christian. He was succeeded by Patrick, a native of Glamorgan, and a former student of the college. The college prospered exceedingly until it was attacked, despoiled, and destroyed by some Irish pirates, who, when they retired, carried Patrick with them a prisoner. Patrick continued his good work in Ireland, preaching the Gospel boldly, and he is still loved by the Irish as their Patron Saint.

The place remained in ruins for about a hundred years. When Garmon came from France about 450 A.D. to preach against wrong teaching in the Church, he refounded the college. A young monk named Illtyd was made principal. He was a Breton, and a man of great learning and purity. Under his rule the college flourished exceedingly, becoming a regular university, the first in Britain, and among the chief in Europe.

Its importance may be judged from the fact that over 2,000 students resided there in Illtyd's time. They were lodged in 400 houses and educated in seven colleges, then called Halls. Divine Service was held in the monastic church connected with the University. Relays of 100 students conducted the services in turn. At one time, the sons of seven kings in England were educated here, and it is said that sons of reigning princes on the Continent came to Llantwit for their education. The names of some of the most renowned of the students have been preserved. Among them were St. David, St. Patrick,

Giraldus the Historian, Taliesin the Poet, Sampson, Archbishop of Dol in France, and Paulinus, Bishop of Leon.

The Abbots or Principals of the college of Llantwit were held in high esteem by the Welsh, and, though in name subject to the Bishops of Llandaff, they were every whit as powerful as the bishops. The college flourished as the chief in Britain until the Norman settlement of the county. Fitzhamon took away most of its property, giving the bulk to the monks of the Abbey of Tewkesbury. Though it continued in existence until the reign of Henry VIII., it lost all its importance and authority after the coming of the Normans. At the Dissolution of the Monasteries, the remainder of its property was given to Gloucester Cathedral, and the buildings, once left uninhabited, fell into decay. The ruins of the college are in a field behind the church, and those of the monastic buildings a little west of the same building.

The monastery at Llancarfan was also of ancient British origin. It is said to have been founded by Garmon in the 5th century, and at first was known as Côr Garmon. In later years, it was called Côr or Bangor Cattwg after the name of its most famous head, Cattwg Ddoeth (Cadoc the Wise). Cattwg was heir to the province of Gwentllwg, in Monmouthshire. He abandoned all his claims to his inheritance, preferring to devote his life to study. He remained at Llancarfan until his death, which occurred when he was 120 years old. Cattwg gathered together the proverbs and



sayings, on which his fame is based, and he also taught in the college.

At the Conquest, Lllancarfan came into the possession of Blondel de Mapes, who married the daughter of its Welsh lord. Their son was the celebrated Walter de Mapes, Archdeacon of Oxford and Chaplain to Henry I. When a young man, he translated the "Brut y Brenhinoedd" (The Chronicle of the Kings) from Welsh into Latin. In his old age, he retranslated the Latin version back into Welsh, and made additions of his own.

Caradoc of Lllancarfan lived at the same time as Walter de Mapes. Caradoc was a learned monk, who was born in the village. He was the author of the "Brut y Tywysogion" (Chronicle of the Princes), a history of Wales from 686 to 1157. Caradoc died in 1157.

## CHAPTER XXIII.

### Between the Ogwr and the Afan.

BETWEEN the Ogwr and the Afan lies a strip of land which only rises above a flat plain in a low range called Cefn Cribbwr. This tract is about ten miles in length with an average breadth of about five miles. It has one river, the Kenfig, a small brook which rises on the Margam Downs and after a course of about nine miles flows across the solitary sands of Kenfig Burrows into the sea. The whole coast of this strip of land is

backed by extensive tracts of sand, brought there by a great overflowing of the sea in the middle of the sixteenth century. Here the places of interest are Porthcawl, Kenfig and Margam.

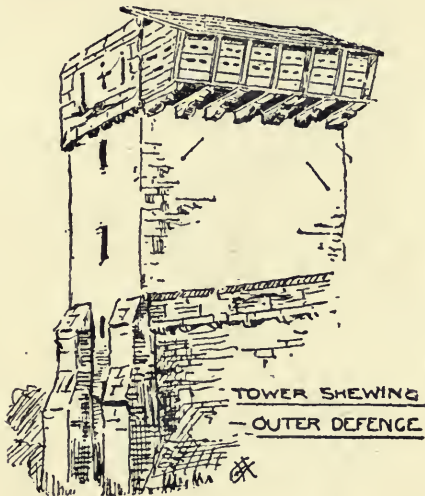
Porthcawl is a small seaport and watering place a short distance west of the mouth of the Ogmere. It boasts of a fine bathing beach, the resort of thousands during the summer months. The coast in the neighbourhood, except for a short stretch between the town and Sker Point, is composed of desolate and barren sand dunes, the homes of thousands of rabbits. The population of the town numbers about 2,000.

Before the year 1866 Porthcawl was only a tidal port, but in that year a dock  $7\frac{1}{2}$  acres in extent was made. Provision was made for the loading and unloading of cargo, and for some time an extensive trade was made. At present, the amount of trade done is very small indeed.

Sker House in the neighbourhood is the scene of a romantic legend which suggested to Mr. William Blackmore the plot of his novel, "The Maid of Sker." A short distance west of the town is "The Rest," a convalescent home for the working class of the county. Newton Nottage, a village about a mile away has a curious well which rises and falls contrary to the rise and fall of the tide. Seven hundred years ago the roof of the parish church was fortified in order to protect the people of the village from the attacks of pirates.

The church contains an old carved pulpit, which is entered by means of a passage in the wall.

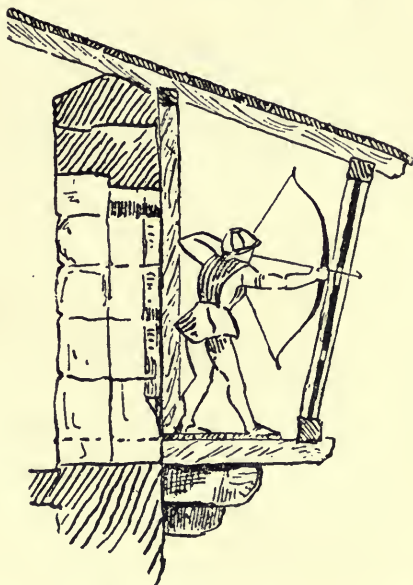
Kenfig is one of the decayed towns of Glamorgan-shire. It was formerly a borough and market town of considerable importance, but is now a small village almost covered by the sand hills that surround it.



The Corporation of the town was abolished in 1886, though it still belongs to the Swansea Parliamentary District of Boroughs. The old Town Hall is still standing, but the ground floor is used as a public house. In a large room forming the upper storey of the building is an iron safe containing the charters granted to the borough in its days of prosperity. These gave

the burgesses many important privileges. The mace of the extinct borough is also preserved.

The old town and castle are buried beneath the sand. Leland, writing in 1540, mentions that the sand was gradually creeping on the place and the burial was



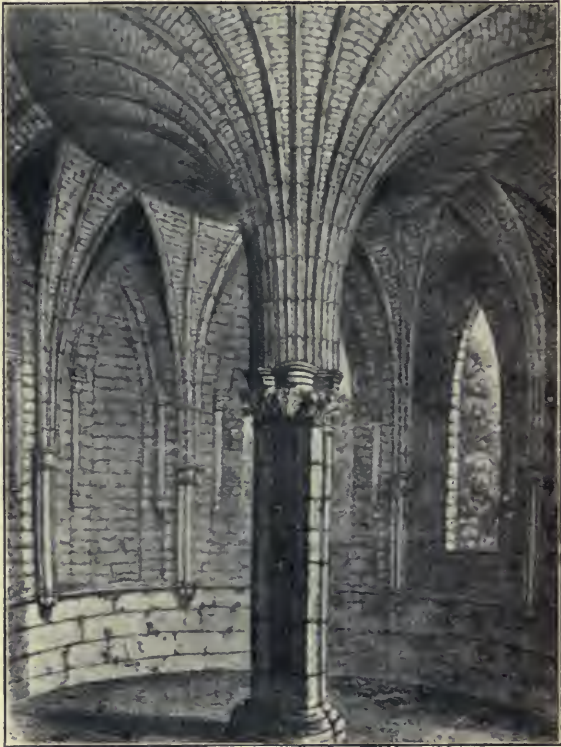
Section shewing Outer Defence—Newton Nottage Church.

completed about 1607 when a great storm swept over the coast, desolating many parts. Near the village is an extensive sheet of water known as "Kenfig Pool." This, at certain seasons, is covered by hundreds of wild fowl.

The history of the original Kenfig is hidden in mystery. There are many things to show that a town and castle of some kind existed here at a very early date. It is said that Morgan Mwynfawr, Prince of Glamorgan, erected a church, now covered by sand, in 520 A.D., and that a town existed here before then. The Roman road *Via Julia Maritima* ran near by. In 893, the Saxons descended on the coast, and burned the town, which, however, was speedily rebuilt. The manor of Kenfig, in ancient times, was a royal possession, and Iestyn ab Gwrgan, between 1043 and 1080, strengthened the town and built the castle. It passed into the hands of Robert Fitzhamon after the defeat of Iestyn, and the Normans considered the walls of the town and castle so strong that they did not strengthen or rebuild them. No rebuilding was done for eighty-nine years afterwards, when William, Earl of Gloucester, re-erected the castle. The few remains that peep through the sand here and there are fragments of this building.

In 1315, Llewelyn Bren made a desperate attack on the castle. The garrison, commanded by Leyshon de Afan, successfully defended their charge. It is recorded that Leyshon sent a bill of forty marks (one mark= $13\frac{3}{4}$ ) to the regent of Glamorgan for the defence. Edward II., to whom the matter was referred, decided that Leyshon by defending Kenfig also defended his own possession (Aberavon), and so was only granted twenty marks towards the expenses. In 1399, the

castle was strengthened by the le Despenser, into whose hands it had fallen.



Chapter House, Margam.

Margam, at the base of Mynydd Margam, is a small but highly interesting village. In early days it was the seat of a Welsh Bishopric, afterwards joined to that of

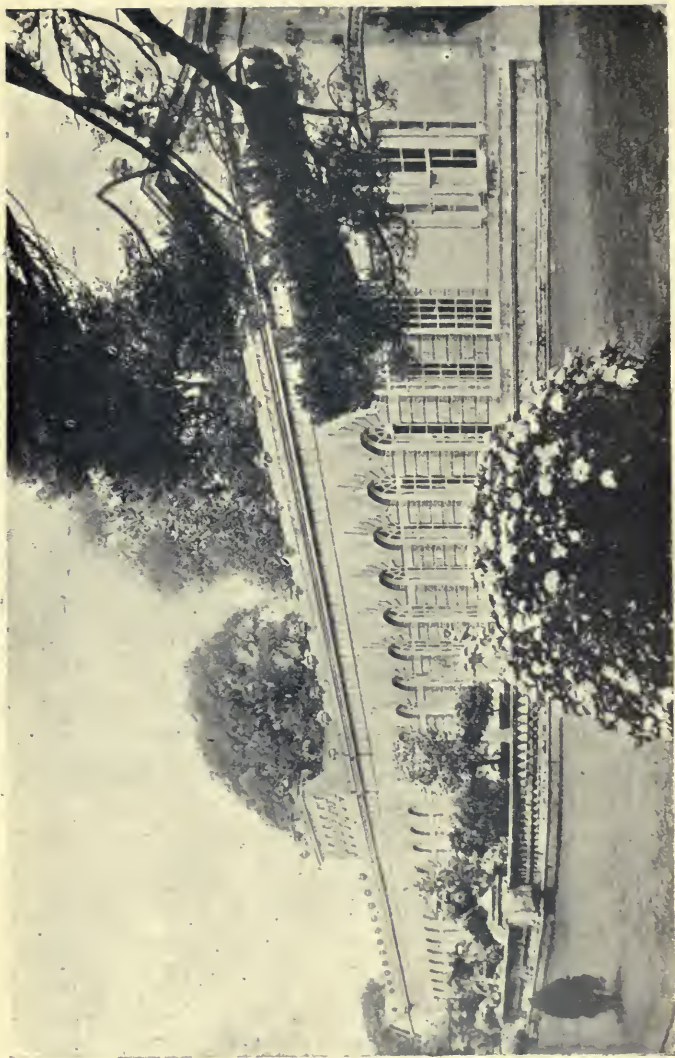


Llandaff. It was also one of the residences of the Princes of Glamorgan. Here, in 1147, Robert Fitzhamon founded a Cistercian Abbey. Considerable ruins of this abbey still stand, and the parish church of Margam formed part of the monastic building. The abbey possessed



Margam Abbey.

the privilege of sanctuary, and was famous for the hospitality and kindness of its monks. The principal ruin is that of the Chapter House and crypt. The former stood until 1799, when the roof fell in. King John, when journeying to and from Ireland, was entertained at the abbey. Edward II. was also sheltered



The Orangery, Margam Abbey.

when fleeing from his enemies, and hospitably received within its walls.

Not far from the abbey, at Eglwys Nunyd (The Nuns' Church) existed a convent of nuns. Inside the abbey grounds, and within the church, several ancient carved crosses and inscribed Celtic stones are carefully preserved. The gem of the collection is the "Great Wheel Cross of Conbelin." A room, adjoining the Orangery within the grounds, contains many old things of great interest. Among them are two Roman altars, and two large images of Roman Emperors.

The Orangery, a feature of the Abbey, has been in existence for many years. It owes its erection to a remarkable occurrence. The original trees, orange, lemon and citron trees had been sent to England from Spain as a present to the reigning monarch—some say Charles I., others Elizabeth, and others Queen Mary. The ship was sailed by mistake into the Bristol Channel instead of the English Channel, and was wrecked near Margam. The trees were saved, and kept at Margam Abbey but Queen Anne presented them to the Mansels. The Orangery was built about 1785. In the summer, the trees are removed into the open air, and it says much for the climate of the county that the fruit comes to perfection.

The scenery in the hills behind the abbey is of the most beautiful and romantic description. One of the hills is covered from base to summit by a remarkable forest of oak trees. The oak clothed hills of Margam gave it its old name of "Pendar" (Oak Summit).

This name it kept until the thirteenth century, when it became known as Morgan, in honour of a Welsh noble of that name. This was afterwards changed into Margam. On the hills are numerous camps and earthworks of British and Danish construction. Numbers of tumuli are also to be found, and not far away is the famous Bodvoc Stone.

## CHAPTER XXIV.

### I.—Gower.

IN great contrast to the main land in its immediate neighbourhood, Gower is strictly a farming district. It is a country of clear and health giving air, pretty valleys and inland dells, and breezy and fertile upland slopes. Its highest ground is a ridge, Cefn-y-Bryn, which is so low that it cannot be considered as a mountain. For the most part it is enclosed in an iron bound coast with glorious sea-views.

The peninsula has a length of some twenty miles, with an average breadth of from five to six, and is about eighty square miles in area. The principal town is Oystermouth, or, as it is more popularly known, the Mumbles. A fine road leads along the coast from Swansea to the Mumbles, and a steam tramway also connects the two places. On the roadside is a small Roman bridge. The Mumbles is fast becoming a fashionable watering place, and is a pleasant and





healthy place to stay at. What Penarth is to the people of Cardiff, and Ostend is to Brussels and Bruges, so is the Mumbles to Swansea and Neath.

The view from the sea front or from the Mumbles headland is magnificent, and commands the whole stretch of Swansea Bay. Indeed it extends eastward as



Swansea Bay.

far as Nash Point. “To those who are fond of breezy downs, scented with thyme and other wild plants, sloping to an iron-bound coast broken by bluffs and vast headlands—of delicious little bays where one can dream away the day in gladsome sunshine and be lulled by the music of the sea—of healthy commons—



this neighbourhood is full of charms." This view of Swansea Bay is sometimes said to be like that of the Bay of Naples. A pathway along the cliffs leads to the beautiful Bracelet, Langland, and Caswell, or Three Cliffs Bays. Fine stretches of sand in Langland and Caswell Bays afford splendid opportunities for bathing, though at some periods Langland Bay is rather dangerous owing to the existence of under-currents.

Inland lies the Bishopston Valley, which is a favourite drive from the town. The little village of Bishopston in the valley is a centre whence tourists make their trips over the peninsula.

The roadstead, sheltered by Mumbles Head, gives ample refuge for small vessels. The Mumbles is noted for its shell-fish, especially oysters. The quality and quantity of this shell-fish gave the Mumbles its other name, Oystermouth. The oyster beds extend from off the Mumbles Head almost to the Worm's Head, at the other end of the Gower coast. The industry gives employment to a large number of persons, and large quantities of the oysters are sent to the different markets every year.

The chief objects of interest at the Mumbles itself are the lighthouse and the remains of the castle. The latter is a prominent feature on the hill-top behind the town. The lighthouse occupies the outermost of the rocks that form the Mumbles Head. On the Head are also a Lloyd's station, a coastguard station, a ship-telegraph office, and a battery of six guns.

Oystermouth Castle ruins are resorted to by many of the visitors to the town. It was most probably built by Henry, Earl of Warwick, in the early years of the 12th century. That it was afterwards added to is evident from the fact that it contains many different styles of architecture. The castle was one



Oystermouth.

of the keys of Gower. In 1215, Rhys the Younger, of Dynevor, invaded Gower, destroying many of the castles. Among those taken and burnt was this castle. It is not known whether its final destruction was due to Owen Glyndwr or Oliver Cromwell.

Oystermouth was a town of importance long before Swansea was. It was the old capital of the lordship

of Gower before Norman times. The Parish Church contains a magnificent memorial window to the four members of a lifeboat crew, who were drowned when on duty in 1883. This disaster gave rise to the poem, "The Women of Mumbles Head." The year 1906 again brought disaster to the brave lifeboatmen of the Mumbles. Seeing a ship in distress, they put off to her assistance. Their services not being required, they tried to return, but were not able to do so. Consequently they tried to run into Port Talbot, but in entering the harbour the waves dashed the boat against the stone-work of a pier, and several of the crew lost their lives.

## CHAPTER XXV.

### II.—Gower.

A WALK along the cliffs from the Mumbles leads to Oxwich Bay. On the shores of the bay is the small village church of Nicholaston, which contains an altar tomb and an old bell with the inscription—*Sancta Maria, ora pro nobis* (Saint Mary, pray for us). Oxwich was once a port doing considerable trade in the exportation of limestone. As many as 300 vessels were loaded here annually.

Oxwich Castle was founded in the reign of Henry I., and additions were made to it in the sixteenth century by Sir Rice Mansel. This Sir Rice and one Sir George Herbert of Swansea quarrelled over the

ownership of a vessel that had been wrecked on the shores of the bay. In the absence of Sir Rice, Sir George led a mob of his supporters against Oxwich Castle. The tenants of the estate beat off the rabble with the loss of an old lady who was killed by a stone thrown during the affray. Part of the ruins is occupied as a farmhouse, and there are also some remains to be seen of an ancient dove-cote attached to the castle.

Pennard Castle ruins stand on the side of a hill guarding the entrance into Oxwich Bay. The remains have the appearance of a castellated mansion built in the times of the Edwards. It was not a Norman structure of the fortified castle type, but still was a strong place, and was probably built upon the site of a former castle. Besides commanding the Bay it also guarded a creek running up into the Gower country between Penmaen and Kilvrough, once a resort of Danish pirates.

Penrice Castle was built by the Normans in order to serve as a defence for their possessions in the district. It was one of the largest castles in Gower. Much of the old castle still remains, a curious round tower being prominent among the ruins. The village of Penrice that grew up around the castle walls was formerly a market town of importance. Ruins of the old market place were in existence quite recently. Near the old building is the present Penrice Castle, the modern seat of the Talbots of Margam, where King Edward VII. was entertained in 1904.

The cliffs around Oxwich Bay are pierced by several caves. We have already read about these, as well as about the caves that are found in the cliffs from the bay to Worm's Head. Just north of Worm's Head, on the shores of a bay bearing the same name, is the little village of Rhoscilly. It is fully exposed to the westerly winds, and the coast in its vicinity has been the scene of several memorable shipwrecks. Perhaps the most noteworthy was the wreck of a Spanish galleon, which took place during the first half of the sixteenth century. Local legends state that a great deal of spoil was obtained from this vessel.

Smuggling was actively carried on at this part of the coast, but to the credit of the people they were not wreckers, as were the inhabitants of other parts of the coast of the channel. Behind the bay rise Rhoscilly and Llanmadoc Downs, two upland ridges that form prominent landmarks to the Channel. The bay, except during a north-west wind, gives good shelter and anchorage for shipping.

Cefn-y-Bryn is easily reached from Rhoscilly. Large numbers of tumuli and other remains of remote times are scattered over its slopes. But the chief monument of olden days is the famous "Arthur's Stone." It has been called the "wonder of the world on Gower," and the lifting of this huge stone into its place is mentioned in some old writings as one of the "three arduous undertakings accomplished in Britain."

The northern slope of the peninsula, facing the Burry Inlet, is very dreary. The coast is marshy,

and except in the neighbourhood of Penclawdd is particularly uninviting. At the foot of Llanmadoc Downs are the villages of Llangenith and Llanmadoc.

Llangenith Church, dedicated to St. Cenydd, the son of Gildas the historian, is the largest building of its kind in Gower. It was founded by the saint from whom it takes its name. The church was connected with a priory founded by Robert de Bellemonte, Earl of Warwick. Near Llanmadoc, at Sprit-sail Tor, is a cave something like those at Paviland. In it were



Arthur's Stone, Cefnybryn, Gower.

found the bones of hyenas, of a rhinoceros, a human lower jaw, and other remains.

Between Llanmadoc and Penclawdd are the ruins of two castles, both overlooking Llanrhidian Marsh. They are the castles of Llandymor and Weobley. The former is sometimes called Cheriton Castle, as it stands near a little village bearing that name. The country people also call it Bovehill, from the farm on which it stands. The remains chiefly consist of a rude curtain wall, but from the foundations, which have



been traced, it must have been a building of some strength and importance. The tomb of one of the owners of this castle, Sir Hugh Johnys, stands in the Church of St. Mary, Swansea.

Weobley Castle, the ruins of which are considerable and of late date, stands between Cheriton and Llan-



Penclawdd.

rhidian. It must have been a strong and beautiful castle. The towers are of rectangular, five-sided, and six-sided forms, and are pierced with small windows. There was, however, one large and splendid window. The castle has been much battered, and to some extent destroyed, on the south or land side.

## CHAPTER XXVI.

## III.—Gower.

IN years gone by, Gower was known as Ynystawe, but its present name is itself of very ancient date. Gower (Gwyr), so we are told, comes from *gwyro*, crooked or curving, a departure from the straight line. The character of the coast of the peninsula, a very irregular one, makes the name very suitable. The old Gower extended much further north than the peninsula now known by that name. North of the line drawn from Swansea to Penclawdd, it extended between boundaries marked by the Tawe as far as Ystalyfera on the east; by the Twrch, and an irregular line drawn from the Twrch to Brynamman, on the north; and by the Amman and the Llwehwr on the west. In the Middle Ages, this district was not a part of Glamorgan, but was more closely connected with Carmarthen and Kidwelly. In fact, it was an independent lordship, and was only joined to the county of Glamorgan in the reign of Henry VIII., when an Act of Parliament was passed dividing the Principality of Wales into shires.

The early history of Gower is hidden in mystery. That it was the home of pre-historic man has been shown by the remains of the bone caves, and that it was also a stronghold of the Druidic faith is evident

from the remains of Druidism found on Cefn-y-Bryn. In the 6th century, the Picts from the south of Scotland and the Saxons made a descent upon this country. They seemed to have settled themselves here, but they were driven out by the Britons or Cymry under a North Briton named Urien Rheged. Tradition tells us that Urien Rheged settled in the country for some time, during which period, and for a short time afterwards, it was known as Rheged.

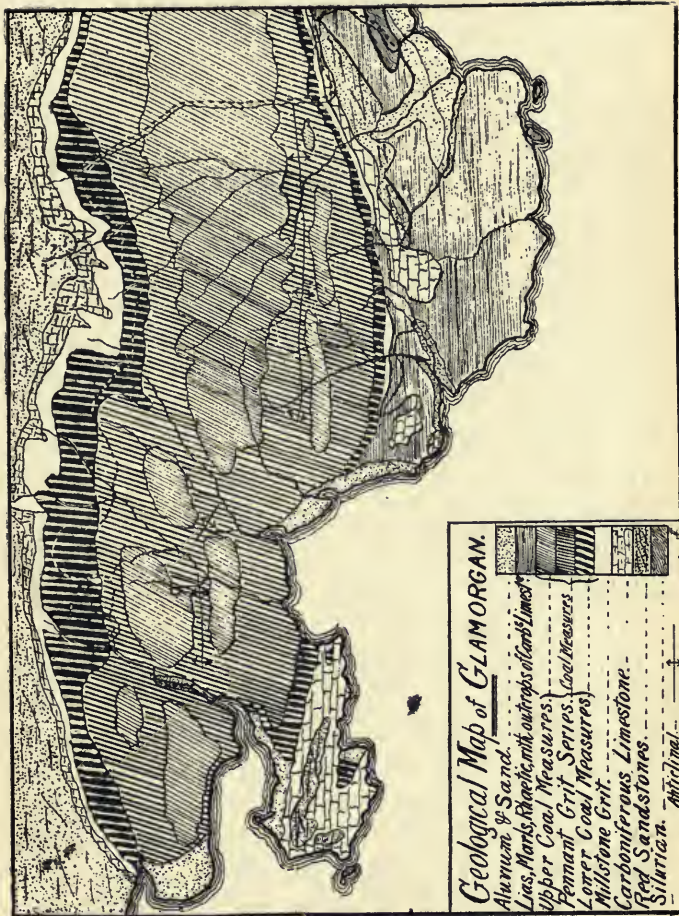
In the 8th century, the Danes made their first appearance on these coasts. In their long, narrow galleys they made sudden onslaughts, appearing and disappearing so quickly, that the country people could not join against them. In time, the natives guarded against sudden attack, and the pirates were often defeated. One such visit is recorded as having taken place in 860, when the invaders were defeated with great slaughter. The Welsh records for the next hundred years refer to these pests several times, and to the efforts of the Welsh to defend themselves against them and their allies, the Irish. Sometimes one side would gain the advantage, and sometimes the other, but whichever side won, the people of Gower suffered badly from these raids. The Danes left lasting memorials of their visits in such place names as Oxwich and Swansea (*Sweyn-sea, i.e., Sweyn's inlet*), in camps and in barrows, which have been ascribed to them and to their relatives, the Saxons.

The 11th century saw the coming of a new invader.

This was the Norman, who, instead of only paying plundering visits, came to settle in the country he might win from the natives. The Norman leader was Henry de Newburgh, Earl of Warwick, and he had to fight very hard before he could obtain possession of the land. Numerous battles took place between him and the Welsh, and it was not until 1099 that he was able to make anything like a peaceful settlement.

The Normans built many castles to secure the land they had won, but they were continually being attacked by the Welsh. It is a great tribute to the warlike spirit of the natives that even the churches erected by the new lords of the country were provided with strong battlemented towers, into which the peasantry could retreat for shelter when the Welsh made one of their forays. During the reign of Henry II., in 1108, a large number of Flemings were settled in the peninsula. These people had been driven from their own country by an inroad of the sea. It was hoped that they would assist in quelling the turbulent Welsh and pacify the country. They were compelled for a long time to defend their lives and homes with the sword.

For centuries the Flemings lived among the Welsh a race apart, differing from the natives in physical form, in costume, in habits, in customs and in language. To this day their descendants preserve many of their characteristics. Distinctions of a marked character were made between the Welsh and the Flemings.





John, King of England, granted charters to "The Welshmen of Gower," and to "The English of Gower," which gave certain privileges to each.

## CHAPTER XXVII.

### The Rocks of Glamorgan.

THE oldest rocks in the world are those which have been formed by the action of fire. There are none of these igneous rocks, as they are called, in Glamorgan. All our rocks have been formed by the action of water, and are known as stratified, or sedimentary rocks. They are really made of mud, which was once held in suspension by running water. This, after falling down to the bed of river, sea or lake, became hardened into layers or strata of rock.

Like the surface of the county the rocks may be divided into two distinct groups and these groups occupy corresponding districts. In the north of the county are the rocks known as the Carboniferous or Coal-bearing Measures, while in the Vale the chief rock is the Lias through which other and older rocks crop out, or on which newer rocks occasionally lie. In the valleys and in the immediate neighbourhood of Cardiff a great deal of alluvial soil is to be found, while on various parts of the coast wind-blown sand is to be seen in abundance.



The rich coal measures of the northern part of the county extend right from one boundary to the other, passing on the east into Monmouthshire, and on the west into Carmarthenshire. On the north they extend for a short distance into Brecknockshire. The several beds in this formation lie within each other like a number of pans. The lowest pan, containing all the others, is a rock known as Carboniferous, or Coal-bearing Limestone. The edges of this pan are seen cropping out on the boundary of the coal field. Within it lies a second pan or dish formed of the rock called Millstone Grit. It is a hard sand-stone which the South Wales miners call "Farewell Rock," as they know that once this stone is found they will never find coal below it. The Millstone Grit also crops out all round the border of the coal field.

Lying in the pans already mentioned are the Coal Measures proper. They lie in three series—1, the Lower Coal Measures; 2, the Pennant Grit; 3, the Upper Coal Measures. The Lower Coal Measures consist of a number of seams of coal varying in thickness from a few inches to many feet. Between the seams are found beds of shale, sandstone, and sometimes ironstone. The coal from the Lower beds is the famous Steam Coal for which South Wales is so noted. Above these beds lies the Pennant Grit Series. This series consists of coal seams and a hard kind of sandstone which is extensively quarried for building and paving purposes. The coal from these strata cakes. It forms splendid house coal and is good for making coke and patent fuel. Less coal is found in this series

than in the others, and the beds get thinner from east to west. The Upper coal beds are also contained within layers of sandstone, which are very irregularly placed as they have been much worn away. The coal found here is very suitable for house coal and for the manufacture of coal-gas.

The coal worked on the South Wales Coalfield ranges in quality from the bituminous or house coal (extensively used for coke and gas making), through the smokeless steam coal, into the anthracite or hard coal. The bituminous coal forms the upper seams in the eastern portion of the county, and in the seams worked in the Swansea and Neath districts. Steam coal is found in the lower seams in the east. It is the most valuable quality worked on the coalfield. The best steam coal in the world comes from the collieries in the basins of the Rhymney and the Taff. Anthracite is found in the district west of the Vale of Neath. The steam coal veins gradually change as they run westward, and form a kind of semi-anthracite in the Vale of Neath, while in the west of the county they become almost pure anthracite. Over thirty-two millions of tons of coal were raised in the county in 1906, giving employment to over 120,000 persons.

The Carboniferous Limestone lies under the Vale and the Peninsula of Gower, but is not covered by the coal measures. North of Cardiff and stretching in a narrow strip from near Llantrisant to the Rhymney runs an outcrop of an older rock than any yet mentioned. It is known as the "Old Red Sand-

stone." This rock is so called because the stone from which it is composed has been discoloured by water containing red oxide of iron. Old Red Sandstone also makes its appearance in Gower. Cefn-y-Bryn is largely composed of this rock. Older than the Old Red Sandstone is a strata called "Silurian." It shows on the banks of the Rhymney, a few miles from the river's mouth, and at Penylan, near Cardiff.

The surface rock of the Vale is the Lias, but here and there are outcrops of rocks, which, in age, are midway between the Carboniferous Limestone and the Lias. These are Red and Green Marls, and a rock known as "Penarth Beds." In the Penarth Beds, so-called because they show themselves so plainly there, many fossil remains of long extinct reptiles have been found. Some have been carefully dug out, and the best of these are to be seen in the Museum at Cardiff.

The Carboniferous Limestone is harder than the Lias. It is the rock found beneath the Lias in the chief capes on the coast of the county. Its hardness has resisted the action of the waves far better than if the whole cliffs were formed of the Lias which is generally found overlying it. Much of the surface of Gower is formed of this rock.

The limestone, both the Carboniferous and Lias rocks, is burnt to make lime for agricultural and trade purposes. At Penarth, Rhoose, and in the Vale of Neath, cement is also made. The Lias rocks, when burnt, produce a lime which is yellowish in hue, while the lime produced from the Carboniferous Limestone is pure white in colour.

## CHAPTER XXVIII.

**Industries.**

THE industries of the county comprise Agriculture, Mining, and Manufacturing. The chief wealth of the people is derived from its coal mines, iron-works, and industries connected with them. Agriculture is only practised to any extent in the lower lying parts of the district. Coal mining is carried on in the several river valleys, but the chief centre of the industry is the basin of the Taff.

Coke making is actively carried on in some parts of the coal field. The chief coke-making district lies between the Taff and the Afan. The coke is used in blast furnaces and foundries. A great deal is used up at the local works, and in similar works in England. Large quantities are also exported to foreign countries. Patent fuel making is carried on at Cardiff, Port Talbot, and in the Swansea district. This fuel is composed of small coal bound together into a brick by pitch, or some other substance, which acts as a cement. The blocks of fuel are usually from two to three pounds in weight, and are made in a number of shapes. Most of the fuel made is exported for use in the steam boilers of engines of various kinds on the continent.

Next in importance to the coal trade is the iron industry, which was once the chief source of wealth of the county. Iron working was carried on at a

very early date in the district, and in several places are remains of furnaces which, it is said, were built by the Romans. Roman workings are said to have been found in the neighbourhood of Bridgend and Llantrisant. The working of iron from the native iron ore was continued through the centuries, and traces of the small furnaces, called "bloomeries," have been found.

The great development of the iron trade commenced about 1755, when a method of using coal instead of charcoal for the smelting of the ore was discovered. To this period belong the beginnings of the great iron works at Merthyr Tydfil. When the locomotive was invented and machinery was employed instead of hand labour in the manufacture of goods, an enormous demand arose for iron, and works were erected in many places. These works used the native ore, but in time, ores from Spain and elsewhere were used instead, as they were cheaper. This led to the closing down of some of the works, as at Maesteg and Tondy. Another reason for closing the works was the invention of new processes for making steel. As this meant the rebuilding of the works it is likely that it had more to do with the closing of works than the cost of carriage of ores from the coast to the works.

The iron and steel manufactures of the district are chiefly those of heavy goods. The carriage of these goods from works in the interior to the ports for shipment would run away with a lot of the profit, or make the goods very dear. The iron and steel products take

the form of iron and steel bars, rails, railway sleepers, weldless tubes, sheets, plates, anchors, chains, cables, implements, engines of all kinds, and machinery. Agricultural implements are made at Cardiff, Swansea, Llantwit Major, and Bridgend, while colliery trams and tools are made at Pencoed. In the east, the iron and steel works are to be found at Cardiff, the Merthyr Tydfil district, and at Pontypridd. Port Talbot, in the central portion of the coast, has also large iron works, while in the west the industry is carried on at Swansea and the Tawe Valley, Gorseinon, Gowerton, and at Brynamman in the north-west corner of the county.

Closely connected with the iron industry is tin plate making. Some years ago South Wales was the chief tin plate making centre in the world. At that time our most important customer was America, but the Americans put a heavy tax on all tin plates imported into the country in order to foster a tin plate industry in their own land. The tin plate trade in South Wales received a heavy blow, from which it is only just recovering. The situation of the county has made it a favourable spot for tin plate making, as there is plenty of coal, iron, and water necessary for manufacturing purposes. The county is also well situated for the importation of tin from Cornwall or from abroad. Tin plate making is carried on at Cardiff, Pentyrch, Pontypridd, and Llantrisant in the east, and at Aberavon, Briton Ferry, Cwmavon, Neath, Resolven, Swansea, and Tawe Valley, Gorseinon, Gowerton, Loughor, Pontardulais, and Brynamman in the west.



Surrounding and including Swansea is the greatest metal smelting district in the world. The chief metal brought here to be refined is copper, but lead, silver, nickel, tin, zinc, &c.; are all prepared for the market. This district extends from Swansea to Port Talbot, and in the vicinity of the works the land is dreary and bare. Chemicals in the form of arsenic, sulphur, patent manures, sulphuric and other acids, soaps and various colours are also made in the district. Copper refining by the "wet process" is carried on at Cardiff. Chemicals are made at Cardiff, where there is also a vinegar works.

Brickmaking earths are found in most parts of the county. From these large numbers of fire and ordinary bricks, tiles, terra cotta ware, pipes, and sanitary articles are made. Brick making is carried on at Aberdare, Barry district, Bryntroedgam, Bridgend, Cardiff, Cwmavon, Hirwaun, Neath, Swansea, Penarth, Pencoed, Resolven, Glyn Neath, and Ystalyfera. Redware and pipes are made at Cardiff, Nantgarw, Llantrisant, and Swansea; pottery at Cardiff and Ewenny; and crucibles for smelting purposes at Landore and Morryston.

In years gone by, Swansea and Nantgarw were famous for the production of a superior kind of porcelain. For some reason or other the works were closed for this china making, and it was lost to the county. Specimens of the china made at these potteries are eagerly bought by collectors who like them for their rarity, their beautiful porcelain,

and the richness of the decorations which have been painted on them.

Lime is burnt at many places, but chiefly at Cardiff, Bridgend, and Penarth, while cement is made at Penarth, Rhose, and Pont-Neath-Vaughan. Flour-milling is carried on at Cardiff, Barry, and Swansea, and at Cardiff is a large patent bread and biscuit works. Cake factories are to be found at Cardiff, Swansea, Dowlais, and Pontypridd. Woollen goods, comprising flannel, cloth, yarn, and hosiery, are made at Merthyr, Pontypridd, Neath, Swansea and district, Caerphilly, and Hengoed. Paper is made at Ely, and tobacco at Cardiff and Aberavon. In the ports such articles as ropes (wire and hemp), brattice, sailcloth, and rubber goods, are made; and shipbuilding and repairing, creosoting and colour making, saw milling, and the manufacture of oils, grease, etc., are carried on. Celluloid and xylonite are made at Aberavon, and asbestos at Barry. Beer and aerated waters are made at most of the large towns.

## CHAPTER XXIX.

### Means of Communication.

THE earliest means of passing along from one part of the county to another were paths or tracks, worn out by travellers' feet as they journeyed over the easiest routes. These trackways in time became regular roadways; but roads, as we know them, were not



made until the Romans came. You will read of these roads in a later chapter. When the Romans left the country, their roads fell into decay; and, until comparatively recent years, the roads of Glamorgan, like those of the country generally, were hardly deserving of the name, so poor were they. Now, however, there is a splendid system of roads all over the county, branching off in all directions from the main road, which crosses the whole breadth of the shire from east to west.

Glamorganshire rivers were never navigable to any extent, and the waterways are all of artificial construction. These are the canals. Four of these water-ways have been constructed. The oldest and most important canal is the Glamorganshire Canal, connecting Cardiff and Merthyr. It was commenced in 1791, and was opened for traffic a few years later. The northern end of this waterway is over 600 feet above the level of the Cardiff end, and the canal has no less than 40 locks in a distance of 25 miles. In 1811, a branch was made from Abercynon through the Cynon Valley to Aberdare.

The Vale of Neath Canal was commenced in 1791, shortly after the Glamorganshire Canal was begun. It runs from Briton Ferry to Abernant, a distance of 14 miles. The Tennant Canal is also in the Vale of Neath. It goes from Port Tennant, near Swansea, to Aberdulais in the Neath Valley, a distance of eight miles. The canal is carried over the River Nedd on a bridge of ten arches. It was constructed in 1822.

The Tawe Valley Canal, completed in 1798, is 17 miles long, and runs from Swansea to near Ystradgynlais. At Ystradgynlais, it is 873 feet above the level of the Swansea end. The canals, like the roads, have lost a great deal of traffic with the coming of the railways. Still, a considerable quantity of goods is conveyed over some of these waterways.

The honour is claimed for Glamorganshire that the first railway in the kingdom was laid in the county. This pioneer road ran from Merthyr Tydfil to Abercynon, a distance of nine miles. It was laid down in 1802, and over it, in 1804, ran Trevethick's "High Pressure Steam Engine," the first locomotive that ever ran upon rails. Other tramroads had been in existence before this time, but the trams were drawn by horses.

Glamorgan has now a splendid railway system, the lines forming a network over the whole of the shire. A glance at the railway map will show how thickly they lie. The railways in the northern part of the county almost always follow the valleys, with short connecting branches from one valley to the other. In the southern part the lines run generally in an easterly and westerly direction. Four of the great English lines, the Great Western Railway, the London and North Western Railway, the Great Central Railway, and the Midland Railway, run into the county, and from Cardiff and Swansea join Glamorgan to all the important English towns. Besides these lines there are a number of locally-owned and managed rail-





The Old Tramroad Treharris.



ways, so that altogether the county is one of the best served in the kingdom.

The main line of the Great Western Railway runs across the county from east to west, almost parallel to the main road. Branches run up the river valleys in all directions. From Llantrisant a branch follows the Ely Valley to Tonyrefail, and thence to Penygraig in the Rhondda. The Llynfi, Ogmore, and Garw Valleys are served from Bridgend, Tondy being the junction where the lines divide. The Llynfi branch continues through a tunnel into the Afan Valley, where it joins the Rhondda and Swansea Bay Railway. A cross branch from Tondy joins the three valleys above mentioned with Porthcawl. At first this branch was intended for the carriage of coal to Porthcawl for shipment, and of iron ore from the port to the iron works at Maesteg and Tondy. It took the place of the old tramroad that joined the Llynfi Valley with Porthcawl. The decay of the port and the closing of the works have done away with this traffic, and the line is now mainly used for passenger traffic during the summer months. This branch joins the main line at Pyle.

From Neath a branch (the Vale of Neath Railway) follows the Neath Valley to Hirwaun and thence down the Cynon Valley to Aberdare. A tunnel carries the line into the Taff Valley, where Merthyr is reached. The Aberdare branch also continues down the Cynon Valley to Quaker's Yard, whence it proceeds to Cardiff and, via Rhymney Junction, into Monmouth-

shire. From Llancaiach, on this route, a short line runs to Merthyr and Dowlais.

The Midland Railway in the county is a continuation of a line running from Hereford and Brecon. It divides at Coelbren Junction in Brecknock, one branch running down the Tawe Valley to Swansea. The other section runs over the Neath and Brecon Railway through the Vale of Neath to the town of Neath. The London & North Western comes into the county near Pantyffynon and follows the Llŵchwr Valley to Gowerton. From Gowerton the line crosses the Gower Peninsula to Swansea, and another branch runs from Gowerton to Penclawdd. The Great Central Railway runs its trains from the centre and north of England over the Great Western Railway's lines to Cardiff. From Cardiff, the train proceeds to Barry over the Barry Railway's track.

The Taff Vale Railway is the oldest line in Wales, and one of the oldest in the world. It was commenced in 1836, and first opened for traffic in 1840. The main line runs from Cadoxton (Barry), through Cardiff and Pontypridd to Merthyr. Branches run to Aberdare from Abercynon; to Treherbert (here connecting with the Rhondda and Swansea Bay); to Ynysybwl, to Nelson, to Cowbridge and Aberthaw from Pontypridd; to Ferndale and Maerdy from Porth.

The Rhymney Railway serves the Rhymney Valley and joins Cardiff to the town of Rhymney. Branches from Caerphilly run to Senghenydd and across the river into Monmouthshire where the line connects with

the Brecon and Merthyr Railway. A further section from Llancaiach and worked in connection with the Great Western runs to Dowlais, where the Brecon and Merthyr and the London and North Western Railways are connected.

The Barry and the Vale of Glamorgan Railway runs from Hafod by Pontypridd and St. Fagans to Barry. A new branch connects the main line with Monmouthshire. It is used for mineral traffic only, and crosses the Taff and Rhymney valleys by means of handsome viaducts. From St. Fagans a branch runs over the Great Western Railway to Cardiff and from Cardiff to Penarth Dock (Cogan) and the Taff Vale Railway. From Cogan the line runs to Barry and continues thence as the Vale of Glamorgan Railway. It now follows the coast via Aberthaw and Llantwit Major to Bridgend.

The Afan Valley is served by the Rhondda and Swansea Bay Railway. This line commences at Treherbert where it connects with the Taff Vale, and runs via Aberavon and Briton Ferry to Swansea. The South Wales Mineral Railway also runs through this valley from Glyncoed to Briton Ferry. It is used for the carriage of goods only. The Brecon and Merthyr Railway runs from Dowlais through the Bargoed Rhymney Valley to Bargoed. Here it crosses the river into Monmouthshire and goes on to Newport. A branch line runs to Merthyr. Between the Garw and Llynfi Valleys and Port Talbot runs the Port Talbot Railway.

## CHAPTER XXX.

**Population, Language and Education.**

THE establishment of the iron industry brought about a great increase of population in the county. Then again the opening of the coalfield in the latter half of the last century has also increased the number of inhabitants by leaps and bounds. Places where so recently as fifty years ago only a few scattered houses stood are now large and populous towns. The growth of the industrial districts has been remarkable.

In 1801 the population of the county was 71,525. The population in 1901 was 880,022. The increase during the century was therefore 788,497.

In the towns in the east of the county, in the Vale and in Gower, English is generally spoken. The inhabitants of the mining districts and the towns in the west, for the most part, speak both English and Welsh, though persons who understand and speak Welsh alone are still to be found in the hill districts where coal mining is not carried on. According to the latest returns, 55 out of every 100 of the inhabitants can speak Welsh, while the remaining 45 speak English only.

The descendants of the Flemings at Llantwit and Gower still preserve traces of their ancient language in the speech of the older inhabitants.

Some fifty years ago, the people of Llantwit spoke a curious intermixture of English and Welsh, with an occasional Flemish word thrown in. Some few place names on the south coast and in Gower are of Danish origin, as The Holmes, Oxwich, Bracelet (Broad-slade) Bay, &c.

The Welsh of Glamorgan—the Silurian dialect—is peculiar. It is smoother to the ear than that of the surrounding counties and North Wales, and easily understood. Malkin, writing of the Silurian dialect which is spoken in Glamorgan and Monmouth, says :—  
 “A great number of words marked as out of date in Davies’ Welsh and Latin Dictionary, printed about 1630, are to this day used in common conversation throughout Glamorgan and Monmouthshire. The latter though reckoned an English county comes nearest of any to the ancient literary dialect. The works of Taliesin and others of the fifth and sixth centuries downwards to the thirteenth are more readily understood in Monmouthshire and Glamorgan than in any other part of Wales.

“The reason may be that during the British Monarchy after its deliverance from the Roman sceptre, the seat of government was at Caerleon, in Monmouthshire. The Silurian dialect then became that of the court or government, and consequently the dialect of literature. Its use was continued even in the courts of North Wales, and among their writers. Their numerous bards from the eleventh to the fourteenth century, all wrote in the Silurian dialect.”

Many modern authorities agree with Malkin that the Gwentian or Silurian dialect as spoken in Glamorgan and Monmouthshire at the present day, is undoubtedly the oldest and purest form of the literary dialects of Wales.

Education in the county has much improved during recent years. It is now possible for the child of the poorest working man to receive as good an education as the son of the richest gentleman. Centuries upon centuries ago, Glamorgan was renowned for its educational glories. In the fifth and sixth centuries, Llantwit Major and Llancarfan were great centres of learning, and, during succeeding years, many of the schools of the county became known in distant places. Now again in the South Wales and Monmouthshire University College at Cardiff, we have the successor of Llantwit and Llancarfan, and in our public schools, both elementary and secondary, the successors of schools established in connection with many churches in Glamorgan. The University College at Cardiff was opened in 1883 in the building formerly occupied by the Infirmary. It will soon be housed in the fine buildings now being erected in Cathays Park. In 1894, the University of Wales was established with the college at Cardiff as one of its constituent colleges.

There is a Training College for women teachers at Swansea, and a college for preparing candidates for the Church of England Ministry at Llandaff. The latter was formerly situated at Aberdare, but in



August, 1907, new and more suitable buildings were opened in the Cathedral City.

Before the passing of the Welsh Intermediate Act of 1889, public secondary schools were few in the county. These were Cowbridge Grammar School, Bishop Gore's School at Swansea, Howell's Endowed School at Llandaff, and Lewis' Endowed School at Pengam. They have now been handed over to the control of the County Council, and are maintained as Intermediate Schools under the Act of 1889. Many other schools have been built in convenient situations in various parts of the county. These now number no less than 20. Scholarships and bursaries make them accessible to all.

Previous to the Education Act of 1871, Elementary Education in the county was provided by Voluntary and British Schools. The Act of 1871 established School Boards, which built, furnished, and maintained schools from money derived from a School Board rate. The Education Act of 1902 transferred the management of the schools from the School Boards, which then ceased to exist, to the County Councils and other local authorities. There are over 400 elementary schools in the county.

## CHAPTER XXXI.

**The City of Cardiff.**

THE City of Cardiff is a manufacturing and trading centre, a municipal, parliamentary, and county borough, a market town, the largest coal-exporting sea-port in the world, and the capital of Wales. It stands on the mouth of the River Taff. Sixty years ago Cardiff was a small ill-built town, with a population of less than 2,000 souls, but its population to-day is nearly 100 times that number. The streets are well built, wide, well paved, and lighted, and many of the principal public and business buildings have much architectural beauty. The sanitation of the town is excellent, and its death rate compares very favourably with that of any large town in the kingdom.

The railway system is excellent, and connects the town and the docks with all parts of the country. The Great Western Railway, the Taff Vale Railway, the Rhymney Railway, and the Barry Railway all have stations in the town, and the London and North-Western Railway and the Great Central Railway trains run into the Great Western town station. The Cardiff Railway Company's line from Llanishen on the Rhymney Railway to Pontypridd is nearly finished, and, in connection with the new Queen <sup>LO</sup>

Alexandra Dock, will bring much fresh trade into the town. A daily service of barges runs over the Glamorgan Canal to some of the principal towns on its course. Wharves and warehouses have been built at each of these places for rapid transaction of business. Those at Cardiff are over a mile in length.

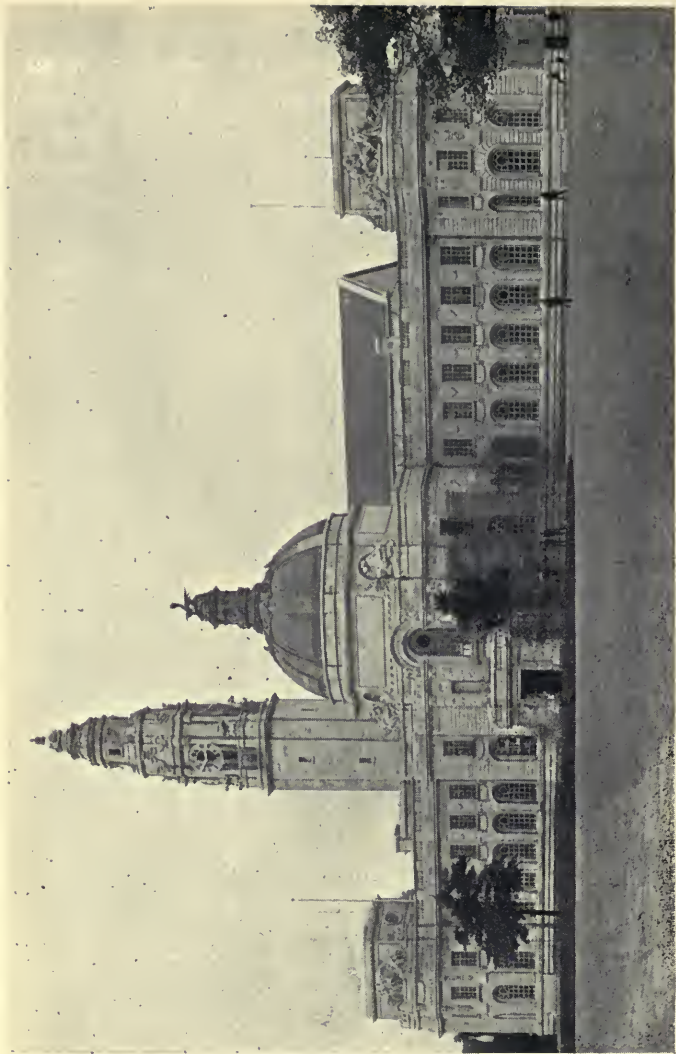
The parliamentary borough of Cardiff includes, with the city, the boroughs of Cowbridge and Llantrisant. Cardiff has been a borough for many centuries, and has enjoyed many privileges. It is doubtful whether its first charter was granted by Iestyn ab Gwrgan or by Robert Fitzhamon. The oldest charter extant is one granted by Hugh le Despenser in 1339. Under the Local Government Act of 1894 Cardiff was declared a county borough, and the summit of its civic honours was reached in 1905, when the King was pleased to create the town a City, and its chief magistrate received the title of Lord Mayor.

The municipal properties include the tramway system, electric light works, secondary and elementary schools, water works, general and fish markets, public free libraries and museum, public baths and gymnasium, sanatorium, fire brigade and police stations, asylum or mental hospital at Whitchurch, public cemetery, and the public parks and gardens.

The new buildings in Cathays Park, erected at great cost, comprise some of the finest structures in Europe. They include the City Hall, where all the

city offices are situated, and large Law Courts. In 1907 a wide, long avenue between the two piles of buildings was opened by His Majesty the King, and by him named "King Edward VII. Avenue." Several other public buildings have been constructed, or are in the course of construction, in Cathays Park. They include the Welsh National Museum and Art Gallery, Cardiff University College and the Registry Office of the University of Wales, Technical Schools, Boys' Intermediate School, &c. In the Park is a Druidic Circle of unhewn Radyr Stones, which formed the Gorsedd Circle at the National Eisteddfod held at Cardiff in 1899. Public monuments will also probably be erected in future in the park. The National Memorial to Welshmen who fell in the South African War is to be erected here, and also a statue in memory of the late Judge Gwilym Williams.

The chief reservoirs belonging to the city are at Lisvane and Llanishen, with three in the Taff Fawr Valley. These, with many smaller ones, are capable of containing nearly 2,000 million gallons of water. The sanatorium erected near Canton in 1893 is an infectious diseases hospital, consisting of five pavilions and an isolation block. It affords room for 116 patients. The city also owns a small-pox and cholera hospital and crematorium. These are situated on Flat Holmes Island. The new cemetery is about one and a half miles from the centre of the town. A mortuary and post-mortem room was opened at Roath in 1905.



Cardiff City Hall.

The Central Free Library was established in 1862, and was housed in the present building in 1882. The features of the Library are the collection of Books for the Blind, and its collection — one of the best in existence—of Welsh books and manuscripts. There are branch libraries in different parts of the town, and in all the schools are school libraries in connection with the Central Free Library.

The Museum, which will be incorporated in the National Museum in due course, is at present in the same block as the Library. It is mainly illustrative of the natural history of the district, and its collection of local rocks and fossils is very extensive. Local and national antiquities occupy a prominent place in the museum, some of the most interesting exhibits being plaster casts of the best specimens of Celtic carved and inscribed stones. The regalia of the Gorsedd are kept here. There are many pictures, the work of modern painters. The Menelaus Collection of oil paintings and the Pyke-Thompson Collection of water colours are exhibited. Sculptors are represented by Milo Griffith and W. Goscombe John, A.R.A., the latter a native of the town. The museum has also a good collection of birds, Nantgarw and Swansea porcelain, and a large collection of old Glamorgan and Monmouth engravings and other prints.



## CHAPTER XXXII.

## II.—The City of Cardiff.

“THE old and venerable church of St. John—famous for the loftiness of its proportions and the elegance of its pinnacles”—stands in the centre of the town, and “is a very stately and beautiful structure. It has a high tower of peculiar beauty, the parapet of which is



Cardiff in 1802.

richly carved and crowned with four light Gothic pinnacles at the corners.” The church was completely restored between the years 1886-9 and 1897-8.

The parish church of St. Mary’s formerly stood in St. Mary Street, near the site now occupied by the Theatre Royal. It was destroyed by the washing of the Taff during a great flood, and fell in 1607. The

Taff then flowed down the present Westgate Street. For some time the parish was joined to St. John's. The present church, which stands in Bute Street, was built in 1843.

There are several other churches for members of the Church of England. All the Nonconformist denominations have erected numerous fine and



St. Mary Street, Cardiff (present day).

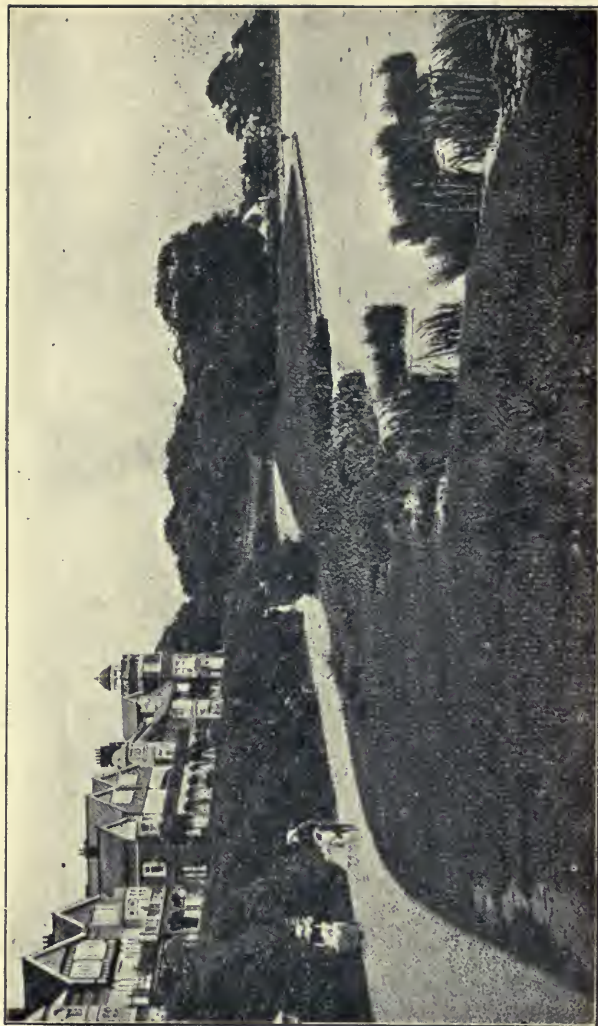
commodious places of worship in the different parts of the city, and the Roman Catholics and Jews are well provided for.

The University College of South Wales and Monmouthshire occupies temporary buildings in Newport Road. There is a good technical school in

connection with the college. There are intermediate schools for boys and girls, and also two municipal secondary schools. Aberdare Hall is a hall of residence for lady students at the University College. The Cardiff Infirmary was first opened in 1837 in the building at present occupied by the University College. In 1883 the Infirmary was transferred to its present home. It is almost entirely supported by voluntary contributions, and nearly 2,000 in-patients and over 13,000 out-patients are treated yearly. The city has also an Institute for the Blind. Near the entrance to the canal is moored H.M.S. Hamadryad, one of the old "wooden walls of England." It is now fitted up as a free seamen's hospital. Nazareth House is a home for the infirm and aged poor, and the Convent of the Good Shepherd furnishes a home for penitent and destitute women.

Cardiff is well provided with Parks and Recreation Grounds. Roath Park and Victoria Park, Canton, are laid out with walks and flower beds. Recreation grounds are attached to each. A section of the former is laid out as a botanical garden, and the park also contains a large artificial lake. In Victoria Park are a number of animals, which may form the beginning of a Zoo. This feature of the park is much enjoyed by the children from all parts of the city. Jubilee Park, Splott Park and Llandaff Fields are recreation grounds. Here, in summer, pitches are laid out so that the cricketers of the city are able to follow the summer game under the best possible conditions.

Football is played on these parks in the winter.



Roath Park.

Most of the parks, and some of the open spaces have bowling greens and quoit pitches laid out, and in one or two cases tennis courts are provided. Sophia Gardens and Recreation Grounds are maintained by the Marquis of Bute. They are under the control of the Bute Estate Offices, but they are open to the public. The small but very beautiful Thompson's Park (Cae Syr Dafydd) with its recreation ground, is maintained and opened to the public by Mr. Thompson.

Though chiefly a seaport town, Cardiff is also a manufacturing centre. There are here large iron, steel, and copper works, engine works, iron and brass foundries, ship-building and graving yards, patent iron and steel rope manufactory, hemp rope and sail and brattice cloth works, timber, coal and slate depôts, flour mills, a biscuit and patent bread factory, breweries, creosote and grease works, chemical works and railway waggon works. There are also brick, tile, drain and smoking pipes works, a red ware pottery, rubber works, tobacco, cigar and cigarette works, and jam and pickle factories. At Maindy and the docks are patent fuel works. There are paper mills at Ely and a tinsplate works at Melin-griffith.

The Dowlais Iron and Steel Works on the East Moors are furnished with the latest appliances for carrying on a large business. The works were moved to the coast because the ore now comes chiefly from Spain, and nearness to the port saves carriage. The iron, timber, and patent fuel trades of the town come next in importance to the coal trade.



## CHAPTER XXXIII.

## I.—The History of Cardiff.

CARDIFF is supposed to have been the site of the Roman station *Tibia Amnis*, occupied by Aulus Didius, the successor of Ostorius, as commandant of the Roman forces in Britain. The name, Cardiff, has been derived by some from *Caer Taf*—the Fort of the Taff—but the more probable derivation is from *Caer Didii*—the Fort of Didius.

During the recent restorations of the castle walls some of the best examples of Roman masonry were unearthed. They were hidden under banks of earth that stretched along the eastern and northern sides of the castle area. The quadrangular shape of the court had favoured the idea that the castle stood on the site of a Roman station, and these discoveries have established the fact beyond question.

The masonry found consisted of walls, bastions and a guard house on the north gateway. Of course only the lower parts of the walls remained, but there was enough to show the nature of the defences as they stood in Roman times. The whole of the masonry has been built into the new curtain walls that are now nearing completion.

The Lordship of Glamorgan fell in 1089 into the hands of Robert Fitzhamon. He retained Cardiff, as



the chief town of the lordship, in his own possession. Fitzhamon enclosed the town with a high and strong wall in which were four gates. Without the wall was dug a deep moat, which protected it on three sides. The moat joined, above and below the town, the River Taff, which protected the west wall. The Glamorgan Canal for a short distance follows the course of this moat, and portions of the old town wall can still be seen on the banks of the canal.

At Cardiff Fitzhamon held the chief court of the lordship. Here the other lords or knights of Glamorgan had to attend the county court, and the other courts presided over by the sheriff of the county. These lords held their own courts in their respective manors, but the court at Cardiff was of the nature of a court of appeal. While attending at the castle the lords and their following were housed in the castle itself, but they had to furnish food and attendance for themselves and their followers at their own expense.

Fitzhamon seems to have been satisfied with the wooden castle erected by Iestyn ab Gwrgan, though some think that the noble shell keep was built by him. It is more likely the work of his successor. Hardly had Fitzhamon settled himself in his castle than he was besieged by an army of Welshmen led by one of his own knights, Payne Turberville of Coity. Turberville had married the heiress of Coity, and did not consider Fitzhamon as his overlord. From the first he considered himself as a Welshman, and fought on their side on several occasions. This army led by

Turberville demanded that the lord should lessen the burdens put upon the Welsh by means of the Feudal System. Fitzhamon was not prepared to fight, and was obliged to grant to the Welshmen the privileges demanded.

Fitzhamon was succeeded in the Lordship of Glamorgan by Robert of Caen, who was also known as Robert Consul and Robert of Gloucester. He took an important part in the reign of Stephen. In 1106 Robert, Duke of Normandy, was captured at Tenchebrai by his brother, Henry I., and was put in the care of Robert of Caen. The Duke was carried to Cardiff and imprisoned in the castle. Here he remained until his death in 1135. A tower, afterwards known as the Curthose Tower, served as his gaol. The tower stands over the entrance into the castle from High Street. Duke Street, near the castle, received its name in memory of the duke.

Under Robert of Caen, and later under his son William, the Normans again tried to force the Feudal System on the Welsh. William also took some land belonging to the Welsh lord, Ivor ab Meuric, who is better known as Ivor Bach, or the Little. The Welsh under Ivor revolted in 1150. They made a desperate and sudden attack upon Cardiff Castle and took it by storm, making the Earl and his Countess prisoners. The captives were carried to the hills and were kept there until the earl promised, and the king approved of the promise, that the Welsh of Glamorgan should be restored to their laws and privileges as in the time of

Howell Dda. Ivor also succeeded in regaining the land taken from him. An oil painting showing an incident in the assault hangs in the City Hall.

Henry II. visited the town in 1172. He passed through, both on his journey to, and return from, Ireland. Here he received a warning from a monk telling him that if he did not command a better observance of the Sabbath throughout his kingdom, certain punishments would fall on him. No improvement followed, and old chroniclers state that the disobedience and revolt of his sons formed the penalties prophesied by the monk.

Llewelyn ab Iorwerth, Prince of North Wales, took and destroyed the Castle of Cardiff in 1232, but it was speedily rebuilt by Gilbert de Clare, the then Lord of Glamorgan. During the Barons' war against Edward II. Roger Mortimer captured the castle.

A number of religious houses formerly stood in Cardiff. They have been described as follows: "A goodly priory founded by Robert, first Earl of Gloucester; a priory of Black Monks or Benedictines; a house of Black Friars (Dominicans) in Crockherbton Street (now Queen Street); a house of Grey Friars dedicated to St. Francis, under the custody or wardship of Bristol; and also a house of White Friars (Carmelites)." The Dominicans or Black Friars were first established at Cardiff in 1256 under the patronage of Richard de Clare, Earl of Gloucester. Some ruins of their house stood until about 1830, when they were demolished. The Carmelites or ~~White Friars~~

the town in 1280, under the protection of Gilbert de Clare. They were housed near the eastern gate of the town. In the burial place belonging to this priory, Llewelyn Bren and his traitorous executioner, Sir William Fleming, were buried. The seal of this order of friars is still in existence.

Leland says that, in the year 1404, the fourth year of the reign of King Henry, Owen Glyndwr burnt the southern part of Wales, and besieged the town and castle of Cardiff. The inhabitants sent to the king to ask for help, but he neither came himself nor sent to their relief. Owen took the town, and burnt the whole, except one street, in which the Friars Minor (Franciscans) resided, which, with the convent, he spared on account of the love he bore them. He afterwards took the castle and destroyed it, carrying away a large quantity of treasure which had been placed there.

When the Friars Minor begged him to return them their books and chalices which they had lodged in the castle, he replied, "Wherefore did you place your goods in the castle? If you had kept them in your convent they would have been safe!" The Franciscans were strong supporters of Richard II., and therefore were warm friends of Owen Glyndwr; hence his protection of their house. At the Dissolution of the Monasteries, the whole of the property of the monks and friars of Cardiff was granted to the Herbert family, the maternal ancestors of the present Marquess of Bute.

## CHAPTER XXXIV.

## II.—The History of Cardiff.

CARDIFF in 1555 witnessed the martyrdom of a Protestant named Rawlins White. He was a poor fisherman—a burghess of the town—who had offended the notorious Bishop Kitchin of Llandaff, and the Roman Catholic priesthood, by refusing to cease from preaching and teaching the people how to read the Scriptures. He was, previous to his execution, confined in a “foul and loathsome dungeon called Cockmarel,” in Cardiff Castle. White was burnt at the stake in the market-place as an unbeliever. It is recorded that he went to his death “cheerfully and joyfully.” In 1907, a tablet to his memory was unveiled at Bethany Baptist Chapel in St. Mary Street. Some few years after White’s martyrdom, it was the turn of the Roman Catholics to be persecuted. Two Jesuits were then executed in the town for their religious beliefs.

When the Herberts were granted the possessions of the religious houses, they were also granted the town and castle of Cardiff. By this time, however, the privileges attending the ownership of the castle and lordship had ceased to exist. One of the Herberts was a patron of learning. Under his patronage the Welsh bards met at the castle in 1570. At this meeting,

the bards drew up, collected, and arranged the laws and rules governing their order.

During the Civil War between King Charles I. and his Parliament, the castle was held for the king. It stood a siege of three days by the Parliamentarians, but then fell through the treachery of one of the garrison. The traitor told Cromwell of a secret passage through which his men could get into the fortress. In spite of the service he had rendered, Cromwell hanged the traitor, perhaps by way of example to his own troops. In 1642 the Marquis of Hertford made a sudden attack on the castle, and re-captured it for the king, but it was re-taken before long. In 1645 King Charles spent three nights here after his flight from the Battle of Naseby.

The extent and form of the town as it stood in 1610 can be easily seen by a comparison of Speede's map with a map of the present town. Many of the streets still follow the same direction, and some retain the same names. It continued much the same until the beginning of the nineteenth century, when Glamorgan began to make rapid progress as an industrial centre. About 1790 the town consisted of 300 houses, with a population of 1,000.

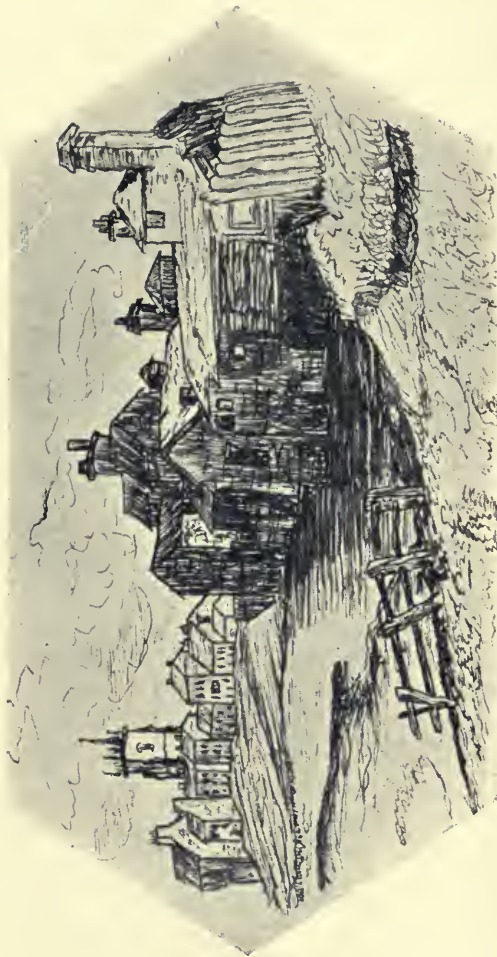
The iron industry had at this period come into existence, and the need for a better harbour was beginning to be felt. At first the iron from the works was carried to Cardiff on the backs of mules. Coal was also conveyed in the same manner. A road had been made between Merthyr and Cardiff in order



that large waggons could be drawn to transport the goods. To make traffic still easier, the Glamorgan-shire Canal was made. A tramway was then laid, and in 1841 the Taff Vale Railway—the pioneer railway of Wales—was constructed. Communication with the works was now provided, but without a port and machines for loading and unloading vessels, trade could not be carried on. It is worth remembering that when the first steam-boat put into Cardiff from Bristol in 1832, she had to land her passengers across the mud on men's backs.

Eighty years ago the trade of Cardiff “was best represented by the miscellaneous freight carried in the hold of the Bristol packet which sailed out of Cardiff twice a week. A little tonnage came in from foreign parts; it was principally oak bark. Other trade there was none, for it was hardly worth while to consider the few bags of ‘sea coals’ brought down from the hills on mules and shipped coastwise up the Severn estuary.”

In former days the River Taff ran near the street now called Westgate Street. A quay for ships existed at the present Quay Street, one of the wharves being known as Cannon Wharf. Here were shipped the cannon made at Merthyr for the government. Years ago a ship was wrecked near the Theatre Royal. It is rather hard to believe this at the present time when all this part is dry ground. The present course of the river was formed by the railway company about 60



Old Westgate Street, Cardiff.

years ago during the construction of the South Wales Railway, now called the Great Western Railway.

Cardiff, as it now stands, is practically a new town. It is so new, that besides St. John's Church and the older portions of the castle, it has few buildings with any claims to old age. The town has grown with its trade, and its prosperity has increased with the prosperity of the port. Rapid as has been its growth, its streets have not been allowed to spread themselves at haphazard. They are indeed laid out with the utmost care. The result is that we have a town well built, well drained, clean, well lighted, and even handsome. Visitors are surprised at its cleanly and substantial appearance, as they think of the dirt they expected to see in a coal-exporting town.

Its streets are wider, and are planned out in better order than in other Welsh towns. There is none of the heavy smoke and pungent vapours which cannot be avoided in such a manufacturing centre as Swansea. It is neat, bright and fresh, and has a very thriving appearance. Not so long ago its main street was blocked up by several buildings. These were removed to make the road more convenient for modern traffic. The most important building thus removed was the old town hall which stood in the middle of High Street. Were the present narrow Duke Street widened to the proportions of the other streets, the main thoroughfares of the city would bear comparison with those of any town in the kingdom.

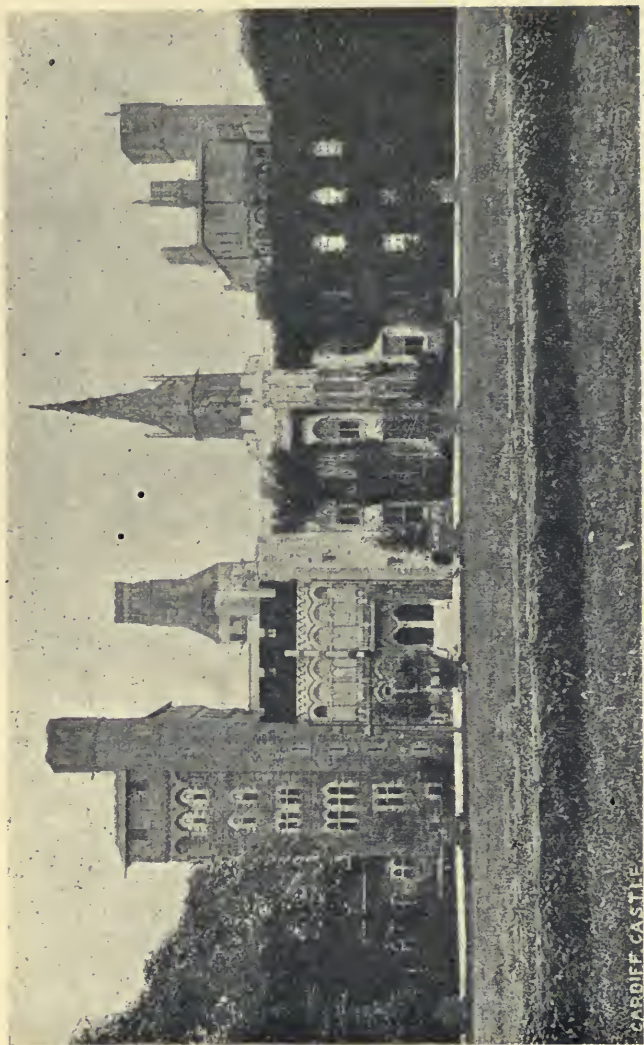
## CHAPTER XXXV.

**Cardiff Castle.**

WHEN the building now in progress is completed, Cardiff Castle will present to us an almost unequalled picture of what a fortress of the Middle Ages was like.

The Roman *castrum* was square, and seems to have occupied much the same space as that now enclosed by the castle walls. High, thick walls surrounded the whole, with a gateway in the centre of the north and south walls. These were strongly defended, and the gate towers contained rooms for the guards. Along the line of the outside or curtain walls, towers or bastions were fixed at regular intervals. From these, the walls could be defended. Inside the court thus formed were the abodes of the garrison, and, perhaps, of the Roman Governor of the district. We know the nature of the fortress from the remains which were brought to light some time ago. Enough remained to tell learned men what the rest was like.

When the Romans left, it does not seem as if the Britons lived in the fort, or if they did, they did not keep it in repair. The walls fell down, and, in time, became covered with earth. Morgan Mwynfawr, Prince of Glamorgan, had his seat of government at Cardiff. He lived in the sixth century. Morgan must have had some kind of fortress, but we know



CARDIFF CASTLE

Cardiff Castle (present day).



nothing of its nature. Perhaps the old Roman walls were in pretty good repair in his time.

A little previous to the beginning of the tenth century the town was destroyed by a horde of Saxons. About 900 A.D., it was rebuilt by Morgan Hen, Prince of Glamorgan. Morgan had removed the seat of government of his territory from Caerleon to Cardiff, as the site of his old capital lay open, and was subject to attacks by Saxons from the other side of Offa's Dyke. The new town was of small extent, the houses being built of wood and mud. It was again burnt by the Saxons, and Caradoc of Llancarfan states that it was rebuilt by Iestyn ab Gwrgan in 1080. Iestyn also erected a castle, probably on the mound on which stands the present ruinous keep.

When Robert Fitzhamon conquered Iestyn, and took his lands, he used Iestyn's old castle for a residence. He evidently thought it was good enough for him. It was left to his successor, Robert, Earl of Gloucester, to build a castle according to Norman ideas. Early in the twelfth century, Robert built the noble, twelve sided, shell keep on the summit of the mound. The keep commands the whole site, and is visible for miles around. At the same time, the great curtain walls on the south and west were built, the remaining sides being defended by the banks of earth that covered the ruins of the Roman walls.

At this period, the enclosed space consisted of one vast court, within which stood the houses of the lord's retainers. As the area was of such vast



extent, it was very difficult to defend. The next lord, William, found this out to his cost when Ivor Bach and his Welshmen poured over the walls and made him prisoner. To make the castle easier to hold, a cross wall was built. It ran from the south gate to the keep, and divided the court in two. Along the top ran a walk, on both sides of which a low wall protected the defenders, if, by any chance, one of the courts were captured by an enemy.

There was no regular gatehouse on the southern gate, an unusual circumstance in a Norman castle. Instead, a pile of towers stood on the western side of the entrance. In one of these, the Black, or Curthose Tower, Duke Robert of Normandy was imprisoned. Many additions were made to the defences of the castle as time went on. Some two or three centuries after the keep and the walls were built, the residential buildings on the west wall were erected.

These buildings are grafted on to, or tunnelled into, the thick wall in a curious manner. They range in date from the fifteenth century to the present time. They form a massive and picturesque pile, the various styles of architecture blending together with beautiful effect. Prominent among the towers is the Clock Tower. It has a pointed roof, and is decorated on the outside with a number of figures. It rises to a height of 140 feet, and contains a number of apartments arranged on seven stages. Among the rooms are those used by the lord of the castle. These are decorated in

the fashion of the Middle Ages. Two other towers rise on the river face of the wall.

One of the finest rooms in the castle is the large banqueting hall. Its walls are covered with paintings showing scenes from the lives of Henry II. and Robert of Gloucester. One of the finest is that showing the



Cardiff Castle, 1789.

escape of Queen Maud, in white robes, over the snow from Oxford Castle. An octagonal staircase leads from this hall to the library and the private chapel. The latter is lined with marble on which are shown enamelled shields. The walls and ceilings are covered with paintings of scenes from the Bible. The altar

represents the tomb of our Lord, guarded by Roman soldiers in bronze.

In early days Cardiff was the *Caput* or head of the Lordship of Glamorgan. The knights of Glamorgan held their lands from the chief lord partly under what was called "Castle guard." In order that they might perform this duty, lodgings had to be provided for them in the castle. These were built in the outer courtyard, and one of the group of buildings known as the Shire Hall was standing at the end of the sixteenth century. The Shire Hall was the lord's courthouse, and in it the court for the borough was also held. A special wall was built to protect it, upon which the knights' lodgings rested.

Cardiff Castle with the Lordship of Glamorgan passed from Robert Fitzhamon to Robert, Earl of Gloucester, who had married Fitzhamon's daughter Mabel. Robert of Gloucester was succeeded by his son William, who left only daughters as heirs. The castle and lordship then passed through several hands, finally becoming the possession of Gilbert de Clare, Earl of Hertford and Gloucester. The de Clares remained in possession for nearly a century, when the lordship passed to Hugh le Despenser the Younger, who had married Lady Eleanor de Clare. In the fifteenth century the Beauchamp family, followed by the Neville family, were the owners, and then the castle and lordship passed by marriage into the hands of Richard, Duke of Gloucester, afterwards Richard III.

When Richard was killed at the Battle of Bosworth

in 1485, King Henry VII. gave Cardiff and Glamorgan to his uncle, Jasper Tudor, Duke of Bedford. When he died, they became Crown possessions once more. Shorn of all the privileges which had belonged to them, Henry VII. and Henry VIII. leased the lands of the Lordship to Charles Somerset. Edward VI. granted, or sold, the castle and much of the land to William Herbert, Earl of Pembroke, from whom they have descended to their present owner, the Marquess of Bute. The names we have read in the last two paragraphs will show Cardiff boys and girls, at least, why so many streets and places in the city bear the names they do.

## CHAPTER XXXVI.

### **The Port of Cardiff.**

BEFORE we go on to trace the rise of modern Cardiff, it would be well to read the opinions of government officials some 130 or 140 years ago, on the possibilities of the port as a coal exporting centre. In 1775, the Cardiff Customs reported that "no coal can ever be raised within this port in order to be shipped for exportation or to be carried coastwise, its distance from the water rendering it too expensive for any such sale." Another official reported in 1782: "In regard to bonds likewise as are given on the exportation of coals, we have no coals exported from this port, nor ever shall, as it would be too expensive to bring it down here from the internal part of the

country." What would these respectable prophets say if they could see the amount of coal now shipped from this port? What little coal was shipped in those days was not considered of sufficient importance to be brought down to the quay, but was put on board ship at a little wharf which stood on the river bank just above the Canton Bridge.

John, the second Marquess of Bute, saw greater times for Cardiff than did the gentlemen mentioned above. True he lived a few years later on, but we must remember, even when he began to consider the advantages of having proper docks for the port, that no railway then existed. He was not even a wealthy man, but he foresaw that if a dock were made, it would amply repay any money spent on it. By means of hard work, he found the money—some £350,000 and obtained the powers to make a dock. This dock—the West Bute Dock—was opened in 1839, and with it was laid the foundations of Cardiff's greatness. As the demand for increased accommodation arose, other docks were constructed.

The general introduction of railways gave rise to a great demand for iron, and for many years the chief exports from Cardiff consisted of iron and steel goods of various kinds—principally rails and bars. The iron trade has decreased, though a considerable import and export trade is still done. As the demand for coal for raising steam, especially on board ship, has increased, the exportation of coal has grown so much that Cardiff is now the chief coal exporting port in the world. Most

of the coal exported is the famous South Wales Steam Coal, the first cargo of which was exported from Cardiff in 1840.

The Port of Cardiff includes also the harbours of Penarth and Barry, so that when we consider Cardiff as a port, we must consider these other harbours at the same time. The Port of Cardiff is not only the most important port in Wales, but it is also the first port in the United Kingdom for shipping cleared to foreign countries and the colonies. It is the premier port of the world for the shipping of coal. The importance of the port is due to its splendid position, and to the excellent docks with which it is provided.

From its situation it is well placed for carrying on trade with the Continent, with America, with the Mediterranean and Black Seas, and for the "Severn Trade" with the West Coast of Africa. It is the port from which the steam coal of East Glamorgan can be exported most easily, and, as it is so well provided with railways, it is a good centre for sending goods to the Midland districts of England, and for the exportation of goods made in the same districts. The Penarth and Barry Roads afford safe anchorage for the largest ships.

The imports of the port are valued at nearly five million pounds. They consist of wheat and other grains, flour, live and dead stock, food stuffs of all kinds, pit-wood and timber, ores (iron and copper), Esparto grass for making paper, slates and stone. The



chief exports are of course coal, coke, and patent fuel, but large quantities of iron, steel, railway carriages, hardware, machinery, what are called Manchester goods, cutlery, general merchandise, and foreign and colonial produce are also sent out from the port. The total value of the exports amounts to nearly ten and a half million pounds a year. The quantity of coal, coke and patent fuel exported averages alone over twenty million tons weight each year.

As we have read, the first dock built was the one now known as the West Bute Dock. It is twenty acres in area, and, at the time it was made, it was the largest dock of its kind in the kingdom. The trade of the port grew so much that the one dock was not enough. So the East Bute Dock was made. It was opened in 1851. In 1874, Roath Basin was opened, and, in 1887, Roath Dock was ready for traffic. The Roath Dock and Basin are joined by a lock eighty feet wide and six hundred feet long. This is one of the largest locks in the world.

The Bute Docks, as now open for traffic, have altogether an area of 161 acres, and the largest vessels afloat can be loaded here. Besides the docks, the canal has also nearly 5,500 feet of quayage, where small vessels can be loaded and unloaded. On the canal banks there is over a mile of warehouses. The docks are provided with the latest machinery for shipping and unloading cargo in the shortest possible time. Huge cranes are ready to handle the heaviest weights, and fixed and movable staithes are provided for the

shipment of coal. The movable staithes or tips enable a ship to be loaded in all her hatches at once. This, of course, means that a ship can be loaded very quickly, and can sail out of dock sooner than if loaded in the old way.

Cardiff is the only place in South Wales where foreign cattle can be landed. The Board of Trade permits this to be done at only few ports, as the cattle imported must be examined to see if they are free from disease. The cattle trade at Cardiff is very brisk. Large lairs are built close to the dock, and slaughter-houses and chilling rooms are provided on the spot. In fact, the landing stage from the ship leads directly into the yards. Cold storage rooms of the most modern type are provided for the preserving of dead meat and other perishable goods. Here they keep fresh and wholesome until they are required for consumption.

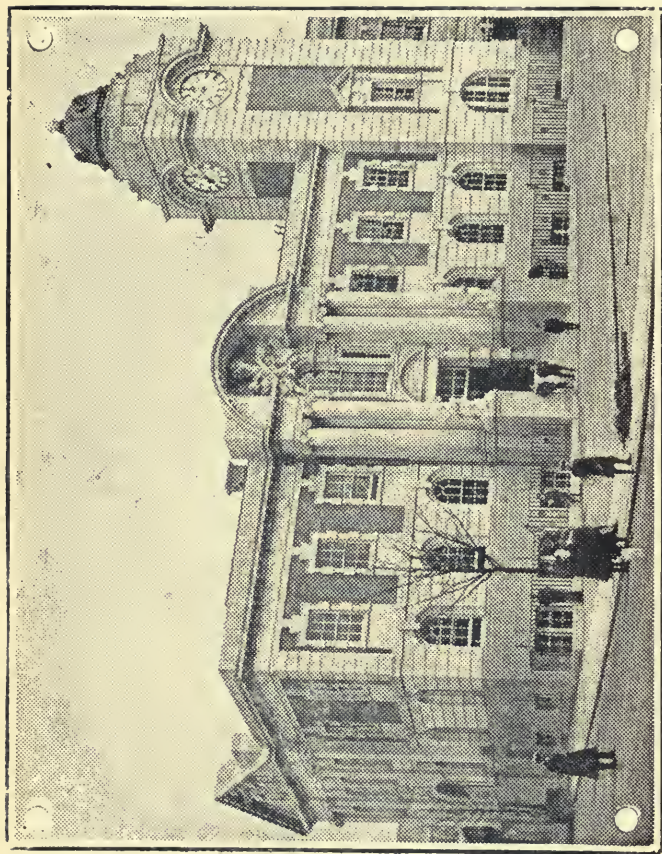
The port is still growing, and in July, 1907, a new dock, called the Queen Alexandra Dock, was opened by His Majesty King Edward VII. The scenes in Cardiff during the Royal visit were beyond description. The city was crowded, and the rejoicings were on a large scale. Perhaps the prettiest ceremony of the whole proceedings was the knighting of Cardiff's working-man Lord Mayor by the King.

The first ship to enter the new dock was the Royal Yacht. Stretched across the entrance was a silken ribbon, the breaking of which by the stem of the yacht being the formal opening ceremony. The dock has an area of fifty acres; it is 2,550 feet long and 800 feet

wide, and has a depth of 50 feet. The entrance, nearly a mile away from those of the other docks, is through a sea lock 850 feet long and 90 feet broad. This lock robs the lock in the Roath Dock of the distinction of being the largest in the world.

In the middle of the last century it was found impossible to load all the vessels that called at Cardiff for coal. To meet the demand the harbour of Penarth was brought into being. The mouth of the Ely river formed a natural harbour and a company was formed in 1857 for making a dock on this spot, and for connecting the dock with the coalfield by a railway. So much haste was made that coal was sent out from Penarth in 1859 from the tidal harbour. In 1865 a dock with an area of twenty-six acres was opened for trade. A second dock with an area of twenty-three acres was opened in 1881. The harbour is a tidal one and the gates are opened at high water so that ships can go in and out with great freedom. The exports now amount to between four and five million tons a year, and consist chiefly of coal, coke and general goods, with imports of wood-pulp, pit-wood, iron ore, pig-iron, and general merchandise.

The docks at Barry are three in number, and consist of No. 1 Dock, opened in 1889; No. 2 Dock, and the Lady Windsor Deep Water Lock which were opened in 1898. The docks are 114 acres in extent, and can accommodate the largest vessels afloat. Barry has many advantages as a port. The approach to the harbour is safe and easy. Good anchorage exists, and the entrance is protected in all winds by Barry Island



Barry Public Offices.

and breakwaters. The harbour is also favoured above all other Bristol Channel ports by the possession of a deep sea lock by means of which vessels can enter or leave the docks at almost any state of the tide.

As the port only came into existence within the last twenty years, it is but natural to find that all machinery is of the best possible kind. Over 7,900 feet of quayage, without that taken up by machinery, is provided for import trade. Large spaces exist for the storage of timber and other goods, and warehouses are close at hand for the storage of perishable materials. The imports, nearly half a million tons in weight per annum, include iron and iron ore, building materials and general merchandise, while the exports (nearing ten million tons), consist of coal, coke and general goods.

The imports of the Port of Cardiff are increasing in value. An increase of nearly one million pounds has been recorded in the last two or three years. The value of the imports at the present time is little short of five million pounds a year. The exports, too, are on the increase, especially of foreign and colonial goods. The value of foreign goods re-exported now amounts to nearly £50,000, while home products are exported to the value of nearly ten and a half million pounds per annum. Cardiff like Swansea has a good fishing trade. Steam trawlers from the port put out to the Irish fishing grounds, and even to the Bay of Biscay in search of fish for the local market.



## CHAPTER XXXVII.

**Llandaff.**

LLANDAFF stands about a mile from Cardiff on the banks of the Taff. The two places are nearly one, and before long Llandaff will most likely be included in Cardiff. Llandaff is only important on account of its



Speed's Map of Llandaff (1610).

history, and because it contains the chief church of what was once one of the richest Dioceses in Britain.

It is claimed for Llandaff that it is the spot where the Gospel was first preached in this country. That may be so, but there is not much doubt that here the first Christian Church in Britain was built. Apart from the cathedral, the little city contains the ruins of



the old palace of the bishops. It was built when the bishops were barons also, and their homes were strong castles. The chief part of the ruins is the gateway which shows the slit and grooves through which a portcullis or iron gate was let down to defend the door. On each side, and above the entrance, are rooms



Gateway of Bishop's Palace, Llandaff (destroyed by Owen Glendower).

in which the guards lived. A vaulted basement exists in the tower to the left of the entrance. It was probably used as a storehouse.

The castle or palace was attacked and captured by Owen Glyndwr. He burned it, and it does not seem as

if it has been repaired since that time. From a Cross just opposite the castle, Archbishop Baldwin, in 1188, preached the Third Crusade. When he was preaching, the Welsh stood on one side of him, and the English on the other. Perhaps they were afraid the two races might fight if placed too near each other. Only the base of the present cross is old. The population of Llandaff City is only about 600, but in the parish are about 6,000 people.

The Diocese of Llandaff takes up all Glamorgan from the River Nedd westward, and the whole of Monmouthshire. In olden times it was much larger. We do not know much about its early history, though a church is said to have been founded here early in the second century. The names of the early bishops are recorded, but it is very doubtful whether they were really bishops. The first person regarded as a bishop was Dyfrig Beneurog—Dubritius the Golden Headed, who was made bishop in the fifth century by Saint Garmon. The man who helped Dyfrig and Garmon to found the see was Tewdric, Prince of Glamorgan at this time. Tewdric was killed by the Saxons, and he is sometimes called St. Tewdric, the Martyr.

From the time of Dyfrig to the present day, the long roll of the Bishops of Llandaff runs unbroken. Many of these were closely bound up with events that helped to make the history of our county. In those days the Bishop of Llandaff was a power in the land. In Norman times the bishop held the rank of a baron, and

this in addition to his power as a clergyman, made him a person to be feared.

Dyfrig's successor was Teilo. He is mentioned as being the co-founder of the see. He was a very holy man, so holy that when he died, three churches wanted his body. To settle the dispute that arose, Teilo's body is said to have divided itself into three bodies. Each church then had the honour of burying his corpse, but Llandaff always claimed to have buried his real one. Aiddan was a bishop that lived in the eighth century. During his time the Saxons invaded Glamorgan in large numbers, and did a great deal of damage. He was killed by these pirates about 720 A.D.

The twenty-fourth bishop was named Marchlwys. He was a bishop when Morgan Hên was Prince of Glamorgan, and Howell Dda was King of South Wales. Marchlwys was one of the deputation sent to Rome to see the Pope about the Laws that Howell Dda had made. Blegwryd ab Owen, Morgan Hên's brother, who was Chancellor of Llandaff, also went with the mission. Blegwryd was noted as being one of the first scholars and lawyers of his day. He played a great part in the drawing up of the Welsh Laws. Marchlwys died in 943.

Bledri, who was bishop from 993 to 1022, was a great scholar, and was known as Bledri the Wise. So fond was he of learning, that he made his priests form schools throughout his diocese in order that the people might be taught. His successor, Joseph, continued the schools, and ordered the priests to teach the

people to read the Bible, for nothing. Bishop Joseph died in 1050. Bishop Urban (1107-1133) rebuilt the cathedral. It was in ruins on account of the ravages it had suffered from the Danes. The oldest parts of the present church are of his work.

For over four hundred years the bishops do not claim any special mention. In 1545, was appointed Bishop Kitchin, who was the worst bishop who has held the see. He left the diocese one of the poorest, instead of one of the richest, in the country. When he was made bishop, Kitchin was a Protestant, but no one was a bigger Roman Catholic than he when Queen Mary came to the throne. So zealous was he for the Catholic form of religion that he hunted down, and condemned to death Rawlings White, a fisherman of Cardiff.

When Elizabeth became queen, Kitchin again became a Protestant. Of all the bishops, he was the only one that took the Oath of Supremacy. Very different from Bishop Kitchin was Bishop Morgan, who was appointed in 1595. Bishop Morgan commands the remembrance, respect, and gratitude of all true Welshmen, for he gave us the first complete translation of the Bible in our native tongue. The Old Testament and some other books were entirely translated by him. He also corrected a Welsh version of the New Testament, which had been translated by other persons. In 1601, Morgan was made Bishop of St. Asaph, but we are proud to think that he was at one time bishop of our own diocese.

Bishop Ollivant (1849-1882) saw the complete restoration of the cathedral, which had been begun under Bishop Coplestone. Bishop Lewis (1882-1905) was an earnest worker in the cause of restoring the churches of Glamorgan that had fallen into decay. He also encouraged the building of new churches in districts where there were few or no such buildings.

The Cathedral is a large building of several styles of architecture. The oldest portions date from 1120, the year in which Bishop Urban started building. To this period belongs the beautiful Norman arch, which stands behind the altar. Two Norman doorways also remain. One forms the principal entrance into the north aisle, and the other the chief doorway of the south aisle.

During what is called the Early English period, the choir, nave, and the west front were built. The Chapter House was also built during this period. The Lady Chapel was built in the thirteenth century. Somewhat later, in the reign of Edward II., the aisles and the Presbytery were built. In the reign of Henry VII., the smaller of the two towers was built. It was the work of Jasper Tudor, the King's uncle. The other tower on the west front is modern.

After the Reformation, the cathedral fell into decay. Its decay was helped by the greediness of some of the clergy belonging to the church itself. These men heard that the king, Henry VIII., had sent Thomas Cromwell to all the cathedrals to take away some of their valuables. In order to be before

him, the clergy (the Canons of the Cathedral they were called), stripped the church of everything of value. They divided the spoils among themselves. Even the stones from the floor were taken up and sold. By 1575, the condition of the building was so bad that the cathedral records state that here "Horses graze and pigs gorge. Alas! the pity of it." By and by, choral services were stopped, not to be carried on again until 1837.



Norman Doorway.

The restoration of the church to its present form was commenced in 1836, and was completed in 1869. It contains several things of great interest. Behind the altar is a beautiful stone work screen called a reredos. It has three panels, in which are paintings by the celebrated artist, Dante Gabriel Rossetti. The



outer panels represent David as a Shepherd and David as a King, while the central panel contains a picture of the Birth of Christ.

The chief tombs in the cathedral are those of St. Dyfrig and St. Teilo, the founders of the see. The tomb of Sir David Matthews is also of interest. He



Llandaff-Cathedral.

was Standard Bearer to King Edward IV. at the Battle of Towton. In the Lady Chapel is the tomb and effigy of Bishop de Braose, who built the chapel. Bishop de Braose died in 1287. Near the west door are some war-worn flags. Among them are the King's and Regimental Colours of the Welsh Regiment.

Beside these are brasses, which have been placed in memory of the officers and men of that gallant regiment who have fallen in battle.

## CHAPTER XXXVIII.

### The Merthyr District.

MERTHYR TYDFIL, with a population of nearly 50,000, is the third largest town in Wales. It stands on the upper reaches of the Taff, almost on the border between Glamorgan and Brecknock. It is situated in a bleak district, and is surrounded by high mountains. This makes the rainfall for the town one of the highest in the county. For many years Merthyr was the largest town in Wales, and it owes its size and prosperity to the iron and coal industries.

Merthyr Tydfil (Merthyr=martyr) takes its name from an ancient Welsh princess named Tydfil who was martyred near by, about 420 A.D., by a band of pagans. The town, with Aberdare and other places in the neighbourhood, forms a Parliamentary District returning two members to the House of Commons. For many years efforts were made to obtain Municipal powers for the town. A commission was held to enquire into the case, with the result that Merthyr is now a borough town.

A celebrated writer once described the growth of Merthyr as being more rapid than that of any town in

the United States, that home of mushroom cities. This growth of course occurred when the iron trade was in full swing. The town has, however, continued growing at an ordinary rate, but many of the old parts require re-building. The iron industry has left its imprint upon the district. Cinder tips, slag heaps and refuse from the mines and works abound, giving the outlook a dreary appearance. Some of the "tips" have been built upon, though the more recent still retain their heat, and form at night a brilliant spectacle.

The history of the iron trade at Merthyr goes back to the sixteenth century. From the discovery of some old iron bearing the date 1478 it is thought that furnaces existed here even then. The first works in the neighbourhood—if not in the kingdom—for making cast iron, was established at Pontygwaith at a very early date. The manufacture of iron on a small scale was continued until 1648, when the Parliamentary army destroyed the furnaces. The Parliamentarians thought that the Royalists had been supplied with cannon from these works.

The revival of the trade in the district took place about 1760, when furnaces were opened at Dowlais. Subsequently new works were opened in 1765 at Cyfarthfa. Here cannon were made for the government for use of the British army during the American War of Independence. The owner of the works made a fortune, but he lost his contract with the government, as he was suspected of supplying the Americans with cannon also.

The great development of the Cyfarthfa works was due to the Crawshay family, who came into the district in 1791. Works were also built at Penydarren and Plymouth. Before many years had passed, the works of the Merthyr district were renowned far and wide. The annual output of iron now amounted to thousands of tons. Many descriptions have been written of the fine sight afforded by the works when in full swing. The Penydarren and the Plymouth works are now closed, but iron and steel are still made at Dowlais and Cyfarthfa.

To make it easier to carry iron bars, rails, &c., to the sea coast, the Glamorganshire Canal was cut during the years 1791 and 1798. A tramroad was also built for the same purpose, the trams being drawn by horses. On this railroad, in 1804, ran the first steam locomotive that was invented. It was made by a Cornishman named Trevethick. It pulled a load of iron from Merthyr to Abercynon, then called Navigation. The steepness of the track, and the turnings on the return journey, proved too much for the engine, which was pulled back to Merthyr by horses. After being employed for some time about the works it was laid on one side to rust away. Had the inventor been encouraged to improve his engine, it is possible that he would have made a useful locomotive before George Stephenson invented "The Rocket."

Locomotives did not come into general use in South Wales for nearly forty years after the trial run of Trevethick's High Pressure Engine. The first railway

in Wales—the Taff Vale Railway—was opened between Cardiff and Merthyr in 1841. This line proved of great value to the iron trade which increased by leaps and bounds. In the early days of the industry the iron stone and ore was mined on the spot, and the coal and limestone used for smelting purposes were, and are still, obtained locally. The ore now used comes chiefly from Spain. Most of the works now produce steel, but some iron is still made. Great improvements have been made in the construction of the furnaces and the most modern methods are adopted. Coal mining is extensively carried on in the district, and nailmaking, iron founding, brewing and weaving, are other industries.

The following extract may be of interest as showing the difference between the state of the coal trade in early days and now, and of the curious way in which some of the business was transacted:—"The farmers of the neighbourhood were in the habit of taking a sack of lime to Mr. Guest, and for one halfpenny they received a sack of coal in exchange. The load, generally borne on a horse, consisted of three sacks. So with his cargo of lime the sturdy old farmer would travel to Dowlais, and make the exchange, returning home and emptying one sack into his outhouse, divide the coal equally into three sacks, then replacing them on the horse, either the same day or early in the morning, he would travel to Brecon, and, sometimes, as far as Kington, in Herefordshire, and sell his black diamonds for

tenpence the sack. The half-crown, a great deal in those days, was then put in the pocket, and on his return home still more securely put aside for the rent."

In 420 A.D., a band of Irish Picts made an incursion into this district, and killed Tydfil, the daughter of Brychan, Prince of Garth Madryn, in Breconshire. Tydfil's brother, Rhun, fled, but was captured and slain by the pagans near a spot at Troedyrhiw, still called Pont Rhun. Nefydd ab Rhun managed to escape. He collected a body of men, and fell on the Picts so fiercely that they were nearly all put to death.

The Roman road, *Sarn Hir*, ran near the town of Merthyr. The name is still kept alive in Pont Sarn. It is supposed that the Romans had an encampment or small station near the town, as pottery and other Roman remains have been discovered. At the Norman conquest, the manor in which Merthyr stands was given to an ancestor of Ivor Bach. Ivor is supposed to have resided at the old Court House, Merthyr. In 1315, Llewelyn Bren, a descendant of Ivor, retreated to this district from the English army sent against him. He held out for nine weeks, but was then forced to surrender.

Merthyr has been the scene of three riots consequent upon strikes. The first took place in 1800. The masters and men failed to agree over a question of wages, and a strike resulted. Starvation stared the people in the face, and the men broke open the shops,





Pontsarn Caves in Winter

and threw the provisions into the street. The military were sent for to overawe the mob. Two of the ringleaders were captured and hanged. In 1816, another difference arose from a similar cause. The workmen on strike came in conflict with the supporters of the masters. The latter were armed with picks. The strikers assaulted their opponents with showers of stones, causing them to run for shelter. On this occasion no one was killed, and in the end the men were forced to give in.

The most serious of the riots took place in 1831. Wages were low, and prices were high. Failing to obtain an increase in wages, the men went on strike. The masters, seeing that the strikers were becoming unruly, sent for military protection. A detachment of the 93rd Highlanders was sent to the town. The men marched to meet the soldiers, carrying a loaf of bread as a symbol to show that bread was all they wanted. The officer commanding the Highlanders was urged by the frightened masters to order his men to load their rifles. He, seeing that the crowd was a peaceable one, refused to do anything of the kind.

The soldiers reached the Castle Hotel in peace, but an ill-advised speech by one of the masters aroused the anger of the mob. A savage attack was made on the house, and the strikers tried to obtain possession of the soldiers' rifles. The majority of the soldiers stepped into the Castle Hotel and opened fire on the mob from the windows and cellar. After half an hour's fight, during which sixty people were killed,

the mob was dispersed. More soldiers were sent to the town, and the strike ended. Several of the ringleaders were arrested and imprisoned. One man, Richard Lewis (Dic Penderyn), was executed at Cardiff for supposed prominence in the riot, but the people generally considered him to be innocent of any offence.

Cyfarthfa stands about a quarter of a mile north west of Merthyr. Large iron and steel works are erected here, and there are also several collieries. Steel rails and bars are made on a large scale, nearly 70,000 tons being produced every year. Should increased demand arise, double that quantity could be manufactured. The northern terminus of the Glamorganshire Canal lies here. The canal is fed by the River Taff, which flows through the works. Cyfarthfa Castle, a modern building, overlooks the works and the town.

Behind the castle is Morlais Hill on which are the ruins of Morlais Castle built by Gilbert de Clare in the thirteenth century. The ground on which the castle stands was the cause of a quarrel between de Clare and the Earl of Hereford, an account of which will be found in a later chapter. The most interesting feature of the castle is a vaulted polygonal chamber in the basement of what seems to have formed the keep.

Dowlais, a large town with a population of over 17,000, is about two miles north-east of Merthyr Tydfil. The towns are connected by an electric tramway. The Dowlais iron and copper works and the collieries



Dowlais.

were founded over a century and a half ago. The first furnace for smelting iron was built in 1758. The lease for working the minerals in the district was granted in 1749. In 1795, the first steam engine in Wales was erected at the works. The engine was one made by Watts and Boulton, and was used to provide blast for the furnaces, &c.

From very small beginnings the industries of Dowlais have increased, chiefly by efforts of the Guest family, until employment is now afforded to nearly 10,000 people. Nearly 4,000 tons of iron bars, steel rails, tin bars, &c., can, if necessary, be produced weekly by the most modern methods. The collieries turn out over 4,000 tons of coal daily. The Lady Charlotte Guest, the translator of the Mabinogion, was the wife of one of the owners of the Dowlais works, and the late Mr. G. T. Clarke, the well-known historian and antiquary, was manager at the works.

## CHAPTER XXXIX.

### Neath and Briton Ferry.

NEATH, the *Nidum*, of the Romans, is a river port on the banks of the River Nedd. It has a population of nearly 14,000, and is a Municipal and Parliamentary Borough, and a market town. The River Nedd has been deepened by narrowing its bed with banks of slag from the smelting works. It is now navigable to the town for ships of about 400 tons burthen. The



chief docks, however, are at Briton Ferry on the mouth of the river. Neath contains several fine public buildings, the chief being the Town and Gwyn Halls. A fine statue of the late Howell Gwyn, Esq.—a gentleman who did much for the town—stands in front of Gwyn Hall.

The following description of the district, though written at least 60 years ago, is true at the present day.



Neath in 1835.

“Towards the north, looking<sup>g</sup> from Neath, the broad top of March Howell towers above all the surrounding hills; and, southward, the view is bounded by two lofty eminences called the Foel and Mynydd y Gaer. The former is distinguished by the chimney of the copperworks in Cwmavon, and the latter crowned with an ancient encampment, whence it derives its name. The surrounding country, though poor on the



surface, has inexhaustible riches in the interior—for Neath is nearly the centre of the great coal basin of South Wales.

“Veins of this valuable mineral may be seen cropping out on the hillsides in the neighbourhood.



A Maid of Glyn Neath

(From an old print).

Much of the coal found in this district is called anthracite, and is much used for lime burning and malt drying, and also for the manufacture of iron. Iron stone is found in considerable quantities, and the hard sandstone of the coal formation affords cheap

and durable material for building. The hills are penetrated with coal levels, and the atmosphere, even of secluded and romantic glens, is darkened with the smoke of various manufactories, which always flourish most where coal is plentiful."

Neath is well served by various railways, and a new railway, the Neath, Pontardawe, and Brynaman Railway, will open up a district teeming with mineral wealth. The great resources of the neighbourhood have largely helped to make the town very prosperous. One of its chief industries, that of copper smelting, was established in the reign of Elizabeth. The other works are engaged in the manufacture of tin plates, iron, steel, firebricks, chemicals, galvanised sheets, and tiles. Iron and brass founding, coal mining, and brewing, are also carried on, while there are electrical generating works, engine sheds, and carriage repairing works in the neighbourhood. The ships that come up the river bring with them the iron ore, iron, timber, and general merchandise the town requires, taking back with them coal and manufactured articles, such as iron and tin plates, copper, spelter, and fire bricks.

The villages in the neighbourhood of Neath are all busy industrial centres. Melincrythan has tin plate works, collieries, railway repairing works, and large engineering sheds. Bryncoch has several coal mines. At Skewen, chemicals and tinplates are made, and copper smelting and coal mining are carried on. Tin plates are also made at Aberdulais and Cilfrew. The

Tennant Canal passes through Aberdulais, and crosses the River Nedd over a viaduct.

From *Nidum* ran the Roman road *Sarn Helen*. It joined that station with one in Brecknockshire, and parts of it may still be seen on Cefn Hir Fynydd. The site of the station at Neath is supposed to have been where the parish church now stands. Neath was included in the ancient Lordship of Glamorgan, and its western boundary formed also the western boundary of the lordship. It is said that the Welsh princes had a seat here. Tradition tells us that at an Eisteddfod, held at Neath, the quarrel between Iestyn ab Gwrgan and Rhys ab Tewdwr had its origin.

Neath Castle stood on low ground near the river, on the left bank. It was probably built here to defend the fertile valley from the attacks of invaders by sea. It might also have guarded a ford across the river at this point. Standing on the border of the lordship, the castle formed a kind of outpost to guard it from attacks from Gower and Dynévor.

The ruins do not show that the castle was one of great size, but it must have been of some strength. In 1231, during Llewelyn ab Iorwerth's expedition against the English, it was taken and burnt. Edward II. is said to have received shelter here when wrecked on his flight from Bristol. Drayton, in his poem, refers to the incident thus—

“In Neath a castle next at hand and strong  
Where he commandeth entrance with his crew.”

In 1402-3, during Owen Glyndwr's rebellion, Henry V. garrisoned the castle with 100 archers and 30 men-at-arms, under the command of St. John of Fonmon. It is not known by whom the castle was destroyed, though the credit is generally given to Glyndwr. The ruins still remaining comprise a gate-



Neath Abbey (present day).

way, flanked by two large towers, and a portion of the curtain wall. A small portion of the town wall is also standing.

Neath Abbey stands on the right bank of the river, a short distance from the town. It was designed by an architect named Lales. It is thought that Lales was also the designer of Margam. His name is cer-

tainly preserved in Laleston, near Margam, where, it is said, he had a residence. Neath Abbey was completed about 1130, but considerable additions were made from time to time. Some of the walls still standing are of the Tudor period. It was at first a convent of Grey Friars, but later the Cistercians obtained possession, and retained it until the Dissolution of the Monasteries. Just before the Reformation, it was intended to found a University at Neath, and a Charter was actually obtained. Perhaps, this accounts for the Tudor masonry in the ruins of the abbey.

Edward II. and Despenser were sheltered here during their flight from the army of the barons. The king sent the Abbot of Neath as an ambassador to the queen at Caerphilly, but his mission proved fruitless. At the Dissolution of the Monasteries, the abbey and its property were granted to Sir Richard Williams, *alias* Cromwell, the Welsh ancestor of the great Oliver Cromwell. Later, it was sold, and a portion of the building transformed into a dwelling house. Now, it is only inhabited by a caretaker.

The ruins are considerable, and the architecture is of a very high class. Of the first building, the crypt and the ruins of the church remain. The other ruins are those of the chapter house, refectory, and some of the chief domestic apartments. Care is taken to preserve what remains of the old abbey. Excavations from time to time show that the praises bestowed upon it by Welsh poets of the time, and by

Leland, were not beyond the truth, and that it was once a place of great magnificence.

The abbey stood in a peaceful spot on the banks of the river, surrounded by pleasant meads and fertile fields, but the ruins are now in the midst of works, some of which are active, and others dismantled. "Where the matin's hymn was sung, and the solemn vespers chanted, is heard the perpetual clang of the noisy hammer; forges, furnaces, and tall chimneys mingle unearthly and unnatural sounds, and the dale resembles a pandemonium rather than a sanctuary from the cares and turmoils of the world."

Briton Ferry is a seaport and manufacturing town situated on the mouth of the Nedd. It stands about two and a half miles south of the town of Neath on the shores of Swansea Bay. A ferry across the river is still in use. The population of the town is about 7,000, and its prosperity has increased since the construction of a floating dock with an area of thirteen acres. The dock is the property of the Great Western Railway Company, and is well fitted with appliances for loading and unloading vessels.

Several lines of railway connect the port with the mining district, and with the country generally. A swing bridge, constructed by the Rhondda and Swansea Bay Railway Company, gives direct communication with Swansea and Swansea Docks. Iron, steel, bars and rails, tinplates and patent fuel, are the chief manufactures, and coke making as well as iron and brass founding are also carried on. The imports



of the port comprise copper, iron and zinc ores, wool, flour, grain, pig-iron, and general merchandise. The exports include coal, coke, patent fuel, iron, spelter and firebricks.

The name Briton Ferry was probably given to the town by the Flemings, as the Welsh name is Llan-sawel. The ferry here in ancient times was used to shorten the journey to and from Swansea. It avoided the longer route through Neath. The Archbishop Baldwin crossed here in 1188, when he made his famous journey preaching the Third Crusade. Morgan ab Caradoc, Lord of Aberafan, met the archbishop at Margam, and accompanied him to the border of Glamorgan. He assisted the passage of the travellers over the Neath by means of boats, but by some misfortune they were upset and very nearly drowned.

## CHAPTER XL.

### The Borough of Swansea.

SWANSEA is situated upon a site the natural advantages of which are very great. The strip of land on the shores of the bay is backed by two massive hills, which guard the valley through which the Tawe makes its way to the sea. The hills protect the town on the north-east and north-west, and, as it is thus open to the warm south and south-westerly winds, its climate is very temperate and equable. Walter Savage

Landor exclaimed at one time, "Give me Swansea for scenery and climate. If ever it should be my fortune to return to England, I would pass the remainder of my days in the neighbourhood of Swansea, between that place and the Mumbles."

The rise in the land from the shores to the hills behind makes the streets rise in terraces until the Uplands are reached. Occasionally, a long steep street will wind its way up the slope of the hill. This arrangement of the streets lends itself to a prettier effect than the flat streets of Cardiff do. In the older part of the town, however, the long rows of workmen's houses, the numberless chimney stacks, and the cloud of smoke overhanging all, spoils any beauty that the district might have.

Three of the great railways of the country run into the town—the Great Western, the London and North-Western, and Midland Railways. These, with the local lines, connect it with the manufacturing towns and villages of the neighbourhood and the country generally. The local lines are the Neath and Brecon, and the Rhondda and Swansea Bay Railways. The Port Talbot Railway has running powers into the town, and a steam tramway of rather an unusual type connects Swansea with the Mumbles. The Swansea Valley Canal runs from the town through Landore, Morrision, and the Tawe Valley into Brecknockshire. During its course, the canal crosses over one four-arch, and six one-arch, aqueducts. The

Port Tennant Canal runs from the Prince of Wales Dock to Aberdulais, where it joins the Neath Canal.

The Swansea Guildhall stands in Somerset Place near the docks. It was erected in 1846. The building is of stone, built in the Classic Style, with porticoes of the Corinthian order. The vestibule forms the approach to two law courts and the council chamber. Outside the hall is a statue of Lord Swansea. On each side of the statue is a cannon presented to the Corporation as trophies of the Crimean War. Adjoining the hall stand the police buildings, which were built in 1885.

The Royal Institution of South Wales was formed in 1835, and incorporated in 1883. The building comprises a splendid library—including many rare works—a lecture theatre, and a large museum of objects illustrating local and general natural history, local and general history and antiquities, and local industries. Among the exhibits are autograph letters of Henry VII. and Henry VIII., and the “Original Contract of Alliance” between the first Prince of Wales, afterwards Edward II., and Isabella of France.

“The history of the document relating to this ill-starred union is curious. When his troubles came to a head, Edward II. sought refuge in South Wales, accompanied by several of his high officials carrying various valuables, among them being the great seal, and twelve bags of documents. He waited at Swansea in hopes of a favourable wind to carry him to Lundy Island, but as that did not come, he was obliged to

continue his flight, and left the State documents at Swansea. There, in the lapse of time, they met with the usual fate, were neglected, and many of them stolen, this disappearing among them. Not many years since, some poor people, being unable to pay a late physician of Swansea for his attendance on them in sickness, gave him as a curiosity a small old oak box, containing some ancient documents, among which was the missing contract."

The Public Library and Art Gallery, and School of Science and Art occupy a building in the Alexandra Road. It was opened in 1886. The reference library contains many valuable and rare books relating to Wales and the Welsh. The late J. Deffet Francis, Esq., presented the town with a collection of 7,500 volumes and over 2,500 rare drawings, prints, &c. There are branch libraries in different parts of the town. The market in Oxford Street was erected by the Corporation in 1830, and rebuilt in 1897. It is a structure of red brick, and on market days is crowded with busy traders. A portion of the market suffered from the ravages of a disastrous fire in March, 1905. There is a cattle market in Dyfatty Street.

The Incorporated Swansea Exchange or the Royal Metal Exchange was founded in 1887, and the present building erected in 1897. It comprises suites of offices of various firms, with an Exchange in the rear. The leading metal merchants and tinsmith manufacturers of the world are members of the Exchange.

The old Post Office stood in Castle Bailey Street, but the new and much larger building stands in Wind Street.

## CHAPTER XLI.

### II.—The Borough of Swansea.

THE oldest church in the town is the Parish Church of St. Mary's, the nave of which was rebuilt after its collapse in 1739. The nave fell in just before service one Sunday. Were it not for the custom of the parishioners to wait gossiping in the churchyard for their vicar's arrival before they entered the church, numbers would probably have been killed. The vicar curiously enough had been kept five minutes beyond the usual time for commencing the service, and was on his way to the church when the roof fell in. It is said that the cause of his delay was the bluntness of his razor!

The church was restored during the years 1895-8. It is a building in the Early English Style. The tower, chancel, and a small chapel, called the Herbert Chapel, are old, and are said to be the work of Bishop Gower, the architect of the castle, and of the Bishop's Palace at St. David's. The church contains many ancient monuments, which include some of the few brasses that exist in the county. The Herbert Chapel has an altar tomb with the effigies of Sir

Matthew Craddock and his wife. The latter was the "White Rose of Scotland," the daughter of George, Earl of Huntley, and widow of the notorious Perkin Warbeck. She is not buried in the church, as she married a gentleman of Berkshire, in which county she was buried.

The Swansea Hospital was founded in 1817, and the present building was erected in 1867. A children's ward was added in 1885, and a department for diseases of the eye was opened in 1890. Other Hospitable and Charitable Institutions include a Provident Dispensary opened in 1876; the Royal Cambrian Institute for the Deaf and Dumb, which was first established at Aberystwyth in 1847, but removed to Swansea in 1850; Swansea and South Wales Institute for the Blind, established in 1865; Sailors' Home and Rest; Industrial Home for Orphans and Friendless Girls, established in 1859; and the Swansea and South Wales Nursing Institution, opened in 1873.

In 1682, Dr. Hugh Gore, bishop of Waterford and Lismore, in Ireland, established a grammar school in the town, and endowed it with lands for providing the funds necessary to maintain it. The present building, erected in 1852, is now under the control of the Welsh Intermediate Board as a County School for boys. There is also an Intermediate School for girls in the town, and two Municipal Secondary Schools have recently been organised. In 1872, a Training College for Schoolmistresses was opened.



The borough is well supplied with parks. Brynmill Park, between Park Mill and Singleton, was opened in 1872. It is nine acres in extent, is tastefully laid out, and is surrounded by trees. It was formerly a reservoir. Cwmdonkin Park on the Uplands, thirteen acres in extent, was purchased by the Corporation, and opened to the public in 1874. Splendid views of the bay and the Mumbles can be obtained from it. Other parks are the Brynmelin Park, Victoria Park, and the Swansea Bay Recreation Grounds. In Victoria Park is a fine statue, commemorating local men who fell in the Boer War. On each side of the statue is a gun captured from the Boers.

Swansea has been compared to a head, body; and tail. The "head" is the dock district; the "body," the residential and business central part; and the "tail," the industrial portion extending along the banks of the river for a distance of nearly four miles. Included in this "tail" are Morriston and Landore, which, though in a sense independent, are practically suburbs of the town, and are included in the borough. When in the town, or by the shore, we do not see much evidence of the great works in the rear, but a journey by train from the docks to Landore shows us the part of the town where most of its wealth is won.

"By day, we see a valley enclosed by rather steep brown sandstone hills. On either side of us are numberless streets of workmen's houses, which, from the frequent use of whitewash, are less dirty than

might be expected. The flat bed of the valley, which lies slightly below us, is covered with numberless 'works'—blackened piles of buildings of no great height—from which rises a perfect forest of rather stumpy chimneys, with one here and there towering high above the rest. From these is sent forth a cloud of dense white smoke, varied of course now and then by a fume of dark colour.

“Here lie dark piles of rubbish; there—and these are more common—gigantic mounds, mainly purple-black in colour, but streaked now and then with a copper-red. The white smoke fills the valley like a fog; the hills, the railway viaduct, the houses and port of Swansea itself, peep indistinctly through the haze. Looking inland, the works drop off, and black looking fields succeed so that the lower part of the Tawe appears less attractive than is usual with the rivers of South Wales.

“By night, the scene is yet stranger. There is a glow on many of the refuse-heaps; the air is bright with the lurid flames of the smelting furnaces; the white smoke gleams with reflected lights; the buildings are lit up with the glare of the fires and of endless jets of gas; and the clear cold brilliancy of the electric light shines out in marked contrast to the surrounding illuminations.”

Within a radius of four miles of the town there are nearly 150 works of thirty-six different varieties, but the copper smelting works are the most important. Of the copper smelting industry, Swansea

is the chief centre in Britain, indeed, of the world. This is because it is a port, and because of its nearness to the coalfield of South Wales. Copper was smelted at Swansea as early as 1564, when a charter for that purpose was granted by Queen Elizabeth. The quantity of the metal refined now amounts to nearly 21,000 tons yearly, and this is valued at one and three quarters millions sterling.

Not only are copper ores smelted, but also those of lead, zinc, silver, nickel, and cobalt. The manufacture of tinplates is also carried on to a large extent. The value of metals refined, other than copper, amounts to nearly a quarter of a million per annum. About 500,000 tons of steel valued at two and a half millions are made yearly. The quantity of spelter or zinc manufactured is only one-twentieth less than the total output of the kingdom. The value of the tin and terne plates made annually amounts to nearly five million pounds.

Coal is largely mined in the neighbourhood, and the manufacture of chemicals is another important industry. The chemicals mostly made are those used in connection with the other industries of the district, and such as are bye-products in the various works. Other industries include patent fuel works (Swansea is the greatest centre of this manufacture in the kingdom); weldless tube works (the works at Landore are the largest of the kind in Britain); flourmilling and biscuit making; shipbuilding and repairing; sail and sail cloth making; brick and tile works, basket

making; brass and iron founding; flannel, yarn and hosiery manufacturing; india rubber works, and the manufacture of cooper's goods.

We must also notice an extinct industry, that of the manufacture of porcelain. A works, named the Cambrian Pottery, for the making of a superior kind of china ware, was established in 1780, Many talented artists were engaged to decorate the china, and the productions of the works won great repute. The Cambrian works are now closed, though pottery of an inferior kind is still made in the neighbourhood. Specimens of old Swansea china are highly prized by collectors, and have a high market value. Fine examples may be seen in the collections in the Cardiff and Swansea Museums, and in the Turner House, Penarth.

## CHAPTER XLII.

### The History of Swansea.

THE name Swansea has been derived, according to the best authorities, from *Sweyne*, a Norse pirate, who frequented these parts, and *ea*, an inlet. Others say it comes from *Swine-sea*, from the number of porpoises or sea pigs that were once found in the bay. Yet others derive it from *Swan-sea*, because, say they, the earliest English speaking visitors saw a large flock of swans in the bay. Since 1188, the name Swansea has been spelt in some eighty different ways, and it is

only as recently as 1738 that the name is spelt as Swansea in the official records.

Swansea did not fall into the hands of the Normans as early as the rest of the present County of Glamorgan. You must remember that it was in a lordship that was independent of Iestyn ab Gwrgan. When the invaders had settled themselves in their newly won lands, many of the Welsh who had supported Iestyn crossed the border and established themselves in Gower. For a little time they had peace, but about 1099 Henry Beaumont, Earl of Warwick, led a force into the district and drove out the Welsh owners.

They took possession of the peninsula for themselves, as well as some of the best portions of the land behind. As was usual, the Normans set about building the castles, by means of which alone they could hope to hold the lands they had taken. Of the many castles built in Gower, that of Swansea was one of the largest and strongest. It defended the lordship from attacks by the Welsh from the east and north. The castle was erected shortly before the year 1113, a previous Welsh stronghold no doubt having been occupied until that time.

In 1113, the castle was attacked by Griffith, the son of Rhys ab Tewdwr. He made many hard attempts to capture it, but failed. He ravaged and burned the town and the surrounding country. After this attack, the Normans strengthened and enlarged their fortress, but it was not again attacked for nearly

a hundred years. In 1188, Archbishop Baldwin and the historian Giraldus Cambrensis paid the castle a visit when on their tour through Wales preaching the Third Crusade.

When, in 1215, the Normans were busily engaged in the struggle against King John, and forcing him to sign the Magna Carta, Rhys the Younger, a prince of Dynevor, made an effort to rid the country in the district round Gower of the Norman settlers. The Welsh were so successful that they captured all the castles of Gower, including that of Swansea. In 1217, Rhys the Hoarse, Rhys the Younger's uncle, burned the castle. In 1221, however, Llewelyn ab Iorwerth, prince of North Wales, gave William de Braose permission to rebuild the castle. Llewelyn promised that the Welsh should not trouble him while he was building it.

The castle erected by de Braose was not attacked until the year 1260, when it was taken and destroyed by Llewelyn ab Griffith, the Last Prince of Wales. No attempt was made to rebuild it until about 1330, when Bishop Gower of St. David's erected the castle, the remains of which are now standing in the town. Owen Glyndwr partly destroyed it in 1405, but it was repaired. During the Civil War it was taken and re-taken by both parties. It is said, but it is probably not true, that the castle was taken and re-taken three times within the same day without a blow being struck! After the battle of St. Fagans, it was in the hands of the Royalists, but afterwards



fell into the hands of Cromwell's soldiers. Cromwell himself stayed here for a short time in 1648.

From the time of John de Braose, about 1221, the town and castle were in the possession of the de Braose family until the reign of Edward II. They then passed into the hands of the Mowbrays. Edward II., however, allowed his favourite, Hugh le Despenser, to take them from their rightful owners. The next king gave them back to the proper



Swansea Castle.

lord. In 1471, the owners were the Herberts, from whom the present owners, the Beauforts, are descended.

The remains of the castle are very interesting, but they cannot very well be seen, as they are surrounded by houses. The most important part of the ruins is a large tower, which has on top a parapet of open arches. These were the work of Bishop Gower, and form quite an unusual decoration of a castle. No

other castle in Glamorgan has such a parapet. The hall of the castle is now used as a Drill Hall.

At the beginning of the last century, there was no public building of any importance in the town. All the public business was done in the remains of the castle. A portion of the building was used as a Town Hall, and was divided off into two rooms. In one of these, law courts were held, and the other was used for carrying on the affairs of the town. A curious court was once held here. It was a court specially held for the Englishmen of Gower. Another special court tried the cases where the Welshmen of Gower were concerned. Both courts are now abolished.

A section of the castle was also used as a market, while yet another part was used as the gaol. The gaol must have been a terrible place as the following will show:—"When the Inspector of Prisons visited Swansea, he found that the prison consisted of the ruined keep of the castle divided into four rooms, varying from twelve to fifteen feet square. No furniture was allowed to the prisoners, and only the room in which women were confined possessed a lock. There was no glass in the windows, no fuel allowed even in the coldest part of winter, and no food at any time. If they had no friends to bring them food, they must depend on charity for daily bread and medicine when sick. Not even a drop of water was within reach of the wretched prisoners." The present Swansea prison was built in 1853. It is

far different from the old one, and has cells for 240 prisoners.

The first half of the last century saw a great change in the town. It grew rapidly, and many buildings for public and business purposes were erected. The change in the size and importance of the town can best be seen from the increase in population. In 1707, the population was only 1,792. By 1801, it had increased to 10,117. Seventy years later it had reached 51,702, and at the present time it is over 107,000.

## CHAPTER XLIII.

### Swansea Docks.

SWANSEA is the most westerly of the ports of Glamorgan. Its situation near the open sea, and its nearness to the coal field, make it very convenient for purposes of trade. A port existed here from very early times. We read that the Port of Swansea sent ships to fight against the Spanish Armada. We must not think that this means that the town of Swansea alone sent ships to the help of Drake and the other English sailors.

In those days the *port* of Swansea reached from Oxwich Bay as far east as Chepstow in Monmouthshire. Cardiff, Newport and Chepstow were then sub-ports, or under ports of Swansea. So ships sent from Cardiff or Newport would be said to have been sent from the

Port of Swansea. The boundaries of the port remained the same down to the year 1846, when Cardiff was made a separate port, the dividing line between the two ports being fixed at Nash Point. A few years later Newport was made a port by itself, and quite recently, Port Talbot has been made independent of Swansea.



Swansea Docks.

Swansea was a tidal port until the beginning of last century. In 1801, the East and West Piers were built, and in 1836 the "New Cut" was made. Soon after, the river was dammed and turned into a float. In 1847, the Swansea Dock Company obtained powers for building docks, but in 1857 these were taken over by the Swansea Harbour Trust, who built and still own the docks.

The docks at present have an area of over sixty acres. They are three in number, and there is, besides, a couple of miles of wharfed river-bed. The oldest dock is the North Dock or Town Float. It was made out of the old bed of the Tawe, the river finding its way through a new channel cut for it. The dock was opened in 1852, and has an area of sixteen and a half acres. The South, or Swansea Dock, was opened in 1859 by Miss Talbot, of Margam Abbey. It is on the west side of the Tawe and at right angles to the North Dock. The dock is seventeen acres in extent, and its first sod was cut by the late Duke of Beaufort. Here hydraulic pressure was first used for the working of dock gates, swing bridges, &c.

The third dock, the Prince of Wales Dock, was opened in 1880 by His Majesty the King when he was Prince of Wales, on the occasion of his first visit to South Wales. The dock is twenty-seven acres in area, and is entered through a tidal basin which opens into the bay through a deep sea channel which is common to all the docks. In 1904, the first sod of a new dock, called the King's Dock, was cut by His Majesty the King. The new dock will be finished in 1910 and will have an area of sixty-six acres.

The trade of the port is large and varied. It does not depend so much on the coal trade as do the other ports of Glamorgan. The most valuable portion of the trade consists of the importation of ores and other raw materials used in the works of the district, and the exports consist mostly of manufactured goods. Still a

large trade is done in the exportation of coal, coke, and patent fuel. The coal exported is of three kinds—steam, anthracite, and bituminous.

Tin and terne plates, corrugated iron, machinery, chemicals, and general goods form the chief things sent out. Besides ores, pig-iron, timber, grain, and general merchandise form the imports. The yearly value of the imports amounts to nearly three millions of pounds, and the exports of home produce and manufactures are valued at over five and a half millions. In addition, foreign and colonial produce re-exported from Swansea every year are a little short of £20,000 in value.

The harbour and docks have everything necessary for rapid loading and unloading of ships, and are well protected from storms. The machinery used is of the modern kind; there is over three miles of quayage, and and warehouses are provided for the storage of goods. Over twenty miles of sidings are connected with the railways running into the town. The port is joined by telephone to Cardiff Docks, and also to the Ships' Telegraph Station on Mumbles Head.

Swansea has a flourishing fishing trade that has become of some importance during the last few years. Room for the fishing vessels is made both in the tidal harbour and in the South Dock. About thirty steam trawlers belong to the fishing fleet, besides a large number of sailing boats such as smacks.



## CHAPTER XLIV.

**Antiquities of the County.—I.**

THE antiquities of the county are many and of various kinds. Some of these have already been noted, but there are others we have not read about which must have a place in this book. Perhaps the oldest of all are the cromlechau. (*Cromen*=a roof; *Llech*=a stone). These stones are erected as memorials of the dead and are found in all Celtic as well as in some other countries. A Cromlech consists of large masses of stone, often of great size and weight, the largest of which is placed as a capstone above the others.

In the chamber thus formed the remains of the dead were placed, generally as ashes, and enclosed in an earthen jar. The jars containing the ashes were often accompanied by other vessels, weapons, and various objects. The whole monument was generally covered over with stones and earth, so forming what is called a "tumulus." These "tumuli," or mounds, are common in Wales, which country possesses most of the largest cromlechau in Britain.

The largest in the kingdom is to be found in Dyffryn Golwg (*Dyffryn Goluch*=the Vale of Worship), which is situated between St. Lythans and St. Nicholas, Cardiff. Whether the worship carried on in the vale was Christian or Druidic we do not know. Probably

both, as it is recorded that in the second century Druidic remains were consecrated to Christian service. The largest cromlech is known as Castell Corrig, but there are the remains of others in the neighbourhood. One splendid example is shown in the picture on page 76. It is at St. Nicholas.

Another large cromlech is Arthur's Stone in Gower, which we have already read about. At Marcross is one known as Yr Hên Eglwys (the Old Church). There are the remains of a doubtful cromlech at Laleston, which is also known by this name. The other cromlechau of the county are situated at Creigiau, Tythegeston, and at Cae Letwych, near Coity.

Closely connected with the cromlech is the stone circle. There are several reputed stone circles in the county, but the best example is situated in the parish of Llangyfelach, near Swansea. It is known as Carnllechart, and consists of a number of large flat stones standing upright in a circle. The circle has an entrance, and in the centre is a *cist-faen* or stone chest, with a flat stone as a cover. This is no doubt the grave of some great man in olden times.

Many ancient stones are to be found in the southern part of the county. These are of three kinds—Meini Hirion (Long Stones); Lettered Stones with no decoration; and Lettered Stones with much decoration carved on them. The Meini Hirion are long huge stones in a natural condition, standing up on end in the ground. It is difficult to say for what purpose they were erected. Some say they mark the

burial place of some great Briton, others that they mark some great event, and yet others say that they served as landmarks or boundary stones. Perhaps all are correct.

The chief examples in the county are *Garreg Bica* (the Pointed Stone) on Mynydd y Drummau near Skewen, which stands thirteen feet from the ground; *y Maen Hir* on Cefn Gelligaer; a huge one in a field called Water Street at Margam; one near Neath Abbey which is marked with a cross; and one in a field near Briton Ferry. Many other examples of less size are scattered over the county, particularly in Gower. A large stone with round cup-like holes—"a cup-marked stone"—has been found recently at Gelligaer. It is called *Maen Cattwg*, or Cadoc's Stone.

The second class includes stones which have been roughly hewn into pillars. On them are carved names, or very short inscriptions. The letters are mostly Roman Capitals, but on two are traces of what are called Ogham] letters. Three have a cross cut into the stone. These are the *Bodvoc Stone* on Margam mountain, the *Artben Stone* at Merthyr Tydfil, and the *Tome Stone* near Margam. Some of the stones are Roman milestones, while the others, as a rule, mark the burial place of some famous man. The stone at Kenfig has the inscription: *Pumpeius Carantorius*, the name of a Roman. People in the district some years ago thought it was old Welsh, and that it read: "*Pump bys câr a'n torws*" (The five fingers of a friend slew me).

The Decorated lettered stones are by far the most interesting. They show us that there were artists in Wales many hundreds of years ago. The work done



Irbic Cross, Llandough, nr. Cardiff.

on the stones is of an excellent quality. As a rule, it is a curious interlacing pattern, which sometimes is accurate enough to have been done with instruments.

The artists, however, picked out the pattern by the eye alone. All these stones are what we would now call tombstones, and were placed to mark certain graves.

Other stones, which sometimes take the form of crosses, are scattered over the county, but groups are to be found at Merthyr Mawr near Bridgend, at Llantwit Major, and at Margam. The finest specimen of all is the *Irbic Cross*, which stands in Llandough Churchyard, near Cardiff. The design for the monument to Pembrokeshire men who fell in the South African War was based on this cross. The monument stands in Haverfordwest. The cross in the Palace gardens at Llandaff is another beautiful example, while at Llantwit the *Cross of -Iltyd*, the *Cross of Samson*, and the *Conical Grooved Pillar* are among the best. A great wheel cross at Margam, known as the *Cross of Conbelin*, is another splendid example, and so is the *Cross of Enniaun* found in the same place.

The crosses already mentioned are the best, but many others exist at the same places, as well as at Neath, Pontardawe, Coychurch, Bridgend, Llangan and Gnoll, near Neath. Only the stones at Llandough, Pontardawe, Llangan, and Gnoll, have figures carved on them. The *Irbic Cross* has the figure of a man on horseback, and some figures of saints carved on it. The stones at Pontardawe and Llangan, when whole, represented the Crucifixion, while the Gnoll Stone is a fragment with a human figure. Most of these

stones are at least twelve or thirteen hundred years old, so it is something for us to be proud of that our ancestors in Glamorgan so long ago could turn out such excellent carving. It would be difficult for all boys and girls to visit the places where these stones are kept, but if they ever pay Cardiff a visit, they will be able to see casts of most of them in the Welsh Museum at that city.

## CHAPTER XLV.

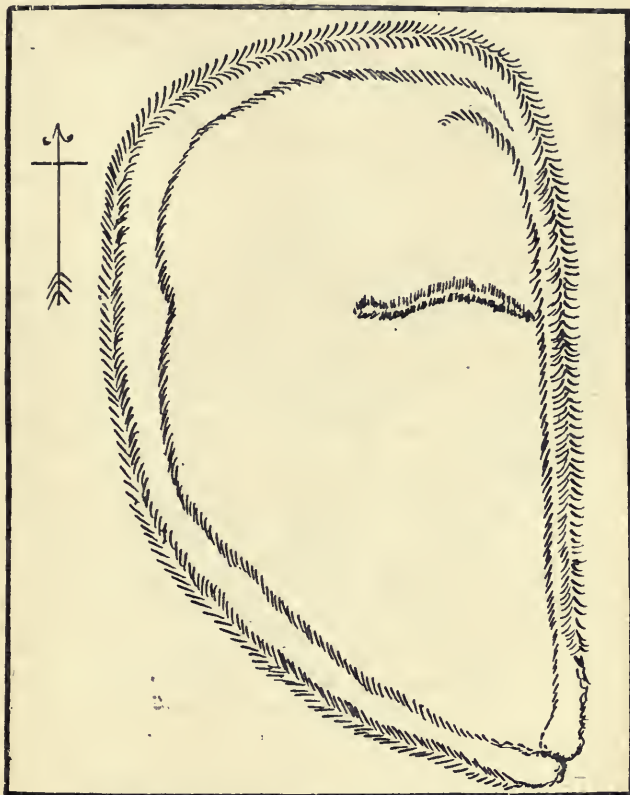
### **Antiquities of the County.—II.**

THE large number of camps found scattered over the surface of the county proves to us that our forefathers must have been very brave and warlike people. It is interesting to study the places where they are situated, and the difference in their forms. The camps in Glamorgan are easily divided into three classes, British Camps, Roman Camps, and camps of invaders by sea.

The different classes are distinguished by their form and situation. The Britons built their strongholds along the crests of mountain ridges where an attacking enemy would find it difficult to get at them. The Romans built theirs, with a few exceptions, along the line of the great sea-road or its branches, while the Danish or other sea-robbers' camps are to be found near, or along the coast. The Romans built their camps in a



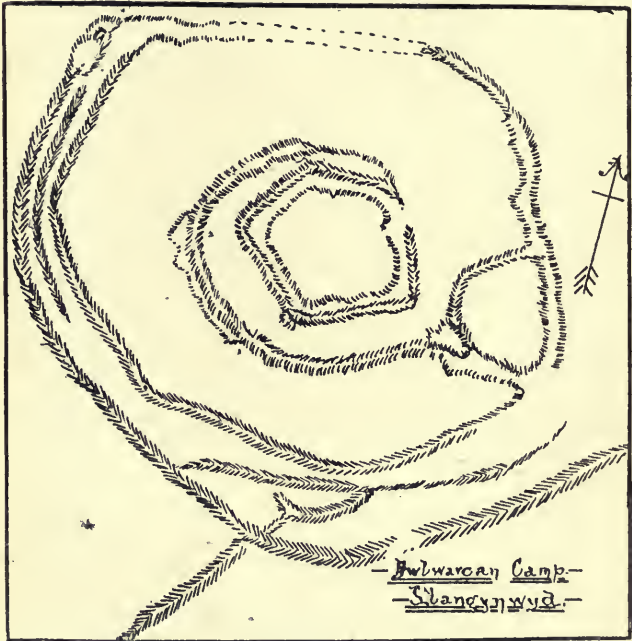
rectangular form, generally a square. The British camps were irregular in shape, sometimes being merely



Mynydd Castell Camp (British), near Margam.

long lines of parallel entrenchments, like those on Mynydd Baidan, but generally they were round or oval.

Along the line of the mountains separating the Vale from the Hills is a line of British camps. These were perhaps made for the purpose of checking the advance of the Roman legions when they invaded the country.



British Camp.

On Cefn Carnau, just north of Cardiff, a large fortress commanded the plain to the south. Further west is Caerau Camp, near Llantrisant. This is probably the largest and most perfect camp in the county. It guarded the pass leading from the lowland to the hill

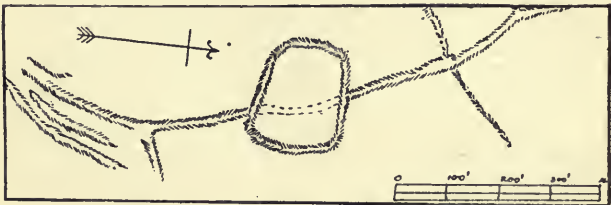
district, and occupied a position of great importance. On Margam Mountain is a whole line of camps of great interest, among which figure earthworks of the Britons, Romans, and the Danes. The Castle Ditches near Fonmon, have features which show them to have been of British make, while a small camp made by the Britons, stands on the high ground between the confluence of the Taff and the Cynon, near Navigation. Another British camp is situated on the hills above Treorchy.

Along the *Via Julia* there are several Roman camps. The first, entering the county from the east, is Cae Castell Camp, a small earthwork near the village of Rhymney. Next came that at Cardiff, where was the important station *Tibia Amnis*. About three and a half miles west of Cardiff, at Caerau, is a large Roman encampment, which covers an area of about twelve acres. Some authors think this was the site of *Tibia Amnis*, but the discovery of extensive Roman masonry at Cardiff has practically decided that the station was fixed at the latter town. Caerau Camp is defended on the north by one, on the west by two, and on the south by three lines of ramparts and ditches.

Following the *Via Julia* westward, we find camps at St. Nicholas and Ponvilstone, some remains of camps at Cowbridge and Brocastle, and a large camp called *Y Gaer* (The Camp) on Mynydd y Gaer, near Blackmill. South of the road, at Llantwit, was a Roman villa, but we do not find any traces of

fortifications there. Possibly the villa was built after the Romans had settled the country. A Roman camp is to be found at Kenfig, and temporary halting places on Mynydd Baidan and Rhyd-blaen-y-cwm (the Ford at the head of the Valley).

These temporary camps are very interesting. That on Mynydd Baidan is a short distance below the British lines on the brow of the same hill. It seems as if the Romans had reached the spot too late to attack the Britons that same day, and so had to entrench themselves over night. What an anxious night it must have been for both armies. The Romans held their opponents in the greatest respect, for they included a spring within their lines, though a clear sparkling brook ran down the valley only a few yards away.



Roman Camp constructed on British Intrenchments,  
Mynydd Margam.

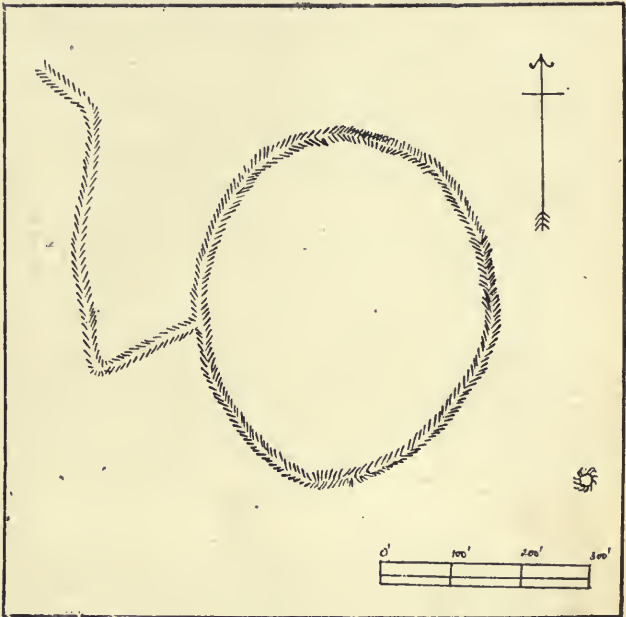
Next morning, the Romans, after what must have been hard fighting, drove the Britons from their earthworks one after another. These earthworks ran along the mountain top as far as Rhyd-blaen-y-cwm, an hour's walk away. Here the Britons made their

final stand, but were forced to flee. The fighting must have lasted all day, as the Romans made another temporary halting place on the very site of the British earthworks, as may be seen from the plan. Other Roman encampments exist at Loughor—the *Leucarum* of the Romans—and at Penlle'rgaer. A Roman camp on Cefn Gelligaer was excavated a few years ago, and many interesting remains were discovered.

The more recent encampments of the Danes and other invaders by sea are to be found on Sully Island; the Bulwarks, Porthkerry; Colhugh, near Llantwit Major; the Bulwarks, St. Donats; Stormy Down, near Pyle, of which a plan is given; and on the south coast and western point of Gower. These were made in the eighth and ninth centuries. Some were perhaps the work of the Saxons. The best example is that on Stormy Down. It was the work of the Danes. The camp is a circular enclosure measuring 500 feet across, with an outer embankment and ditch covering its western and weakest face. Human remains were discovered here in 1870, and near it is a high tumulus known as Twmpath-y-Ddaear. The mound has not yet been excavated.

In various parts of the county many tumuli or mounds are to be found. Of these only a few may be rightly termed barrows, or the huge mounds in which the men of the Stone Age buried their dead. Some of the mounds have been opened, but with little result. A tumulus opened at Merthyr Mawr, however, contained human remains, pottery, and

flint instruments. There is a rude cist or kist on Cefn Gelligaer known as Maen Teyrnog. It is said to mark the spot where the founder of Tintern Church was buried. We have already read of Crug yr Afan.



Restored Plan of Danish Camp near Pyle.

There are several barrows on the Garth Mountain near Cardiff, a slightly moated one at Pentyrch, and one called the Twmpath, near Whitchurch. A mound similar to those on which the Saxons built their strongholds is to be found in the Cardiff Castle grounds, and a smaller one at Penrice, Gower. A large



number of tumuli exist on Margam Mountain. Two of them bear very suggestive names—*Yr Ergyd Uchaf* (the Highest Blow) and *Yr Ergyd Isaf* (the Lowest Blow). Perhaps these two, and the other mounds, are the burial places of the dead who fell in the battles fought on these downs. One tumulus near the Bodvoc Stone is called *Twmpath Diwlith* (the Dewless Mound). Tradition tells us that no dew ever falls on this mound, which is one of the Seven Wonders of Glamorgan. In former days the bards of Tir Iarll often held their gorsedd or meeting on this mound.

## CHAPTER XLVI.

### The Early Inhabitants of Glamorgan.

IN a former chapter you read that the people who lived in Glamorgan when the Romans came into the country were called *Essyllwyr* or *Silures*. These were a tribe of a race that had crossed over into Britain from the continent of Europe, and were known as Celts. The particular branch of the Celtic people that first settled in this country were known as *Goidels*, *Gauls*, or *Gaels*. Later on, another branch of the same great family, known as *Brythons*, came into the country, and settled among the *Gaels*. In course of time these formed one people and were called *Britons*. The *Silures* were a tribe of the *Britons*, but were more closely related to the *Goidels* than to the *Brythons*.

You must not think for a moment that the Celts, or that branch of them known as the *Gaels*, were the first

inhabitants of our country. Long before they came, how long we do not know, several other races had made their homes here, each in turn to be conquered by the newcomers. We know that these people lived here by remains left behind them, which have been dug up at various times, in different parts of the county.

The first of these ancient people, that we know anything of, lived here when there were no Straits of Dover, and Britain was joined to the continent. They were savages, they lived in caves or holes in the ground, and obtained their food by hunting wild animals. They had very few weapons or any other implements, and even those they had, were of stone, roughly chipped into shape. These people were called the Old Stone Men, and some of their weapons and tools are to be seen in our museums.

Many years after, another race of people known as the New Stone Men settled in the country, and became the masters of the older race. The newcomers were more civilised than the Old Stone Men. Several things tell us this. First, their weapons and tools were better. These, instead of being rough and poorly shaped, were finely ground and polished. The New Stone Men did not depend altogether upon hunting for their food, but had herds of oxen and pigs, flocks of sheep and goats, and they had also dogs. They were short dark men, with dark hair and eyes, and long skulls. They knew how to make cloth and sun-baked pottery, and buried their dead in stone boxes or *cists*, covered by long mounds of

stones, sand or earth. These mounds are sometimes called barrows, and as we read in the last chapter, are to be found in the county. Several have been opened, when weapons, articles of pottery, and bones of the buried persons, have been discovered. Sometimes the New Stone Men are called Ivernians, Iernians, or Iberians. Many of the inhabitants of Glamorgan are descendants of these people, and in the north-east of Spain, men of this race, called Basques, may still be found.

Somewhere about 500 years before the birth of Christ, the Gaels, the first Celtic invaders, came into the country, to be followed at a later period by their brethren, the Brythons. These, as already mentioned, united, and became the Britons. The Romans conquered these Britons, but did not mix with them as the Brythons had mixed with the Gaels. Still they kept other invaders away and, when they left, the Britons were Britons still. Then the Saxons came later, and took the plains from the Britons, who were forced into the mountainous districts of the west. The Saxons called them the *Welsh*, or strangers, but the Britons of the mountains called themselves the Cymry, or brethren.

The Celts were much more civilised and intelligent than the New Stone Men. They knew how to get tin and copper from the ores, and how to mix these two metals together to make bronze. From the bronze they made their weapons and other implements. Many of these bronze instruments have been discovered

from time to time. The Gaels had round skulls, and they sometimes burned their dead before burying them. The ashes, or the unburnt bodies were placed in a cist, set in a hollow in the ground, and a great round barrow was then heaped over them. These round barrows are also found in Glamorgan. The Brythons were tall like the Gaels, and had fair hair and blue eyes. We may still see in Glamorgan men who are like both the Gaels and Brythons, and who are, in fact, descendants of these people.

## CHAPTER XLVII.

### **The Roman Conquest of Siluria.**

WE have seen that the inhabitants of this county, at the time of the Roman invasion of Britain, were of the Celtic race, more especially of that branch called Gaelic or Goidelic. They were not so civilised as the Celtic tribes to the eastward, and so were not so easy to conquer. They were fearless, and fond of freedom, and resisted the invaders for years after other parts of the country had been subdued. Roman general after Roman general had tried to conquer them, but severe measures, and promises of kind treatment failed for 25 years to bring them under Roman rule.

In 50 A.D., a Roman general named Ostorius Scapula landed in Britain. He, after much fighting, managed to conquer and settle the country as far

west as the Severn. On the borders of this conquered land lived the Silures, and you may be sure that the Romans did not feel comfortable with such a brave and fearless tribe as their neighbours. To Siluria fled all those men of other tribes who felt they could not live under the Romans, and these men in addition to the Silures themselves, made up a formidable army. Caradoc, a Brythonic prince, was in command of the Silures at this time, and he, with his whole army, were ready to defend their homes from the invaders who were marching against them.

Caradoc, who had previously commanded the Britons against their enemies, knew that they could not hope to defeat them on open ground, so he marched his army to the mountains. An alliance was made with two other Celtic tribes that lived in Mid and North Wales. The combined armies placed themselves in a stronghold, which was captured by the Romans after a great deal of hard fighting.

Caradoc's wife and daughter were captured, but he himself managed to make his escape. He fled to the Brigantes, whom he had helped against the Romans, but the Queen of this tribe handed him over to his enemies, who sent him as a prisoner to Rome. In Rome, his brave and upright behaviour won for him the respect and admiration of the Roman Emperor and the Roman people, and his life was spared. Some say he remained in Rome until his death, but others tell us that in time he was allowed to return to his native country.

The defeat and capture of Caradoc did not discourage the Silures, who resisted the Romans as stubbornly as ever. They were secure as long as they kept in their woods and mountain fastnesses. From time to time, they would break out and cut off numbers of their enemies that had gone out in search of food and other necessaries. The kind of war carried on by the Silures was very much like that carried on by the Boers at the end of the late Boer War. They refused to meet the Romans in a pitched battle, but were always on the look-out, to cut off any small parties of their enemies. So successful were they in resisting the Roman arms, that Ostorius Scapula died from the hardships he suffered while attempting to conquer them.

Tacitus, a Roman writer, refers to this period in the following words:—"After this" (the loss of Caradoc), "there was incessant fighting, generally of a plundering character. Sometimes armies would meet in a wood, at other times in the midst of marshes, according as chance or their headstrong valour directed. Many an encounter took place by accident, while others were the result of careful planning. Many an expedition was undertaken to avenge some previous defeat, while others had plunder for their object—sometimes taken by order of their generals, and at other times without their knowledge.

"The Silures were the most obstinate in their resistance, and their obstinacy was increased by the threat of the Roman general that he would root the



very name of the Silures out of Britain, as had been done with the Sigambri, who had been transported into Gaul. These words enraged the Silures, who attacked and cut off two cohorts of the auxiliaries, and stirred up other tribes to revolt. . . . In the midst of these disorders, Ostorius, overcome by the troubles with which he was surrounded, departed this life, and the Britons rejoiced at his death, not merely as if they had gained a battle, but rather as if the war was entirely at an end."

The Romans, however, were not the people to retire defeated, and other generals took Ostorius' place. Soon after this, the Silures elected a man named Venusius as their leader. Venusius had married Cartismandua, the Queen of the Brigantes that betrayed Caradoc. He quarrelled with his wife, and came among the Silures. Under his leadership they were successful in defeating a whole Roman legion. This success did not keep the Romans out of Siluria, and the Britons did not gain another such victory.

In 75 A.D., Julius Frontinus was appointed to the command of the Roman forces in Britain. He determined to subdue the hitherto unconquered Silures. He was successful, but we are told that he succeeded as much by his promises and his kindness, as by the force of arms. He at once commenced, after the Britons had surrendered, to establish the roads and camps, which the Romans always made in any conquered territory. We shall read of these in a later chapter. Frontinus left a

considerable number of men to guard the conquered district. Their headquarters were at *Isca Silurum* (Caerleon), but we do not read that the Silures ever again broke out into rebellion.

## CHAPTER XLVIII.

### Roman Remains in Glamorgan.

WE have many traces of the Roman occupation still remaining in various parts of Glamorgan, some of which have only been brought to light within recent years. Of these, the camps or stations, which were placed on the roads which the Romans always made in any conquered district, are the most interesting. The roads, however, were the first works undertaken by the conquerors, and we will read about these first.

They were made when the Romans were at peace with the Britons in the district through which the roads were to run, and both the soldiers and the natives were employed in their construction. They were made, so that soldiers might be moved about from place to place quickly and easily, and also that goods and news could be carried with the shortest possible delay.

Three chief roads crossed Glamorgan with several others of minor importance. The chief road was one made by Julius Frontinus, the Conqueror of the Silures,

It was called the *Via Julia Maritima* (The Sea-road of Julius), and ran right across the county from east to west. The *Via Julia* entered from Monmouthshire near Rhymney, and following the low land, it went almost in the same direction as the present main road across the county. Thus it would pass through the towns of Cardiff, Cowbridge, Bridgend, Neath and Landore, and after passing through Loughor would cross over into Carmarthenshire. As there are several Roman camps to be found on this route, it is certain that the *Via Julia* went in the direction mentioned.

It was the custom of the Romans to place stations at intervals of a few miles along the roads, and the names and probable stations on the *Via Julia* are known to us. An old writer states that the first on the road from the east was one called by the Romans *Tibia Amnis*. For many years people were not quite sure where this colony or station was fixed. The discovery of Roman walls and gates at Cardiff Castle make it almost certain that here *Tibia Amnis* was situated.

Another Roman writer mentions the name *Ratostabius* or *Ratostibius* which is thought to have been Rath or Roath, now a suburb of Cardiff. Some authorities, however, think that *Ratostibius* was the name of a river. The second station mentioned is that called *Bovium*. Here again there is some doubt as to the correct site. Cowbridge, Boverton, and Llantwit Major, all claim the honour. Most people are now in favour of Cowbridge being the actual site, with the

name of the station further commemorated in the neighbouring village of Boverton.

*Nidum*, the present Neath, was the next station on the *Via Julia*. The road from *Bovium* led over the Newtown Downs past Kenfig, where a settlement existed from very early times. We do not know whether a village stood here during the Roman occupation, but one must have been situated here long before the Normans came into the country. There are no Roman remains to be found at Neath, and it is thought that the castle stands where the Roman camp might possibly have been. The last station in the county was *Leucarum*, now known as Loughor. Traces of the Roman occupation in the form of earthworks and coins have been found in this neighbourhood. From *Leucarum* the road ran to Carmarthen, and thence to *Menevia* or St. Davids.

The *Via Julia Maritima* was the coast road, as its name shows. Another *Via Julia* ran through Breconshire, and joined the coast road at Carmarthen. This was the *Via Julia Montana* (The Mountain Road of Julius). Both these roads joined *Menevia* to Bath, which was known to the Romans as *Aqua Solis*. Two cross roads are known to have connected them in Glamorgan. The connecting roads are those called the *Sarn Helen* (The Road of the Legion), and *Sarn Hir* (The Long Road). Other minor roads ran in various directions, some of which have been traced, but these two with the *Via Julia Maritima*, were the chief thoroughfares in the county. The *Sarn Helen* ran

from Neath to a Station called *Caer Bannau*, the *Bannium* of the Romans, which was situated near Brecon. Its name is a corruption of *Sarn Leon*, which means the Paved Road of the Legion. This road ran from Neath up the ridge of *Cefn Hir Fynydd*, and thence out of the county. *Sarn Hir*, the Long Road, is also known by the name of *Heol Adam*. It ran from Cardiff over the mountains, between the basins of the Rhymney and the Taff, to *Caer Bannau*, where it joined the *Via Julia Montana*. On its way it passed Gelligaer, where one of the largest and best Roman camps in Wales has recently been unearthed.

## CHAPTER XLIX.

### The Introduction of Christianity.

CHRISTIANITY was introduced into Glamorganshire at a very early period. The dates given by various writers range from 58 A.D., to 180 A.D. It is, however, believed that the Gospel was first preached in our land sometime during the second half of the first century of the Christian Era. A Roman writer of those times says, that "there are places among the Britons where the Romans have not yet been able to reach, and yet are subdued by the Gospel of Christ."

Among the places not reached by the Romans was the country of the Silures. The time was therefore previous to the conquest of that tribe by Julius

Frontinus in about 78 A.D. The earliest Welsh historian states that the Gospel was first preached about the years 60-61 A.D., that is shortly after the revolt of the Iceni under Queen Boadicea. The Silures enjoyed a short interval of peace from that revolt to the coming of Frontinus. During this period the new religion would have an opportunity to grow.

Llandaff, Llantwit Major, and St. Donats have all been mentioned as the place where the Gospel was first preached. Here again we have no records to support the claims of any one of the places. Ilid is said to have been one of the early missionaries to Britain. He is supposed to have preached in the district around Llanilid near Cowbridge, where the church is still named after him.

The New Faith flourished exceedingly in Siluria, and the people eagerly believed in it. We read that in the middle of the second century, Lleurwg, Prince of Siluria, became a convert, and "was the first king that was baptised in all the world." Lleurwg, after he became a Christian, sent to Rome for more preachers. In answer to his appeal, two preachers were sent. They were named Fagan and Dyfan.

The first church in Britain was now built at Llandaff, and other churches soon followed in other places. Before this time, the services were most likely held in the open air, or, in some cases, where the Druids formerly held their meetings. Fagan is still remembered in the name St. Fagans, and Dyfan in Merthyr Dyfan, where churches dedicated to



them were built. Dyfan was martyred by Romans, hence the name Merthyr Dyfan (Dyfan the Martyr).

In spite of persecution under some of the Roman Emperors, the faith flourished. Towards the end of the fourth century, a Roman Emperor, named Valentinian, sent an officer, named Theodosius, against the Picts and Scots. Whilst in this country, he established a school or monastery at Caer Wrgan (Llantwit Major), in order to help the Britons to provide preachers and teachers.

By this time the Christian faith had become firmly fixed in the district, and had spread farther and farther abroad, until in time most of the Britons were Christians. Many of the Britons went as missionaries to Ireland and other places, where the Gospel of Jesus Christ was not known, or was struggling against heathenism.

## CHAPTER L.

### Glamorgan under the Welsh Princes.

THE Romans left the country early in the fifth century, and the old Welsh rulers came again into power. The Romans had not done away with the native rulers altogether, but had only taken away most of their power. When they returned to Rome, the heads of the various British tribes were ready to step in to govern their people. These native princes

remained in power in Siluria for nearly seven hundred years after the departure of the Romans.

We do not know much of the history of this period, and of the little we do know, we can here only mention some of the chief incidents that happened. Not long after the Romans went away a new foe made his appearance. This was the Saxon, who at first only attacked the Silurians by sea. Later on the Saxons came by land from the conquered parts of Britain lying to the east. Another foe was the Dane, and at times Irish pirates made descents upon these coasts. What, with fighting against these invaders, and quarrels with neighbouring Welsh, the history of this period is one long account of bloodshed.

Among the early princes, who it is said fought in Siluria against the Saxons, was Arthur the Great. So renowned a warrior was he, that in after years many tales were written about his valour and great deeds. Some of these are not true, but it is very pleasant for us to think that the person about whom these heart stirring stories are told was a ruler of our own native country.

After Arthur's time, came Morgau, called Morgan Mwynfawr (Morgan the Courteous or Peaceful). From him comes the name Morganwg, the Welsh name of the County. He it was who made Cardiff the seat of government of his principality, and made the present Monmouthshire into a separate territory called Gwent. The new division, Gwent, was governed by one of Morgan's sons.

A writer gives us the following particulars about Morgan Mwynfawr. "He was king of Glamorgan, a wise, generous, a humane, a gentle and a merciful prince. He made good laws, and was so beloved by his subjects that no one would leave him, or stay at home behind him whenever he went to war. He made a law that all men who had law suits or quarrels, should, before they would try them by the laws of the land, refer the matter to twelve pious and merciful men, and the king to be the Director. This law was called the *Apostolic Law*. The gentleness which his good law produced in the country was called the Gentleness of Glamorgan (Mwynder Morganwg), and became a proverb all over Wales . . . . He was very wild and hasty in his youth, but repented of his wickedness and became the best king that ever was."

The Saxons were a source of great trouble to the princes who came after Morgan. Taking advantage of the weakness of Howell ab Rhys, the fifth prince since Morgan, they settled in large numbers in the district. When Arthfael, Rhys's brother, came to the throne, he determined to drive them from his lands. In 720, he collected a large army, and severely defeated these dangerous neighbours near Pencoed. Three huge cairns on Garth Maelwg are supposed to mark the burying place of those who fell. Rhiw Saeson (Saxons' Slope or Drift) is said to have been the scene of the battle. Arthfael was killed in a battle against the Saxons, which was fought near Cardiff, and was buried at Roath. His death so enraged his followers that

they slew nearly half of their enemies before they could escape.

In the ninth century another Arthfael was prince of Glamorgan. In his reign the Danes made their first appearance on these shores. They ravaged the land, and succeeded in carrying away much plunder. Arthfael was succeeded by his son Rhys, who must be remembered as one of the benefactors of his country. In his father's days severe storms and floods spoiled the crops. This, and the damage caused by the Danes, brought about a famine. Rhys made up his mind that he would try to stop such want occurring again. He made a law that commanded a certain quantity of grain to be raised all through his lands.

In the plain district (Y Fro) one half of the land was to be devoted to the growth of corn, and the other half was to be used for raising hay, and grazing cattle. In the hills (Y Blaenau) one part in four was to be sown with corn, and the remainder was for hay and grazing purposes. The only land that was excepted from this law was forest or wood according to the limit of the law. The result was that increased attention was paid to corn growing, and so fruitful did the land become that Glamorgan was called the "Ladie of all Countries." In order to meet the Danes on more even terms, Rhys caused a number of ships to be built.

Rhys was succeeded by Howell. In this reign a quarrel arose about the ownership of some land called *Ystrad Yw* which is now in Herefordshire. The prince of Glamorgan, and the prince of Dynevor, both

claimed this land, and many battles were fought about it. The quarrel was still in full swing when the Normans came into Wales, and it was one of the causes of the differences that kept the Welsh of South Wales from joining together against the invaders.

In the tenth century, a second Morgan, Morgan Mawr (the Great), was prince of Glamorgan. He is sometimes called Morgan Mwynfawr II., and also Morgan Hen (the Old). He was born in 872, and died in 1001. In his reign, King Edgar of England decided that Ystrad Yw was a part of the possessions of the prince of Glamorgan. The Saxons were very troublesome in this reign, King Edgar himself once leading an army into the district. Ethelfleda, queen of Mercia, also led an army into the county, but in 918 she was defeated by Morgan and killed. On several other occasions, the Saxons were met and defeated by the Welsh forces sent against them. The Danes also were very troublesome. In 987, they made an exceptionally severe raid. They had come across from Cornwall, and on this visit they ravaged and destroyed almost all the churches and colleges in Glamorgan. Llandaff and Llantwit Major suffered very severely.

Gwrgan became prince in 1001. He was a wise ruler, and put into force the Apostolic Law of Morgan Mwynfawr, and the Agricultural Law of Rhys, the son of Arthfael. In 1029, a band of Irish pirates attacked the coast. The natives arose against them in great numbers, and set so fiercely on the invaders

that they killed a large number. Old writers tell us that so fierce was the battle that horses stood to their fetlocks in blood. Gwrgan was the prince who gave the Long Meadow in the north of the county as common land to the inhabitants of the district.

Gwrgan was succeeded by his brother Howell, as his son Iestyn was a very bad man. When Howell died, Iestyn came to the throne. Iestyn was always fighting against the princes of Dynevor, and in following this quarrel he helped to bring about the fall of his principality. He was the last native lord or prince of Glamorgan, losing his lands after a battle on the Heath near Cardiff in 1089, when the Normans under Robert Fitzhamon were the victors.

## CHAPTER LI.

### **The Norman Conquest of Glamorgan.**

WE have already read a little about the quarrel that existed between the princes of Glamorgan and those of Dynevor, who ruled almost the whole of South Wales. In Iestyn ab Gwrgan's time, the two states were constantly fighting. Other causes had been added to the first dispute, one of which was that Iestyn and his sons wanted to get the throne of Dynevor for themselves.

Rhys ab Tewdwr, who was prince of Dynevor, led an army into Glamorgan in 1080. In return,



Iestyn with an army laid waste the Vale of Towy. To avoid pursuit, he went home through Brecknockshire. Iestyn knew that Rhys would attack him again, so he built strong walls around Cardiff, and erected several castles, to make the defences of Glamorgan as strong as possible.

A rebellion in Dynevor, under a chief named Einon ab Collwyn, kept Rhys busy for some time. The rebels were defeated, and Einon fled to Iestyn. Rhys now made ready to attack Glamorgan. Einon saw that the force under Iestyn's command would not be strong enough to beat that under Rhys. In order to defeat the prince of Dynevor, Einon advised Iestyn to hire a number of Normans to fight for him. Einon, it is said, had been fighting under William the Conqueror, so he knew that he could get some knights to help Iestyn in his quarrel.

Iestyn agreed, and promised Einon that if he could get him help, he should have, as reward, Iestyn's daughter to be his wife, and also some land in Glamorgan for his own. Einon set off for England, and brought back with him Robert Fitzhamon and a body of Norman knights and soldiers. This new force numbered altogether about 3,000 men, and Iestyn was now quite ready for Rhys and his army.

The opposing armies met on Hirwaun Wrgan, which Iestyn's father had given to the people. A great battle was fought, and the men of Glamorgan and their allies were the victors. Rhys fled from the field, but was captured and beheaded, it is said, at a place

in the Rhondda, afterwards known as Penrhys. The Normans were paid the sum promised them for their services, and set off for home. Einon now asked for his reward, which, free from fear of attack from Dynevor, Iestyn refused.

Einon, enraged at this breach of faith, went after his Norman friends. He found them on board ship, but contrary winds had prevented them from sailing away. He made his way to them, and told them how he had been treated by Iestyn. He pointed out to them the troubled state of the country, and told them that even the men of Glamorgan were tired of Iestyn's mis-doings. How easy was it then to take such a desirable country for themselves!

The Normans were not the people to want much coaxing to do a thing of this sort, and Einon easily got them to return. As Einon had said, many of the natives joined them against Iestyn. The two armies met on Mynydd Bychan, now the Heath, near Cardiff. Iestyn and his men were defeated, and the prince was forced to flee for his life. He fled to a monastery, where he remained until his death. So the ancient and independent state of Glamorgan passed by right of conquest into Norman hands.

Some writers think that the account of the coming of the Normans given above is not quite correct. They think that the conquest of Glamorgan was only a part of the general Norman Conquest. It is true that William the Conqueror started on an expedition into South Wales; but, as no one opposed him, he

turned it into a pilgrimage to St. David's. William Rufus, according to English history, had started against Wales, in order to complete the conquest of the southern part of Great Britain.

In 1092, he marched as far as Olveston, in Gloucester, where he became so ill that he could not be moved. The expedition was thus delayed. Still this does not prove that the account given above, which is given in some old writings, is not correct. This, however, does not concern us at all. What we must remember is, that after Fitzhamon's defeat of Iestyn ab Gwrgan the old Welsh state of Glamorgan became almost altogether a Norman lordship.

## CHAPTER LII.

### **Glamorgan in the Twelfth Century.**

FITZHAMON having become possessor of the Lordship of Glamorgan, as it was now called, made his headquarters at Cardiff. Here was a kind of castle, probably of wood, fixed on a mound and surrounded by a moat. A collection of mud huts contained within a wall formed the town. Once he was settled, he divided the lands belonging to the lordship among his Norman and Welsh friends. Of course the best lands were given to the Norman followers, and the Welsh had to be content with the poorer lands in the northern part of the county.

Fitzhamon kept the Lordships of Cardiff, Boverton, Llantwit Major, Kenfig and Tir Iarll for himself. The last was in the Llynvi Valley, and was kept by him as there was plenty of game there. The three chief towns in Glamorgan—Cardiff, Cowbridge and Kenfig, were situated in the lordships kept by him. He was a careful man and took every care to make himself safe. To help him to defend the borders of his lands he gave the Lordship of Neath to his half-brother, Sir Richard Grenville. Thus the eastern and western borders were in the hands of the half-brothers.

The settling of the county by the Normans was slow. For a long time they held their ground by the sword, for in the hills were large numbers of discontented Welshmen. Soon, however, the weaker fortresses of the old Welsh lords gave way to the strong stone towers of the Normans. These towers grew into the many castles which afterwards dotted the county. The number and strength of these castles tell us how much the Normans feared that the brave Welshmen would drive them from the country. It is a great compliment to our forefathers that such strongholds were considered necessary to protect the Normans from them. The castles, however, firmly established the Norman hold on the land, as they afforded a secure place of refuge in case of attack.

As was usual with the Normans, they instituted the Feudal System instead of the old laws of the country. The Feudal System pressed very hardly on men who were much more free before it was enforced. Naturally

the Welsh took advantage of the first chance they had to kick against so heavy a burden as was now placed on them. This chance came in 1094, when most of the Normans were invading Gower and parts of the present Carmarthenshire under William de Londres.

The Welsh were led by Sir Payne Turberville of Coity. He had married the heiress of that lordship, and from that time took part in the struggles of the Welsh. The story of the marriage is very interesting. Fitzhamon, so it is said, had forgotten Turberville when rewards were distributed after the downfall of Iestyn. When Turberville asked for his share of the spoil, Fitzhamon told him, that he had arms and men, and that he had better seize whatever he could.

The landless knight and his following arrived at Coity, and prepared to besiege the castle. To Turberville's surprise the Welsh lord came out to parley with him, holding a naked sword in one hand, and leading his daughter with the other. The parley resulted in the marriage of Turberville to the heiress, and by virtue of the marriage the Norman came into peaceful possession of the lordship. As he had received no help from Fitzhamon, he held that he was subject to the descendants of the old Welsh princes. Hence the reason for Turberville's friendship for and leadership of the men of Glamorgan.

Turberville's army besieged Fitzhamon in his castle of Cardiff. Not being prepared to stand a siege, Fitzhamon came to terms and restored to the people,



Turberville and the Lord of Coity.



under his hand and seal, many of their ancient rights and customs. This grant made them as free as could be expected under Norman rule. Every time that any fresh burdens were put upon the people they rebelled, and thus they managed to avoid all the harder burdens of the Feudal System. So much were the Glamorgan Welshmen envied their privileges, that numbers of their countrymen came into the county from other parts of Wales to escape from the hard rule of the Normans in their own districts.

Fitzhamon died in 1107. He left no sons, and was succeeded by Robert of Caen, who was the husband of his daughter Mabel. In Robert's time lived the writers Caradoc of Llancarfan, Geoffrey of Monmouth, and Walter de Mapes. These scholars were greatly encouraged by the interest that Robert took in their work.

Robert was succeeded, in 1147, by his son William. One of the chief events during his rule was the rebellion of the Welsh under Ivor Bach, mentioned in a former chapter. William died in 1183, and his lands passed into the hands of the husbands of his daughters. One of these was John Lackland, who afterwards became king of England. In the end they became the possession of Gilbert de Clare, the son of Amice, William's second daughter.

These changes in the ownership of the lordship were taken advantage of by the Welsh. They made repeated raids into the lands of the Normans, killing their herdsmen, and driving away their herds. Many

of the castles were attacked, and some were burnt. The Welshmen living in the lowlands did not, as a rule, join in these raids which were carried out by the Welsh of the hills.

## CHAPTER LIII.

### **Glamorgan under the De Clares.**

GILBERT DE CLARE, the new Lord of Glamorgan, was Earl of Hertford. The Lords of Glamorgan were also Earls of Gloucester, and the addition of these new lands to his other estates made De Clare the most powerful baron in England. He and his descendants ruled in Glamorgan for nearly a hundred years, but they seldom lived for long together in the lordship.

We do not know much of the affairs of Glamorgan during this period. The Welsh made several raids at the time when a lord was dead, but they were generally driven back by those in charge of the county. Gilbert de Clare was one of the barons who forced King John to sign the Magna Carta. It is said that the barons who were against the king met on several occasions at the castle of Beaupré, near Cardiff. The terms of the Great Charter were drawn up, so it is said, in this castle. When Henry III. came to the throne, Gilbert was one of his most loyal subjects.

Gilbert's son, Richard, was very young when his father died in 1229. The Welsh, in 1230, attacked Neath, and forced the monks of Margam to pay them

tribute. In the following year they again attacked the English, but Margam was spared, as it was under the protection of a Welsh lord. During the troubles



Beaupre Porch.

between Henry III. and his barons, the castle of Cardiff was taken by the king's friends. The Glamorgan lords were against the king, and Henry

took away their lands. They were forgiven in 1234, and their lands were returned to them.

Gilbert de Clare, called the "Red Earl," succeeded his father in 1262. He supported the barons against Henry III. He joined Simon de Montfort in calling together the famous Parliament of 1265. When Edward I. came to the throne he became a loyal supporter of the king. In 1282 he was entrusted with the command of the king's army in South Wales, when he met and defeated a Welsh army in Carmarthen-shire.

About 1290 a quarrel took place between Gilbert and the Earl of Hereford, with regard to some land on the border of the county, which both claimed. This brought about several fights between the vassals of the two lords, a kind of local civil war. King Edward did not like these disturbances, and ordered them to stop. As they still went on, he fined both lords, and took away many of the privileges enjoyed by the English lords in Wales.

Gilbert the Red built Caerphilly Castle, well-nigh the largest fortress in Britain. The need for these strong castles had passed away, and it is curious to note that one of the best examples of Norman castles was built at a time when strong castles were not very much wanted.

Gilbert died in 1295, leaving his estates to his little son, another Gilbert, who was only five years old. The young Gilbert grew up to be a brave soldier and an able leader. Owing to a dispute as to who should

lead the van at the Battle of Bannockburn in 1314, he rushed on to attack the Scots, unsupported by his men. He was instantly overpowered and slain.

De Clare left no male heirs, and for a time his wife ruled Glamorgan. After her, the barons who had married his sisters, claimed the estates. In 1317, Edward II. gave most of them to his favourite, Hugh le Despenser, who had married the eldest sister. Thus Glamorgan passed from the De Clares to the Despensers.

## CHAPTER LIV.

### Llewelyn Bren's Rebellion.

THE unsettled condition of the county, after the death of Gilbert de Clare, gave the Welsh chances for several successful raids against the English. The most serious of these took place in 1315-6 under Llewelyn Bren, sometimes called "Llewelyn the Ugly," Lord of Higher Senghenydd.

Hugh le Despenser, Edward II.'s favourite, took forcible possession of lands belonging to Llewelyn, and turned him out of some offices he had held under De Clare. Llewelyn also considered that he had some claim to Caerphilly as a descendant of Ivor Bach. Really he had no shadow of a claim, as the land on which Caerphilly stands had been sold to one of the De Clares. Llewelyn tried to obtain redress from the

king. Edward gave him no sympathy, and Llewelyn returned to Glamorgan, vowing vengeance.

Raising the standard of revolt, he soon had a considerable army under his command—some say to the number of 10,000 men. When he completed his preparations, he fiercely attacked the English. He captured and burned many of their castles. An old Welsh writer says, "He killed so many of the English and Normans, that no Englishman even thought of remaining in Glamorgan." In these times there were, in every village and town, officials known as stewards. They were tax collectors. Llewelyn killed all he could catch, and caused the office to be done away with.

The rebellion grew so threatening that the king sent an army under the Earl of Hereford, and Lord Mortimer of Wigmore to put down the rebels. A body of Welshmen under one Rhys ab Griffith also joined the king's forces. Llewelyn thought that his men stood no chance on the lowlands, so he retreated to the mountains in the neighbourhood of Merthyr Tydfil. Here he held out for about nine weeks, but in the end he gave himself up.

Llewelyn and his two sons were sent as prisoners to the Tower of London. His followers were treated with great kindness, and were allowed to retain their lands. The prisoners were kindly treated by the king, and, later, were pardoned and set free. Despenser managed to capture Llewelyn some time after this. He imprisoned him in Cardiff Castle, where the



unfortunate Welshman was hanged, drawn and quartered, most likely by Despenser's orders.

This breaking of the king's pardon, and the taking of the royal right to execute a man, were among the charges brought against Despenser by the barons. The charge, after telling the story of the rebellion, goes on to say, "But when these lords (who had put down the rebellion) were out of the country, these two Sir Hughs, the father and the son, usurping Royal Powers, took Llewelyn, and carried him to Cardiff. After which Sir Hugh the Younger being seized thereof, and pretending to a jurisdiction, where none was in this case, there caused the said Llewelyn to be drawn, hanged, beheaded, and quartered for things done in the time of King Henry."

Some time after this, there was fighting in Glamorgan, and, after one battle, Sir William Fleming, who had carried out the execution commanded by Despenser, was himself executed by hanging. Strange to say, he was buried in the same burial ground as Llewelyn Bren. Llewelyn Bren's rebellion brought many favourable results to the Welsh of his native county. Some of the old privileges that had been taken away were restored, and others were granted. These favours were granted in order to try to get the Welsh to be more peaceable in the future. These, together with previous grants, made the inhabitants of Glamorganshire easy and contented.

## CHAPTER LV.

**Glamorgan from Hugh le Despenser to the Tudor Period.**

IN 1317 the lordship passed into the hands of Hugh le Despenser. Despenser was a wicked man, and was always trying to extend his lands and make his power greater. He forced a baron named De Mowbray to give up the Lordship of Gower to him, and made his brother-in-law change his share of lands in Glamorgan for a Monmouthshire estate. The changes were only brought about after much fighting.

Caerphilly Castle and Castell Coch, Llangynwyd, had been taken from the Mortimer family by Despenser somewhere about 1307. Roger de Mortimer made an unsuccessful attempt to recapture his property. Later, when the seat of war between Edward II. and his barons lay in Glamorgan, he re-captured Llangynwyd Castle and the lordship of Tir Iarll.

When Bristol Castle was taken by the barons under Queen Isabella and Mortimer, the king and Despenser escaped. They fled by sea, but contrary winds forced them to land on the shores of this county. The king sought refuge, when he found he could go no further, in the Abbey of Neath, which had the privilege of sanctuary. Despenser went to the castle of Caerphilly. The king tried to join him, but Caerphilly was taken, and Despenser was forced to flee.

Many stories are told in the county of the wanderings of the unfortunate king. He was at Margam Abbey for a time, and then it is thought he tried to get shelter in Llangynwyd Castle. This castle was now in the hands of Mortimer, the king's enemy. Edward then, so the story goes, hid at a farmhouse in the neighbourhood, called Gellylenor Fawr. He disguised himself as a farm servant, and when his enemies appeared near, he hid in an oak tree. A stone has been raised to show the spot where this oak tree stood. He left the district, and in the end was captured near Llantrisant with a few of his followers. The king was taken to England and imprisoned in Berkeley Castle. Despenser was taken to Hereford and executed as a traitor.

Queen Isabella and the young Prince Edward remained for a few months in Glamorgan. They lived at various times at Cardiff, Caerphilly, and Neath, acting as rulers of the country in the king's name. Edward died, and his death encouraged the Welsh to make a raid into the English districts of the county. They attacked and captured Caerphilly Castle, but it was re-taken by William de la Zouch.

Despenser's widow, who had been imprisoned in the Tower of London, was set free in 1329. She gave up all her lands to the Crown. When she married William de la Zouch most of her lands were restored to her, as her dowry. Her husband acted as young Hugh le Despenser's guardian until he came of age. This Hugh was a brave soldier. He distinguished himself at the

naval Battle of Sluys in 1337. He died in 1349, and his son Edward, then only six years old, succeeded him. Edward, when only fourteen years of age, fought at the Battle of Poitiers. He, no doubt, had in his train a number of the archers for which this part of Wales was famous.

None of the other Despensers was of any importance. Thomas, Edward's son, was condemned to death as a traitor. Before the sentence was carried out, he was murdered by the people of Bristol whom he had offended. In his time the several villages and much land were covered by sand blown from the seashore in the neighbourhood of Margam. Thomas's son, Richard, died when a boy, and his lands passed to his sister Isabel, who married in turn two cousins of the Beauchamp family.

Her daughter, Anne, married Richard, Earl of Warwick, who played a large part in the history of England. He is better known by his nickname of "The King Maker." Their elder daughter, Isabel, married George, Duke of Clarence, brother to Edward IV. George is the prince who was drowned by the king's orders in a butt of wine. The second daughter married Edward, Prince of Wales, the son of Henry VI. After his death she married Richard, Duke of Gloucester, who afterwards became King Richard III.

A few years after the death of Richard at the Battle of Bosworth, Glamorgan passed into the hands of King Henry VII., who gave the lands to his uncle, Jasper Tudor, Earl of Pembroke. Jasper Tudor built the

north-west tower of Llandaff Cathedral, and gave peals of bells and organs to several churches in the county. When he died in 1495 the lordship again became the possession of the king.

## CHAPTER LVI.

### Owen Glyndwr's Rebellion.

THOUGH the Welshmen of Glamorgan lived fairly comfortably with the English, when Owen Glyndwr rebelled against Henry IV., they could not resist the temptation of fighting against their old enemies once more. The effort that Owen was making to win the freedom of their native country, and make it an independent state, won their sympathy and support. For the history of the war you must turn to other books. Here we shall only read of that part of the war that was fought in Glamorgan.

Owen's chief supporter in the county was a chieftain who lived in the Rhondda Valley. He was known as "Cadwgan of the Battle Axe." Cadwgan was so named from his curious habit of sharpening his battle axe when he was summoned to fight. When his men heard that the battle axe was being sharpened, they gathered to Cadwgan, as they knew they would soon be wanted for fighting purposes.

Owen led his army into Glamorgan in 1400, burning and destroying the homes and lands of his enemies as he marched. At Llandaff he burned the

Bishop's palace and the house of the Archdeacon. He destroyed the town of Cardiff, all except one street, in which stood a house of the Franciscan Order of monks, who were favourable to his cause.

Owen's army in 1405 was mostly composed of the men of Glamorgan and Monmouth. This force was defeated on two occasions, once in Monmouthshire and once in Brecknockshire. This last battle was a serious blow to the Welsh prince. His two sons were killed, and he was forced to flee. A story is told that he sought shelter from one of his enemies, Sir Lawrence Berkrolles of East Orchard Castle. The Welsh hero was disguised as a French gentleman. After admittance into the castle he was informed by Sir Lawrence that the retainers were all out searching for that traitor Glyndwr who was known to be in the neighbourhood.

The Welsh prince remained at East Orchard for a few days and on his departure made himself known to his host. He also told him that as repayment for the kindness he had received, he would not destroy the roof that sheltered him when he paid his next visit to the county at the head of an army. Sir Lawrence was so surprised, when he heard whom his guest was, that he failed to answer him, and the story says that he was struck dumb, and never afterwards recovered his speech.

As might have been expected, the Glamorganshire bards were very favourable to the cause of Glyndwr. They held an eisteddfod at the monastery of Penrhys, in the Rhondda Valley, under his patronage. The



Franciscan monks of this monastery were strong supporters of Richard II. and of Owen Glyndwr. On account of their support of these two men, several of the monks were executed in the reign of Henry V., and the monastery was broken up.

Glyndwr paid a second visit to the county towards the end of his career. He destroyed some castles belonging to his enemies. During this visit he besieged, but failed to take, Coity Castle, which was defended for the king by one of the Berkrolles family. An old writer, telling of Glyndwr's raids into the county, says : " He laid waste and quite fenceless the lands, and gave them in common to all. He took away from the powerful and rich, and distributed the plunder among the weak and the poor. Many of the higher orders and the chieftains were obliged to flee to England, under the support and protection of the king."

A battle was fought on Bryn Owen (now Stalling Down), near Cowbridge. Owen's army won after a fierce fight that lasted eighteen hours. After the battle Owen left for other parts of Wales. Though victorious on a few occasions in his later years, his enemies finally triumphed, and Owen was compelled to cease striving to win his ancestors' crown. We are not sure where his body was laid, but as a writer says, " His grave is in the heart of every true Cymro. There, for ever, from generation to generation, grey Owen's heart lies dreaming on, dreaming on, safe for ever and ever."

When the rebellion was at an end the lot of the Welsh was much harder than before. Severe laws were passed against them, and many of those who had sided with Owen lost their lands. Many of the Welshmen of Glamorgan were among those who lost their lands, but when Jasper Tudor became the lord, he restored many of the lands to the rightful heirs, and allowed the Welsh some of their ancient rights and customs.

## CHAPTER LVII.

### **The Tudor Period.**

THOUGH Jasper Tudor, Duke of Bedford, had made the lot of the people of the country much easier than it was when he came into possession of the lordship, the people were still greatly oppressed by the cruel laws that had been passed against them. But the laws of Howell Dda were yet in force in some remote parts of the county, as were also those of Morgan Mwynfawr. The English were very hostile to their Welsh neighbours, and lost no chance of killing them, or of robbing them of their goods. It is interesting to note that Henry VII. when he held the lordship, styled himself, "Rex Anglia," &c., and "Dominus Glamorganie et Morganie" (King of England, &c., and Lord of Glamorgan and Morganwg).

As the Welsh in Wales, generally, suffered so severely from the oppressions of the English, they

determined to send a petition to King Henry VIII. In this petition they pointed out their troubles, and asked the king to bring them under the same laws as the English. Henry listened favourably to their petition, with the result that in 1536 a law was passed, making Wales a part of the Kingdom of England. By this law English laws came into force, and those parts of Wales that had not been divided into shires by Edward I. were now so divided. The boundaries of Glamorgan were fixed as they now stand, and the great power that the nobles had of oppressing the poor was taken away.

Before the act was passed any disturbance that occurred was a disturbance of the lord's peace. Now it was a disturbance of the king's peace, and offenders could only be punished by the king's officers. Another great change was that land should descend after the manner of England, and not after the Welsh laws and customs. Another act passed in 1543 gave the county a Court of Assize, where judges came from Westminster to try cases. In every county a Lord Lieutenant was appointed to represent the king. A council was also formed for the management of Welsh affairs. This council was done away with in the reign of William and Mary.

The law passed in 1536 gave the county the right to send members to the English Parliament. The county was to elect one knight to represent the shire, and the boroughs one burgess to represent them. Glamorgan was first represented in the English Parliament in 1540. The boroughs in the county at

this time were Cardiff, Llantrisant, Cowbridge, Kenfig, Aberavon, Neath, Swansea and Loughor. This representation of the county continued until the Reform Act of 1832, with the exception that for a short time Swansea sent a member of its own. This privilege was granted by Cromwell, but it was withdrawn by Charles II.

King Henry VIII. died in 1547, and the lands belonging to the old lordship passed to his son, Edward VI. Edward gave them to William Herbert, Earl of Pembroke and Baron Cardiff. Another William Herbert had become possessed of Gower in the reign of Edward IV., whose family still owns much land in that district. The Pembroke family held the lands given by Edward VI. until 1683, when they passed by marriage into the hands of the son of the notorious Judge Jeffreys. He had no children, and at his death, his widow married Thomas, Lord Mountjoy and Viscount Windsor. Their daughter and heiress married John, the first Marquess of Bute and the ancestor of the present lord.

During the reign of Elizabeth, the county sent a number of ships to fight against the Spanish Armada. Two Glamorganshire men, Sir Thomas Button and Sir Robert Mansel, distinguished themselves as sailors during this reign. Ships were built at several of the ports, some of which carried on a considerable smuggling trade. A few of these were little better than pirates, and preyed upon the shipping passing up and down the Bristol and English Channels. The

mouth of the Ely, and the bays of the Gower coast, were favourite haunts of the pirates. Some of the ships of the Armada were wrecked on the coast. It is said that the roof of Monknash Church is made from the timbers of one of these Spanish galleons.

## CHAPTER LVIII.

### Stuart Period.

THE chief historical events in Glamorgan during this period were in connection with the Civil War between Charles I. and his Parliament. The county was, on the whole, Royalist, and strongly supported the king's cause with men and money. A change took place in the sympathies of the people when Prince Rupert appointed Colonel Charles Gerard to command the forces in South Wales. Colonel Gerard was a man of overbearing manner, and his methods of doing his duties offended the Royalists, who became very disaffected.

In 1645, after the Battle of Naseby, Charles sought refuge in Raglan Castle, in Monmouthshire. Then for a few days he was a guest at Ruperra. From Ruperra he visited Cardiff, his object being to try to raise a force to send to the relief of Hereford. In his diary, the king wrote that he dined at Cardiff on July 20th, 1645, and again at Llancaiach on August 5th. He must have been in the district between those dates.

When the king tried to raise an army, he found that the people were not very ready to help him. On July 29th, he rode from Cardiff to St. Fagans to meet a body of Glamorgan men that had gathered there. Charles was very coolly received by these men, who, drawn up in battle array, numbered about four thousand. Instead of offering their services, they asked that their grievances should be redressed. One of their chief demands was that Gerard should be removed from the command of the army in South Wales. Charles promised, but they insisted that what they wanted should be done at once.

Things were left in an unsettled state that day, and Charles returned to Cardiff. The next day, a meeting was held at Cefn On, four miles north of Cardiff. Here, only a few of the Welshmen came, as the king was afraid to trust himself to the power of the whole body. At this meeting, he agreed to do nearly all that they asked him to, and Gerard was removed. The manner of the removal again offended the touchy Glamorganites, so the king had to go away without his army.

The Parliamentarians, taking advantage of this discontent, won over a large number of the Royalists to their side. So well did they succeed, that by the time Charles had given himself up to the Scots, the county was almost entirely on the side of the Parliament. Cardiff Castle, however, was captured by a small party of Royalists in 1647. Major General Laugharne soon retook it for the Parliament.



When the power of Charles was broken, Cromwell commanded that various bodies of troops should be disbanded. In spite of this order, Major General Stradling, of St. Donats, and Major General Laugharne kept together the force commanded by them. Not liking the way things were going on in England, these two officers declared for the king.

The Royalists in Glamorgan flocked to their standard, and Cromwell saw that there was a danger of another big rising in South Wales, which might spread over all the western counties. To put down this rebellion, and to enforce the order for disbanding the troops, he sent an army, under Colonel Horton, to Glamorgan. By this time the Royalists had increased to about 8,000 men, and instead of being frightened, as Cromwell hoped, they made ready to fight Colonel Horton. Fearing defeat, Cromwell set out with a fresh army himself. From Gloucester he sent three or four thousand men to re-inforce Horton till he could reach the scene.

The Royalists heard that this force was on the way, and saw that the sooner they attacked Horton's army the better. It was easier to defeat these two bodies separately than together. So, on the morning of the 8th of May, 1648, the Royalist army marched towards St. Fagans. Here the army of the Parliament lay, and as soon as the Welshmen reached the spot they attacked their enemies.

The strong, wild rush of the Welshmen drove back the English troops, and it seemed as if victory was in

their grasp. Discipline and a greater number of cavalry helped the English to rally, and win back the ground from which they had been driven. The battle became general, and both sides fought hard for the victory. For two hours the fight went on, when, at last, the Welsh ranks broke and fled, leaving the field to the Parliamentarians. In point of numbers the Welsh had the advantage, as Horton's force had only 3,000 cavalry and 2,000 infantry, while the Welsh had 8,000 men. The Welsh were mostly untrained and undisciplined, while their opponents were veterans who were accustomed to act together, and who were well used to war.

The slaughter during the battle and the pursuit, was great. It is said that the water in the Ely was coloured red by the blood that flowed into it. Over seven hundred wives were made widows in Glamorgan that day. So many men were killed that there were not enough hands to work in the fields during the following harvest. Women had to mow the hay and reap the corn. Numerous prisoners were taken, both officers and men. Fifty standards or colours were captured, and nearly four hundred horses. The commander, Major General Stradling, was among the prisoners. So important a victory was this considered by Parliament, that a day was appointed to be held as a public thanksgiving.

## CHAPTER LIX.

**Conclusion.**

THE history of the county in the years following the Stuart period is generally that of the country at large. About the middle of the seventeenth century, Non-Conformity began to obtain a footing in the county, and the first school in Wales for Non-Conformist ministers was also established within its boundaries. This school was at Brynllwarch, in the Parish of Llangynwyd. It was founded by the learned Samuel Jones, who had been vicar of the parish under the Commonwealth. He refused to accept, or conform, as it was called, to an Act of Parliament, and was thrown out of his living.

The county was but little troubled during the plotting for the return of the Stuarts to the throne. There was only one little disturbance, following which some gentlemen in the neighbourhood of Merthyr Tydfil were fined for treason. The Chartist Riots in the East, and the Rebecca Riots in the West, caused some disturbance, but very few of the people of Glamorgan had anything to do with them.

The chief thing to be noticed during the last century and a half is the growth of the industries

of the county. The two great minerals with which we are concerned are, of course, coal and iron. The smelting of copper and the making of tinplates are also of importance.

Mention is made in the laws of Howell Dda of the manufacture of iron, so that the industry is a very old one. Some old workings are even said to have been used by the Romans. Records of the reign of Queen Elizabeth state that Sir William Matthew, of Radyr, built two furnaces in the Taff Valley. His son, Sir Toby Matthew, carried on the works, but he was forced to flee the country, as he was strongly suspected of having made cannon for the Spanish Armada.

It is said that furnaces were erected near Aberdare in the reign of Henry VIII. Heaps of ashes, and bars of old iron, have been found in that district. The real beginning of the iron trade, however, dates from the middle of the eighteenth century. In 1747, works were started at Merthyr, and in 1760 Mr. Guest began what afterwards became the famous Dowlais Works. A Mr. Anthony Bacon, in 1755, obtained leases for a considerable district round Merthyr.

“To Mr. Bacon belongs the chief credit for opening up the vast mineral wealth of the county.” Other works and ironmasters followed, and the trade in iron increased rapidly. The use of foreign ores, however, has brought some of the works near the coast, and the iron industry does not now occupy the

proud position it once held. Still, it occupies a position of great importance, and thousands of tons of iron and steel are made every year.

Copper smelting is also an old industry in the county. It is carried on chiefly in the Swansea district, but works are in existence at Cardiff and Dowlais. The first copper works dates back to the reign of Queen Elizabeth. In 1584 that sovereign gave a charter to a company called the Company of the Mines Royal. The charter gave the company permission to build a works to smelt metals near Neath. From this small beginning copper smelting has grown so that it now covers a wide area, which forms the chief metal smelting district in the world.

Coal was worked in the county in the reign of Edward II., but the industry on a big scale is really of recent birth. About eighty years ago, coal for household purposes was often got by servants from hollows in the mountain sides. When, in the second half of the last century, the iron trade began to decline, the greater use of coal for engines of all sorts created a new industry that took its place.

The introduction of railways and of steamboats increased the demand for this valuable fuel. The demand for rails and other iron goods for the railways, made the iron works a little more busy than they had been. To supply the fuel required, coal pits were sunk, and levels were driven into the earth. Thousands of people got work in the mines. Then came the exportation of coal to all parts of the world. The first

cargo of steam coal was sent out from Cardiff in 1840. So much coal was wanted that docks had to be built for ships to be loaded in. Thus, bit by bit, grew up the great coal trade of South Wales, which now is such a source of wealth to the county, and to the nation generally.

Wherever coal is found, especially if it be accompanied by iron, other industries arise. Such has been the case in Glamorgan, so that at the present day, the county, except in the farming and the more remote mountainous districts, is one great busy industrial centre. Goods made in the county find their way all over the world, and favourable circumstances combined with the energy and industry of its inhabitants have made Glamorgan the chief county in Wales, and one of the most important in the British Isles.





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