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**A Miscellany of Local
Newspaper Reports for
Llanelly and the
surrounding areas.**

**Spanning the period
1860 – 1869**

Compiled by Peter Kent

**An Intriguing and fascinating
insight into the lives of our
ancestors.**

1860 – 1869

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1860

ASSAULT

Jonathan Davies, Velin Voel, and Griffith Phillip, of Cefncaldi, Llanelly Collieries, were charged by Ann Samuel, single woman, Llanelly, with having, on Monday night last about eight o'clock, unlawfully assaulted her on the turnpike road, near the Pemberton Arms, on the Swansea road. The complainant was going from the Bryn to her home at Halfway House, and heard the defendants as they came out of the house say, "D*** it, here is a woman, and I'll have her;" and they then caught hold of her and threw her down, and a disgraceful and brutal assault took place. The complainant ran behind the back of David Lloyd for protection, but this coward did not assist her. She at last got away from them and ran home. Jonathan Davies was fined £5 and 15s. 6d. costs., in default to be committed for three months; Griffith Phillip (a married man) was fined £3 and 5s. 6d. costs, in default to be committed for two months. Mr. R. B. Jones appeared for the complainant.

(The Welshman 3rd February 1860)

CARMARTHENSHIRE SPRING ASSIZES.

THOMAS against ROGERS.

This was nominally an action for trespass, but in reality to try a right of pasturage on Moreb marsh, Pembrey, by the owner and tenants of Kilymaenllwyd. Mr. Grove, Q.C. and Mr. Giffard appeared for the plaintiff, instructed by Mr. R. Jones, Llanelly. Mr. Evans, Q.C., and Mr. Bowen appeared for the defendant; attorney, Mr. B. Jones, Llanelly.

The case was tried before a Special Jury.

Grove said that the plaintiff was tenant of a farm called Moreb, at Pembrey, near the sea coast, and the question under dispute is the right of the defendant to a certain salt marsh. The action is in form for trespass, and was brought by the tenant of Moreb against the person who committed the trespass under the authority of Mr. Rees, the owner of Kilymaenllwyd. The alleged trespass consists in the removal of a fence, the opening of pills, and the driving of cattle to the marsh; he believed the trespass would be admitted on the part of the defendant. The farm of Moreb has been the property of the

Pemberton family for a considerable period. The tenants of the farm had possession of the marsh, which was in fact part of the farm itself, and paid rent for it. Before the South Wales Railway was made at Pembrey this marsh was open to the sea, and on one side of it lay the farm of Kilymaenllwyd. At high tides the sea used to cover a large portion of the marsh, but at certain periods cattle and sheep grazed upon it. On this part of the coast some changes had taken place in the level of the sea, and, more particularly, the construction of the railway had the effect of making this marsh more valuable than it was originally. In front of Kilymaenllwyd farm there was also a piece of marsh land very similar to that in front of Moreb, which Mr. Rees claimed as his property, just as Mr. Pemberton claimed the Moreb marsh. In this they were no doubt perfectly right as it had been decided by the House of Lords that the Crown claim on the sea coast is to the high water mark of the average ordinary tides throughout the year. These marshes being above that line belong to the owners of the land which they adjoin. He would prove that the Moreb

marsh has always been used and treated as Moreb farm — that it has been grazed and drained—that the tenant has driven off and impounded stray cattle found on it—that clay has been cut upon it by the permission of Mr. Pemberton—that the boundary was well known and defined—in short, he was prepared to prove the exercise of various rights of ownership. The learned counsel then detailed at considerable length the evidence which the witnesses would give, and commented on the pleas which the defendant had placed on the record, characterising them as the most remarkable he had ever heard.

Mr. Thomas Hand examined: I am a surveyor. The plan produced is a correct representation of the land in dispute.

Cross-examined: The ditch marked on the plan is there now, and has been there previous to the year 1800. It extends to the fence of the South Wales Railway. It is four feet deep, three feet wide at the bottom and six at the top. Perhaps with difficulty I could jump over it.

Re-examined: I have known it 20 years. It appeared to me at first to be an old ditch.

Isaac Evans examined: I am in my 58th year. I was born at Moreb-fach. I knew Moreb-fach better in the first part of my life than of late, as I have lived in Merthyr for some years. When I was 8 years of age, I was shepherd on Moreb marsh. I was so for 7 or 8 years. Moreb cattle used then to graze on the marsh. Cattle from other farms were impounded if they strayed on to the marsh. I used to do it. I took them to the farm yard and the owners fetched them away. I do not know whether they paid or not. I know the course of the river Divatt. I knew Mr. Rees's farm of Kilymaenllwyd, which was separated from the Moreb marsh by the water of the Kilog well flowing down to the sea. It went down the Divatt. The boundary towards Goodig was a pill. Tyrwain was part of Kilymaenllwydd. I have many times turned cattle and geese belonging to Tyrwain off the Moreb marsh. On one occasion my mother cut clay on Tyrwain. The wife of Tyrwain forbade her. David Williams, of Pillhall, was a servant at Moreb. He had five sheep allowed him on the marsh as part of his wages. Mr. Williams gave him permission to put the sheep on the marsh. If six were

put on I used to send one away by the orders of my master. I remember old Mr. Williams cutting the trench. He cut the shingle by the tramway. I remember him doing so. That was before I went to be shepherd. I remember clearing a ditch between Mr. Wedges fence and Avon Deviat. That was the boundary between Goodig marsh and Moreb. It was there before I remember. The boundary pill runs direct to Towynbach. I remember a third boundary. It was there before my time. It has been cleared out at the expense of Mr. Williams. A pill runs by the old sluice. I do not remember it being made. I remember the straight pill opposite the level. I do not know when it was made. I used to put the sluice down. I was employed by Mr. Williams to do so. I do not know when it was made, but I used to open and lock it to suit the tides. I never saw it repaired. The pills were opened from time to time at the expense of Mr. Williams. There was no path to cross the Moreb Marsh. I never saw any one cross there. People used to go to Towynbach by way of Heol-pwlch to the sands. The place they crossed to the sands is where the Railway is now. Cattle in going to Towynbach did not

cross the marsh. Cattle from various places straying on the marsh were removed to the fold. All the complaint I heard, was Franky giving nick names to my master and mistress.

Cross-examined: Tyrwain is a small cottage in a little field. Franky lived there and kept sometimes one, and sometimes two cows. She kept no sheep. I never reckoned her geese. I never saw her geese on the marsh. I have seen her cows there. Spring tides used to reach to the scar. The pills carried off the water quickly. They were made for that. I do not remember Mr. Williams cutting the Trench near the tramway. I do not know how many horses and sheep were kept at Kilymaenllwyd. There were two places between Moreb and Kilymaenllwyd. I went to Merthyr from 18 to 20 years ago. I cannot tell how many years it is since I left Moreb.

Re-examined: The high spring tides only covered the scar. It went over Kilymaenllwyd marsh as well at any other.

Henry Edmonds examined. I am sixty years of age. Mr. Williams died 47 years ago. His son succeeded him in Moreb. He died about three years ago. Mr.

Williams of the Copper Works succeeded him, and after him Mr. Benjamin Thomas. Mr. Pemberton is the owner of the farm. I was servant to the second Mr. Williams, and I went to him at about 12 years of age, and remained until I was 19. I protected the marsh against trespass. I used to drive cattle trespassers away, and sometimes took them to the farm. The owners came for them and took them away. I remember the old sluice, and a pill running from it along the tramway. I remember the stream running from Fynoneylog into the pill. The boundary between the marsh and Kilymaenllwyd runs through Tyrwain hedge. There was another straight pill running at the side of the sluice to a short distance from the railway fence. The pill went formerly up to where the railway is now. There was another old pill between Moreb and Goodig They were all there when I was in service, except the pill parallel with the sluice, which Mr. Williams made to divide the land. It was many years ago, but I cannot say how many. My children have helped Mr. Williams to keep off stray cattle from the marsh. I saw a notice in Col. Pemberton s coal-

yard, when they made the level for the coal. The post is there now, but the notice is gone, where I do not know. It was that no clay or sand was to be taken away without the permission of Col. Pemberton or Mr. Williams, his agent, and also that no one was to trespass on the marsh.

By the Judge: This notice was up about twenty years ago.

Cross-examined: At 19 I went into service at Llanelly. In two years I married, and then went to live in Col. Pemberton's cottage at the marsh. There was a little pill made to carry the water away from Fynoneylog. The spring tides covered Moreb. The pills were made for the purpose of draining the marsh. Before the railway was made, people went to Towynbach over the sands.

By a Juryman: If the cattle went to the sands they were in danger of trespassing.

William Morgan examined: I am 62 years of age. When aged 18 I was working at Kilymaenllwyd. There was no boundary between the marsh there and Moreb marsh, except a narrow pill. When I lived at Moreb Mr. Williams's cattle grazed the marsh. If any cattle strayed there, I turned them off or took them to the

farm. I have taken stray cattle myself to the house. The Moreb marsh extend to far as the grass. There was no boundary between us and Tyrwain. The only boundary was a narrow pill. There was no boundary stones at Tyrwain. The cattle grazing at Towynbach and Goodig were not allowed to graze Moreb marsh except when they trespassed. I went to Kilymaenllwyd to keep cows. They were not allowed to graze Moreb marsh. I have fetched geese from the marsh when at Moreb, and the tenants had them again. They were not I charged but told to take care of them.

Cross-examined: I cannot name whose geese they were. They were Mr. Rees's tenants at Pwll.

Thomas Davies examined: I was servant at Moreb 25 years ago. I was there two years. A person was kept to look after the marsh. The only sheep allowed to graze were those of Mary Powell, who paid for them by the week. I heard the permission given to her. Nothing was said about the payment. She said she was to pay 6d. a-week. Mr. Williams directed me not to drive her sheep away. I was ordered to drive other sheep away. I drove some, but Mr. Williams's shepherd was

constantly after them. The hill from Fynongainog runs straight to the sand. Mr. Rees was not present. I saw his tenant repairing the fence that runs along this pill. It was the boundary between the Moreb and Kilymaenllwydd marsh. It was made nine or ten years ago. Any cattle straying on the Moreb side of that pill were sent away or taken to the farm. I remember a notice board at the Blacksmith's forge 26 years ago. It has decayed. The notice was to the effect that no stones, sand, clay, or other materials, were to be taken from the marsh without the consent of Col. Pemberton or Mr. Williams. I have seen Mr. Rees pass that way when the notice was up. The Divatt ran between the marsh and sea. There was very little grass on the sea side of the Divatt. The grass extended beyond the railway.

Cross-examined: I can read a little Welsh. The notice was in English. I can spell English a little. The last pill was made ten-years ago - after the railway. [A printed paper was here handed to the witness.] I can read English a little. I cannot read this paper. I cannot spell it.

Thomas Hughes examined: I am 66 years of age. I went as a servant to Moreb when I was 13.

I staid there seven years. No cattle were allowed to graze on the marsh, except those belonging to Moreb. We drove stray cattle away.

Cross-examined: There was no shepherd. I looked after the sheep at times. It was not the particular business of any one. No sheep were allowed on the marsh besides Mr. Williams's I had left before Mary Powell had sheep there. There was no fence between Moreb and the sea. Towynbach Common was not then enclosed. Sheep used to stray from it. There were no fences.

Wm. David examined: I was in service at Moreb 26 or 27 years ago. The hedge of Fynoncelog then separated the Moreb marsh from Kilymaenllwyd. It was extended by a trench. There was no road or pathway over the marsh for Mr. Rees or any other person.

Cross-examined: In going to Towynbach people used to go over the road. Sometimes by the sluice. I have been that way myself. The scar is the high tide mark.

Re-examined: The sea beach was below where the railway now is.

Margaret Gower examined: I am the wife of John Gower and am

55 years of age. When 11 years of age I herded cattle on Moreb for Mr. Williams. I was there until I was 15 years of age. I was paid 1s. a-week. Mr. Williams's cattle alone were allowed to graze on it. We sent strays to where they came from. I took some potato ground of Mr. Rees six years ago. It is on Kilymaenllyd marsh. I paid him for fencing it. That was after the boundary was made.

Cross-examined: This was after the South Wales Railway was made. I herded cattle over the whole of the marsh. Strange cattle were frequently there.

By the Judge: They called the marsh Morfa Moreb, but it was Dan tir Moreb.

David Hugh examined: I am 42 years of age. About 20 years ago I was a servant at Moreb. It was my duty to drive away all strange cattle and sheep. I have put some strays into the cart house. The owners used to come for them. On one occasion payment was made for some sheep straying on the marsh. The money was spent in beer. There was no road across the marsh.

Cross-examined: I lived two years at Moreb. I went from there in the year 1840, I cannot say how

many cattle or sheep were on the marsh.

David Bowen examined: I am 40 years of age. I was a servant at Moreb eighteen years ago. I remained there two years. I left eighteen years ago. I then went to Goodig. When at Moreb Mr. Williams's cattle alone were grazing on the marsh. Spring tides alone came up to the scar. We turned off the strays, or took them to the farmyard. Fynonceylog fence and a ditch was the boundary between the marsh and Kilymaenllwyd. I remember a pig-stye being built inside the tramway. I made a stone drain at Fynonceylog. It was a yard deep. We carried stones from the skir. During my time there was no road across the marsh. Mr. Rees nor his people, nor any other person used any path on the marsh.

Cross-examined: People went to Towynbach over the turnpike. I never noticed them crossing the marsh. The drain was made in unenclosed fields.

The court adjourned at half-past 5 o'clock.

SATURDAY.

The court assembled this morning at a quarter before 10 o'clock.

David Hughes examined: I am in my 69th year. I was in service at Moreb. I served there six years and went away when I was 40. Old Mr. Williams was my master. Moreb cattle alone grazed the marsh. We drove stray cattle away. The bridge and water from Fynonceylog formed the boundary between Moreb and Kilmaenllwyd marshes. There was no road nor path across the Moreb marsh.

Cross-examined: At that time there was hardly any marsh but much sand under Kilmaenllwyd. We drove strays from Towynbach side, but not from Kilmaenllwyd side.

William John examined: I am in my 70th year. I have lived in a cottage near Moreb marsh most of my life. I knew old Mr. Williams. His cattle used to graze the marsh. My cattle and other were driven off. Strays from Towynbach were driven to the farm, and the owners were sent for to fetch them and to keep them away. I was a tenant of Mr. Williams', and kept a cow. She did not graze there. People used to dig clay from the marsh at one penny each. I produce the account. It is an acknowledgment of the receipt of money signed by Mr. Williams the younger. I wrote the account. Bonnel, whose name

is mentioned in the account as paying for clay from Moreb marsh, was a tenant of Kilymaenllwyd. The pill between the parishes of Moreb and Kilmaenllwyd was cut by some colliers. Mr. Williams and Mr. Wedge were with them.

John Rees examined: I am in my eightieth year. I remember the pill made between Goodig and Moreb. I was a servant at Moreb. It was cut by Mr. Wedge and Mr. Williams to divide the land. In 1802, old Mr. Rees, the grandfather of the present Mr. Rees, and Mr. Williams were making the boundaries of the enclosed land. A pill divided the Kilymaenllwyd from the Moreb marsh. It joins the Tyrwaun hedge. We always drove stray cattle from the marsh. When I first knew it there was not much grass on it. A thing we used to call "pipes" grew there. Old Mr. Rees made no drains after the division of the land in 1803. There was a road by the sand, but not on the marsh. I remember the funerals of Mrs. Rees and Mr. Hughes passing below the railway.

Cross-examined: I lived two years in Moreb and two years in Goodig. At that time Towynbach common was open until the railway was made. A great many

people's cattle grazed on Towynbach, and there was no fence or anything to prevent them straying on Moreb marsh.

Re-examined: We drove strays off whenever they came.

By Mr. Evans: In 1801 I saw Mr. Williams, Mr. Rees, and Mr. Wedge together on the land. I heard of no disputes after that time. "Pipes" did not grow so much at Tyrwaun, which was more sandy than the other parts'

Benjamin Williams examined: I am 43 years of age. I have known Moreb marsh all my life. It has been grazed alone by Moreb cattle. The shepherd used to drive stray cattle away. Boys and girls were also kept for the same purpose. I saw Daniel Lewis, Mr. Williams's servant, drive cattle from the marsh in the direction of the pound on Hendre mountain. My father rented Towynbach common, being one of a company of nine. They kept a shepherd. We did not allow our cattle to stray on Moreb.

Cross-examined: My father took the common in 1838.

By the Judge: In 1825 grass and pipes grew on Moreb marsh.

Evan Evans examined: I am 48 years of age. I was a servant at Tyrissa in 1831. I went to Moreb

marsh at that time for a load of clay for Mr. Williams, Tyrissa. I was loading a cart when a gentleman came up. A little boy told me it was Col. Pemberton. He ordered me off with the cart. He said nothing about payment, as I had only put three shovels full in the cart. My master told too to inquire of Mr. Williams, Moreb, and pay what he asked for it. I found him in the coal-yard, and told him who I wanted it for, and I gave him a penny. I went for the clay, and took it away.

Cross-examined: Tyrissa is opposite the Pemberton Arms, and on the Towynbach side. I had the clay under New Lodge. There was no tram-road there at that time. I could not take the cart, the oil being so wet.

In reply to the Judge, Mr. Evans here admitted the plaintiff's right to the soil, which he did not wish to dispute.

Thomas Hand examined; I was surveyor for the Pembrey enclosure. In the course of the survey I saw Mr. Rees respecting the Moreb marsh. There was no road across the marsh. The soil was too soft and cut up with ditches to admit of it. It was dangerous to cross the Divatty river. The marshes, as described

on a map, were approved of by Mr. Rees. It was the commissioners' map. I now produce the map. Mr. Rees saw it in 1844. I showed the map to Mr. Rees, at his house. I cannot speak to the month, but it was previous to May.

Thomas Bowen examined: I am a surveyor, and was engaged in surveying for the Llanelly and Kidwelly Canal. A portion of land was taken in from Mr. Rees for the canal. The tram-road now stands on it. It was made in 1838. Mr. Rees sold that portion of the marsh. We paid him £26 8s. for it. I produce the receipt. I was a commissioner of the Llanelly and Bury Harbour. Mr. Rees was also a commissioner. A plan of improvements was made. It was submitted to me. It was supplied to the commissioners. Mr. Rees's attorney was clerk of the company. I produce the plan.

Several documents and plans were put in amongst others was a bill in Chancery, dated the 17th of July, 1845, with Mr. Rees's answer to it, dated the 23rd of October, 1845. In the answer, Mr. Rees declares himself the frontage freeholder of the Killymaenllwyd marsh, and as such entitled to the soil of the sea shore immediately adjoining as

far as the flowing of the ordinary or neap tides.

Mr. Evans, in addressing the jury, said it was necessary he should call their attention to the real question at issue, as he feared they would be deceived, for the plaintiff had given a great mass of evidence which did not touch the matter in dispute. The defendant did not contest the ownership of the soil; he never claimed it, nor does he do so now. The defendant is the representative of the family, who have long been the owner of Killymaenllwyd, and he says that during that time they and their tenants have enjoyed the right of depasturing their cattle and sheep on the marsh, which in this action has been called Moreb marsh. And it was to him a matter of importance, which he would not readily resign. Not one of the witnesses who have been called had shown that any of the Killymaenllwyd sheep or cattle were driven off the marsh. Other cattle might have been sent away, but not one of the defendant's. It is true there was a dispute respecting some geese, and a cow, but that was of such a nature as not in the slightest degree to affect the case. The question in dispute was now of considerable

importance, because since the formation of the railway the marsh had become fertile and valuable land. He would show that the right of pasture had long been uninterruptedly used by Mr. Rees and his tenants, and that the ditches were not boundary lines but; the means used to drain the marsh when exposed to the inroads of the tide.

John Rees examined: I am in my eighty-eighth year. I was born near Moreb marsh. I was a servant with Mr. Rees at Kilymaenllwyd. I went there when I was 26. He kept sheep and cattle. I think he had about 60 sheep. We used to plough with the oxen. The sheep and cattle frequently grazed on the marshes. They grazed on Moreb marsh. I remember them grazing there from my twelfth to my twenty-sixth year. The sheep were marked. The Moreb sheep grazed there as well. No one drove Mr. Rees's sheep away.

Cross-examined: The cattle were bred and reared on the enclosed lands. They went on to anybody's land when they got out of the enclosed land, as there was no boundary. They went to the sea shore in hot weather. I do not remember Mr. Williams taking the sheep to Moreb farm. There were two or three boys there to

look after the marsh ; they are all dead. The boys and shepherd used to drive off the cattle at spring tides.

Richard Bonvill examined: I am 68 years of age. I was born at Gorse, Towynbach. I know Moreb marsh. I knew it first 55 or 56 years ago. At that time there was some samphire, a little grass and some clay and mud. There was some marsh under Kilymaenllwyd, but not a quarter so much as is there now. Mr. Rees's sheep were marked "R." In the summer they grazed on Moreb and Towynbach. I have seen them there. I was Christened in Moreb, and was in school with Mr. Richard Williams. I have fetched the sheep hundreds of times from the tide, and was paid for it by Mr. Williams and Mr. Rees. They were sometimes under Kilymaenllwyd, and at others in Goodig and Moreb, and a great many other sheep with them. The sons of Mr. Williams were many times with me after the sheep.

Cross-examined: Mr. Williams and Mr. Rees paid me. They paid me at different times. I attended to my own and other sheep as well, and at the same time Mr. Williams paid me for fetching his sheep, and Mr. Rees for fetching his at spring tides. I never paid

Mr. Williams for grazing colts on Moreb marsh. I never told Mr. Hand that I did so. I did not value the marsh. I never heard it called Moreb marsh, "but the marsh under Moreb." I did not tell Benjamin Williams that I paid for the colts. Mr. Rees did not pay for grazing colts.

Mary Jones examined: I am 80 years of age. I was born at Black Rock, near Kily. I have known the marsh for 70 years. I knew the Kilymaenllwyd sheep and cattle. I have driven them to the marsh and fetched them away. There were only a few tufts then. I have seen them graze on them. There was a little herbage and some samphire. They had full liberty to go to Towynbach. I have seen them under Moreb. I was dairy-maid at Kilymaenllwyd, and then had charge of the cows. I used to fetch the cows from Moreb marsh to milk them.

Cross-examined: They used to go down over the sand. At that time there was not much marsh. They used to go down to Towynbach and other places. Towynbach is below the South Wales Railway.

Thomas Evans examined: I am 68 years of age. I was born at Moreb farm. I was there until I was 24 years of age. I went to school at

Towynbach with the sons of Moreb. We sometimes went over the sands and sometimes over the road. The parishioners used to graze their sheep on Towynbach common. On the marsh under Moreb the Kilymaenllwyd and other sheep used to graze. I knew old Mr. Williams. When I was a boy he told me to turn off the sheep that came from Towynbach common. He said nothing about the Kilymaenllwyd sheep. I never turned them away. Capt. Paxton's sheep grazed on the marsh.

Cross-examined: The Moreb and Kilymaenllwyd sheep were kept separate. They spread from one marsh to another.

David Thomas examined: I live near Pembrey, and am 56 years of age. I was brought up in Shagog. I lived there with my grandfather, David Bowen. He held some land under Mr. Rees. He kept from 30 to 40 sheep. They grazed on the marsh under Moreb. I was in charge of them. The Moreb and Kilymaenllwyd sheep also grazed there. They were not driven away. My grandfather's horses and cattle also grazed there, and were never driven away.

Cross-examined: I have left there from 35 to 36 years. I remember

Isaac Evans there. I saw him many times after Mr. William's sheep. He never turned away my grandfather's sheep, nor any other sheep. David Edwards never turned any sheep from there.

John Bowen examined: I am 38 years of age. My father was tenant of Shagog, which adjoins Kilymaenllwyd. I used to go to school at Towynbach from 8 to 15 years of age. I mostly went over the marsh, because we had sheep there. My father sent the sheep to the marsh—the whole of it. Under Moreb was the best grass, and the sheep went there. The Kilymaenllwyd, the Moreb, and our sheep were all mixed together. The cows used sometimes to go down. No one sent away our sheep or the Kilymaenllwyd sheep until the railway was made then there was some dispute between Mr. Rees and Mr. Williams. I was myself tenant of Shagog. I turned my sheep on the marsh. I had no room to keep them on the farm.

Cross-examined: The sheep of the different farms were all mixed till the railway was made.

John Lewis examined: I am 54 years of age. I was born at Kily. I was at school at Towynbach. I sometimes went over the marsh

and sometimes over the road. I have often seen the Kily and Shagog sheep grazing on the marsh. There was no marsh at that time under Kilymaenllwyd. Other persons' cattle used to graze on the Moreb marsh.

James James examined: I am 51 years of age. When 11 years of age, I was employed by Mr. Williams, of Moreb, to attend to his sheep on the marsh. He told me to take his sheep down to the marsh and take them back in the evening, and to turn away the Towynbach sheep. I never turned off the Kily sheep. I sent away the Shagog sheep once because the boys of Shagog had been assaulting me. That was the only time I turned off the Shagog sheep. They grazed there regularly, and I promised that I would not turn them away again. I was there ten months. During that time I was on the marsh every day, and sometimes I saw the Moreb, Shagog, and Kily sheep grazing there together. I lived ten years at the Sker, twelve years afterwards.

Cross-examined: William and John Thomas, of Shagog and Goodig assaulted me.

John John examined: I have lived all my life at the Pwll, Kily.

I used to go to school at Towynbach, and saw the marsh. The cattle and sheep of Shagog and Kily used to graze on the Moreb marsh. I have known them graze it for 33 years. They were never sent away until the railway was made in 1848.

Isaac Jones examined: More than 20 years ago I was a servant at Moreb. I was there twelve months. I have often worked there since. I am 54 years of age. I looked after the sheep on the marsh. Mr. Williams told me to turn the sheep off the enclosed land, The Kily sheep were allowed to remain on the land. I never turned them off. They grazed there as regularly as Mr. Williams's own sheep.

David Bonnell examined: I am 74 years of age. In 1826 I rented Kilymaenllwyd of Mr. Rees. I held it 12 years. During that time I kept sheep and young cattle on Moreb marsh. They were never turned off.

Geo. Davies examined: I am 28 years old. From 1841 to 1843 I was employed in herding the Kilymaenllwyd sheep. They grazed all over the marsh. They were never sent away. Mr. Rees had from 40 to 45 sheep. The best

grass was under Moreb. We drove them there direct.

Wm. Rogers, sen., examined: In 1843 I rented Kilymaenllwyd of Mr. Rees. I kept my sheep and young cattle on the marsh under Moreb. They were never turned away until the dispute arose after the railway was made. I complained, and I attended before the justices. The tenant of Moreb and Mr. Rees attended. Mr. Jones advocated Mr. Rees's cause. Mr. Rees was the tenant of Moreb. He is now dead. Williams said he would not meddle with the sheep hereafter, and I heard him tell the men not to drive the sheep off again.

Cross-examined: Mr. Williams was summoned for cruelty to animals. I was afraid he had injured them. He had a savage dog. He promised he would not drive them so again.

John Hughes Rees examined: My tenant complained of the sheep being driven away. Under my advice he took out a summons. The complaint was for driving the sheep off the marsh. Mr. Williams was an old neighbour and friend I told him that my tenant had a right to graze the marsh, and that I had rented it as an appurtenance. He said it should

not be done again. I paid the costs. I am really the defendant in this action. My family have lived many generations at Kilymaenllwyd. I have known the marsh during all my life. With the exception of eight or nine years, I have lived at Kilymaenllwyd all my life. When I was a boy there was little or no marsh at Kilymaenllwyd. I remember very little of Moreb at that time. At 15 years of age, when I returned, I took the management of the estate. I knew Moreb marsh well. My tenant's sheep grazed it as a right. They were not disturbed more than once until after the railway was made in 1848. The summons was issued in 1850, I saw Mr Williams cutting a trench from Tyrwaun to the sea. I told him I could not allow him to do it, as it would interfere with my right of grazing, which was daily becoming more important. He said he must do it. I told him I should fill it up. Rails were put up along this trench after the dispute.

Cross-examined: I planted some poplars and furze along the course of the pill. The sheep intermixed about twelve months after the trench was cut. My tenants planted potatoes partly along the line of the trench.

Subsequently oats were sown there. But horses and cattle used to pass to and fro without obstruction.

Wm. M'Kiernen examined: I took the Moreb marsh of Mr. Goode in 1858, from March to September. I grazed it with cattle. The sheep and cattle of Kilymaenllwyd grazed it. I kept them off as much as I could. They were driven back again. The marsh was open before the railroad was made. There was no fence. Sheep grazed it in common.

Mr. Evans contended that it was impossible, after the evidence he had given, to doubt the right of the defendant to depasture the marsh under Moreb.

Mr. Grove endeavoured to show from the evidence which he reviewed at great length, that the defendant had failed to prove his right to depasture the marsh.

The Judge carefully summed up the evidence, putting two questions to the jury - first, Was there a user of the right of common for 20 years or from all time. Second - Was this right exercised without interruption for 30 years, bearing in mind that if there was any intermission, if only for one year or less, the right is not proved.

Verdict for the plaintiff - 1s. Damages.

(The Welshman 16th March 1860)

SUICIDE BY HANGING.

An inquest was held at the Railway Inn, Treforest, on Friday, by Mr. L. R. Reece, on the body of John Bridgewater, who committed suicide by hanging himself by means of a handkerchief tied to the bed-post in his bedroom, in the above inn. Mrs. Bridgewater, who keeps the Cambrian Inn, but is more generally known by her first husband's name, Williams, deposed: I am the wife of deceased. He left me in France nineteen years ago, and I have not seen him from that time until three weeks ago. It is now 21 years since we were first married. He has, since the 12th of September, been at my house daily. I received a letter, three years after our separation, from one Evans, of Dowlais, which stated that my husband was killed by falling from the mail-coach at Rhymney, and I heard nothing of him till I saw him at the time above stated. He wished to stop at my house; I refused to allow

him and the last time I saw him alive was on the night previous to his death.

Mr. Richard Richards deposed: The deceased came, as customary, to sleep at my house the night previous to his death; he appeared as usual, and drank one pint of beer, and a glass of rum and water, warm. This was about half-past ten; he retired to bed about eleven. In the morning I went to my occupation, and on my return to dinner, I was told he was not up. I went upstairs to call him, and found him suspended from the bed-post by means of a handkerchief. He had on his drawers and socks, and the bed appeared as if it had been slept in. He was quite dead, and must have been so for some hours. It transpired, from a document found in the pocket of the deceased, that he had been residing at Llansaint, near Kidwelly, Carmarthenshire, and a letter was despatched to the postmaster of that place, announcing the suicide.

On the return of the funeral party, on Friday night, a female and her friend arrived by train, and it was ascertained that he had married her eleven years ago, and that he had resided in the above place for that period. The poor

woman being without means, a subscription was raised at the Railway Inn, by which she was enabled to return home next morning.

(The Merthyr Telegraph and General Advertiser for the Iron Districts of South Wales 13th October 1860)

LLANELLY PETTY SESSIONS.

These sessions were held on Wednesday last, before J. H. Rees, Esq., and W. H. Nevill, Esq.

Ann Jenkins, single woman. Wainowen, Swansea, was charged by W. Rees, Star, Llanelly, with having on the morning of the 16th inst. feloniously stolen and carried away three ducks, value 10s., two cups, and one glass, his property. Prisoner pleaded guilty, and elected to be then tried by the justices. William Burton, Loughor, stated that he was on Loughor bridge at half-past five o'clock on Friday morning. He saw the prisoner going over the bridge with a basket on her head, and it appeared to be heavily laden. He followed her, and said he must see the contents of her basket. On examining it, he found three ducks recently killed, being quite warm, and the missing cups and

glass. She accounted for their possession by saying she had obtained them from her sister, who was living at Llanelly, and had bought them. Not believing her story, and having reason to suspect her of having committed several depredations in the poultry yards at Loughor and Llanelly for some time past, he took her to Llanelly, and gave her in custody of P.S. Lewis, who recognised her as an old offender. Jane Rees, the wife of the prosecutor, said she saw the three ducks, the glass, and cups, safe in her brewing kitchen between nine and ten p.m. on Thursday, the 15th inst. On going to the kitchen the following morning at five o'clock, she discovered that the ducks, cups, and glass were gone. She saw blood on the floor and outside the door. The ducks now produced by P.S. Lewis and the cups and glass were the property of her husband. P.S. Lewis stated that on the 5th February, 1849, the prisoner was in his custody. She was then charged with stealing cabbage from the garden of Thomas Jones, and was committed for one month. The prisoner was further charged by Mr. Evan Davies, Pemberton Arms, Llanelly, with stealing a hen, his property, on Friday, the

same day. Mrs. Davies stated that between six and seven o'clock she saw the hen safe. On the following morning she found the staple of the door forced off, and the hen, was gone. There were marks of blood on the floor. The prisoner was convicted of both charges, and committed for six weeks in each case.

John Phelps, collier, Llanelly, was fined 20s. and costs for having assaulted Mary Ann Williams, Llanelly. The same was fined 5s. and costs for being drunk and disorderly on the night of the 10th instant.

William Hugh, copperman, Llanelly, was charged by Mary, wife of John Lewis, Llanelly, with using threatening language towards her on the 15th instant. The disputants were allowed to settle the case.

John Daniel, collier, of Gallhegain, was charged by Mr. W. George, relieving officer, with wilfully neglecting to maintain his wife, who was now chargeable to the parish. The case was adjourned for a week.

David Phillips, collier, Penygar Issa, was charged by Mary Jones with disobeying an order of the justices. Ordered to pay the whole amount claimed with costs.

Letitia Welland, Llanelly, was charged by Mr. F. L. Brown with having in the month of October last unlawfully taken water from the conduit of the Board of Health without the consent of their officers. Fined 2s. 6d. and costs.

John Williams, Engine Inn, Pembrey, was fined 5s. and costs for keeping his house open after 12 o'clock on the night of Saturday the 10th instant.

The adjourned case of William Rees against Elizabeth, wife of George Lewis, Dafen tin works, for an assault on William Rees, jun., was heard. The defendant was fined £5 including costs, & in default to be committed for one month.

The remand case of the 9th instant, of Jane Hade, Sandy Gate, against William Davies, Carmarthen, for an assault on the 8th instant, was disposed of by allowing the parties to settle, the defendant paying costs.

(The Welshman 23rd November 1860)

1861

ACCIDENT AT BRYNGWYN COLLIERY.

Daniel Morgan, aged 68, while cutting coal in the top hob sustained a fatal injury by a stone weighing about 3 cwt. falling from the roof on his shoulder. He was dreadfully crushed and soon extricated from his perilous position by his companions and carried home, but lingered about four hours only and expired.

(The Welshman 8th March 1861)

TO BE SOLD,

TWO LARGE RICKS of exceedingly well-harvested HAY. Apply to the Owner, Mr. ISAAC JONES, Ffynongain, one mile exactly from St. Clears Railway Station. CARMARTHENSHIRE.

(The Welshman 8th March 1861)

SUDDEN DEATH.

Thomas Richards better, known as "Tom Llanon," 33 years of age, and apparently of robust health, was at his work at the Old Lodge iron works on Wednesday last, and about half-past 2 o'clock he suddenly fell and died

instantaneously. The deceased has left a wife and five small children to mourn his loss.

(The Welshman 8th March 1861)

ACCIDENT ON BOARD THE BRIG "MARY MACK" OF LONDONDERRY, NOW IN THE COPPER WORKS DOCK

On Saturday last, one of the crew fell from the yard to the deck and was seriously injured. He is under the care of Mr. Thomas surgeon, and is progressing favourably towards recovery.

(The Welshman 8th March 1861)

INQUEST.

On Monday last, an inquest was opened at Velinfoel, before Wm. Bonville, Esq., coroner, upon the body of Daniel Morgan, a coal miner, employed at Brynywyn colliery, who met his death while at work in that colliery from a large stone having fallen upon him from the roof and severely crushing him, he survived the accident a few hours, and expired. The inquest was adjourned to the 18th inst., to afford the Government Inspector of the

district an opportunity of attending the adjournment.

On Friday last an inquest was held by the same coroner at the Ystrad Arms, upon the body of Thomas Richards, aged 33 years, employed at the Old Lodge iron works, Llanelly, as a labourer. On the Wednesday previous, about two o'clock in the afternoon, he was wheeling pig-iron to the pudlers at the furnace and appeared in his usual good health. When returning with his empty barrow he suddenly fell to the ground. A fellow workman saw him fall, raised him up, and put him in a sitting posture in his wheelbarrow, where he heaved a sigh and expired. Verdict- "Died by the Visitation of God."

On the following day an inquest was held by the same Coroner, at the Oddfellows' Arms, in the Wern, Llanelly, upon the body of Mary Thomas, widow, aged 80 years, an out-door pauper of the Llanelly Union. About half-past one on the 8th inst., she was seen picking coal about the New Dock, which was her daily custom, and was observed by one of the coal trimmers, sitting on the ground, resting her head upon a piece of oak timber. He went to her and took hold of her hand, and then

found she was dead. Two shillings and a few halfpence were found in her pocket, and sufficient food in her house. Verdict, "Died by the Visitation of God."

(The Welshman 15th March 1861)

WELSHMEN AT THE UNIVERSITIES.

Among the successful candidates at the recent examination of the University of London was Mr D. Llewellyn Bevan, a young man of this town. He has now passed his first class examination for B.A., and stands high in the First Class.

(The Pembrokeshire Herald and General Adviser 2nd August 1861)

BELL'S ZOOLOGICAL EXHIBITION CIRCUS

Bell's Zoological Exhibition Circus visited Llanelly on the 30th ult., and paraded the principal streets in procession on its way to Llanelly Park, where the performance commenced at two p m., which throughout the evening caused great excitement, and the spectators left highly satisfied. Three lions, with their keeper, went through an excellent performance. The horses were

well trained. Several animals were exhibited, the like of which have never been here before.

(The Pembrokeshire Herald and General Adviser 2nd August 1861)

NARROWNESS OF THE LLANELLY NEW DOCK GATES.

On Wednesday, two barques arrived at Llanelly, laden with timber, from Quebec, for Myers, Douglas & Co., timber merchants. The vessels were to be discharged in the above docks, but in consequence of the gates being so narrow, the projection was cut on each side. Two pilots tried every means to get the Charlotte Harrison in, but after cutting all her warps to no purpose she was compelled to retire to the flats, where her cargo is being discharged. Several vessels have visited this port from time to time which were obliged to go to Swansea or Pembrey, owing to the above incumbrance.

(The Pembrokeshire Herald and General Adviser 2nd August 1861)

**CRICKET MATCH. -
LLANELLY V.
HAVERFORDWEST**

A match came off on Wednesday last in Llanelly Park, between the 1st Eleven of Llanelly and the Haverford-west Club. The latter went in first, scoring 40 runs; Llanelly followed, and scored 38 runs. Haverfordwest, second innings, 47 runs; Llanelly, second innings, 53 runs, with only two men out. The Llanelly eleven having proved victorious claimed the ball. The batting on the part of Haverfordwest was very superior. The batting of two of the Llanelly Club is worthy of notice - Mr C. Bishop, of Llandovery, and Mr Holland, of Llanelly the former scored 24, and the latter 27, being both in at the same time in the second innings, making a total of 51 runs.

(The Pembrokehire Herald and General Adviser 2nd August 1861)

TENACITY OF LIFE IN A DOG.

Mr. Joseph Joseph, miller and grocer, of Llangennech, near Llanelly, has a large bull terrier dog, which had been lost from last Wednesday week until Sunday; on which day some boys who were out bird-nesting happened through curiosity to

look down an old coal-pit, at Trosseck, when they saw the dog lying at the bottom of the pit, about ten fathoms deep. They informed the owner, who with assistance and ropes went to the place and called the dog, but the animal was too weak to make the least noise, having only sufficient strength to turn his head and look up, and then lay down again. A boy was let down, who fastened some ropes to the poor animal, and was drawn up. He was carried home, when food was procured for him, which he at once eat, and is now getting strong and active. He is supposed to have fallen into the pit when chasing a rabbit. The dog must have remained without food or water for twelve days. There is a number of old workings around Llanelly, some very deep, which are all left open being very dangerous for children and all kinds of animals.

(The Pembrokehire Herald and General Adviser 2nd August 1861)

**COMMITMENTS TO OUR
COUNTY GAOL.**

L. Lewis for leaving his wife and family chargeable to the parish - One month; and Ann Richard, on

suspicion of stealing wearing apparel - for further examination.

(The Welshman 14th August 1835)

1862

LLANELLY NEWS

TRADE - The trade of the town is unusually dull, all branches of industry appear to experience an unusual stagnation.

GAS LIGHT - On Sunday evening last, the churches and chapels were almost in total darkness. General and indignant complaints continue to be made on this subject, but there is no improvement either in the quality or supply of gas.

LLANELLY SCHOOLS - Mrs. Stepney has kindly placed a number of warm articles of wearing apparel and shoes at the disposal of the master and mistress of Llanelly Schools, to be distributed among the needy. For some years past several poor children have thus been greatly benefited by the liberality of Mrs. Stepney.

BUTCHERS' MARKET - Our market this week has been supplied with an unusually

splendid stock of beef and other meat. Our butchers deserve great credit and every encouragement for their endeavours to improve the market, and we congratulate them on their success. There was a splendid ox fed by Mr. Wm. James, Llanelly. The animals fed by Mr. Brodie, Tyrdail, Mr. Powell, Llanelly Bank, Mr. Evans, and Mr. Mathias Davies, were also in first-rate condition.

MECHANICS' INSTITUTION - On Tuesday evening last, a lecture was delivered by the Rev. H. Stowell Brown on the Wit and Wisdom of Thomas Fuller." The subject was treated in an interesting manner. There was a good audience. The chair was occupied by James Buckley, Esq., vice-president. On the motion of the Rev. D. Rees, seconded by the Rev. T. Clulow, a vote of thanks was awarded to the talented lecturer.

THE LOST FOUND - Some months since a young woman suddenly disappeared from Mr. Bonville's, Pembrey, and vague dark rumours were circulated, as she could not be found or traced anywhere. She has at last, however, been discovered. As will be seen by our petty sessions report, Mr. Bonville has found it necessary to summon her before

the magistrates to vindicate his character.

(The Welshman 14 February 1862)

LLANELLY PETTY SESSIONS.

These sessions were held on Wednesday last, before J. H. Rees, Esq., and W. H. Nevill, Esq.

Margaret Harris, alias Jenkins, servant in husbandry, Pembrey, was charged by William Bonville, farmer, Pendren, with unlawfully absconding from his service on the 26th October last, after having entered into an agreement in the previous November to serve him for twelve months. The defendant said she left the service in consequence of some unfavourable rumours about her and her master. She had since been residing at Bridgend, which she left three weeks ago, and on her return home she gave birth to a child. Mr. Bonville stated that the defendant had left his service, and he had used every means to find her out, because he had been taunted with her mysterious disappearance. His object was to vindicate his character, and he would leave the case entirely with the bench. Their worships said

they could send her for three months to the House of Correction and after reprimanding her, as Mr. Bonville did not press the charge, she was dismissed.

Walter Morgan, carpenter, Old Gate, was charged by Mary Rogers, his house-keeper, with having, on the 9th instant, assaulted her. On the application of the defendant, the case was adjourned for a week. The same was charged with refusing to pay the complainant £1 14s., wages due. Their worships recommended her to go to the County Court.

Thomas Thomas, farmer, Llwynclotta, Llanon, was charged by John Owen, parish overseer, Blainabach, with refusing to pay £3 10s. 0³/₄d. poor-rate. An order was made for the full amount, with costs. He was also charged with refusing to pay 18s. 6d highway-rate. Ordered to pay, with costs.

The following transfers of licenses were made: -Joseph Coysh, of the Stag's Head, to Emmanuel Tew, and John Jenkins, Welsh Minstrel, to John Datton.

James Sullivan, Oxon-street, Llanelly, was committed to gaol for one month, in default of paying 15s. and costs adjudged in

November last, and which was to have been paid to Edmund Lynch, for work done. The distress issued had been returned, marked "no effects."

(The Welshman 14th February 1862)

INQUEST.

On Saturday last an inquest was held at the Ship and Castle Hotel, before J. Bonville, Esq., deputy coroner, on the body of Richard Aubrey, aged 15, son of Mr. Aubrey, Pemberton Arms, Pembrey, who received fatal injuries at Mr. Waddle's foundry on Wednesday the 5th inst. The youth was engaged oiling the machinery in the fitting-shop, when he was caught by the spindle, which is driven by steam power, and violently carried around with it, receiving fatal injuries, as reported in the Welshman of last week. His arm was amputated by Mr. Richard Thomas, surgeon at the works, assisted by Mr. T. L. Howell. Verdict, "Accidental Death." On Saturday the corpse was conveyed to Pembrey for interment.

(The Welshman 14th March 1862)

KIDWELLY - CHARGE OF STEALING FOWLS.

At the petty sessions for this borough, on Tuesday, before E. Blathwayt, Esq. (mayor), and J. G. Roberts, Esq., *Jane Davies* was charged with stealing six fowls, the property of Elizabeth Davies, who, in examination, said - I am a single woman, and live at Llwynhelig, in the parish of St. Mary, Kidwelly. The six fowls now produced are my property. They are worth 1s. 8d. each. They were alive last night at roost in my mother's barn, at Llwynhelig. I locked the barn door, but on going there this morning about 6 o'clock I saw that the fowls were gone. I am positive the fowls produced are my property, and those I missed from the barn. Although they are now dead, I identify them by their heads, feathers, and legs. I did not see the prisoner near my house either yesterday or to-day. I live with my mother Elizabeth Davies, who is a widow. The fowls are mine. The barn door was not locked this morning when I went in. It was latched and the lock hanging on a staple. I gave information to the police. I was present when P.C. Jeremy found the fowls in the

prisoner's house at 8 o'clock this morning.

P.C. Joshua Jeremy examined: I am stationed in the borough of Kidwelly. About half-past 7 o'clock this morning I received information from the prosecutrix that she had lost six fowls from a barn at Llwynhelig. I went to the prisoner's house, in this town, accompanied by the prosecutrix. I there found some gizzards, and other remains of fowls, in a dish which the prisoner's daughter held. I asked the prisoner for the fowls. She said, "There are no fowls here, and, if you like, you may search the house." I did search, and found the six fowls which I have produced. They were concealed in the chimney in an aperture between two walls. There were some potatoes there also. I also found the heads of six fowls wrapped in a cloth on a bench near the fire. The feathers I produce were in a basket. The prosecutrix said, "They are the heads of my fowls," and then gave the prisoner into my custody. The prisoner said she had been ill in bed for a long while, and that she had bought the fowls. She had two live fowls, which the prosecutrix said did not belong to her. After being cautioned the prisoner said, "All I have to say is

that I reared the fowls myself from one hen and some eggs I had from William Griffiths, who brought them from Cardigan. I was never about the prosecutrix's house." The prisoner was then committed for trial at the quarter sessions for the county.

(The Welshman 14th March 1862)

REECE v HOARE & CO

This was an interpleader case, the Messrs Hoare having obtained a judgment against Evan Aubrey, of the Pemberton Arms, Pembrey, for the sum of £17., including coats. The money not being paid, an execution was put into the Pemberton Arms. A bill of sale was then produced by John Reece, to whom Aubrey had mortgaged the whole of his effects, in consideration of certain sums of money received by him, viz., two twenty pounds and one sixty pounds.

Mr. Parry cross-examined Reece at considerable length, with the view of eliciting from him, who is a collier, that he is not worth £10, and consequently could not have advanced that amount. Several witnesses were called, who distinctly saw the money paid at the various periods.

Mr Parry then objected to the bill of sale, on the ground of there being no evidence to show that it had been duly registered.

The case was then adjourned for a month, on payment of the costs of the day by the claimant, in order to let in evidence of the registration of the bill of sale; the rest of the costs to stand over.

(The Welshman 21st March 1862)

1863

ACCIDENT AT THE NEW DOCK

On Saturday night week an accident, which might have proved fatal, occurred at the above dock. It appears from what we can glean, that the Llangennech Coal Company's men were about shipping coal into the 'Leopard' steamer, which was lying under the crane stage for that purpose. It was necessary to use the crane to lower the coal tubs, which weigh about one ton, from the waggon to the vessel, and when in the act of lowering it is thought the handle slipped out of Mr William Charles's hand, and consequent the whole weight

came on Mr Robert Davies. He not being able to hold the handle which was going round at a rapid speed was flung into the air a great height, and fell amongst the stays of the steamer's funnel, and thence to the deck. Assistance was immediately on the spot, and it was found that his leg was fractured, and that a large bruise was also on his back. Dr B. Thomas was sent for, who did all in his power to alleviate the poor mail's sufferings. We are happy to say that he is now progressing as favourably as can be expected.

(Potters Electric News 7th January 1863)

WRECK OF 'BOIS ROUGE'

On Saturday week the Barque, Bois Rougue, Phillips, master, was wrecked on Cefn Sidan Sands, Carmarthen Bay. It appears that the ship was bound, to Cardiff from Nantes, and it is supposed that they overran their distance, the night being stormy and very thick. As soon as the vessel struck on the sands, the men got the boats out and placed their clothes and a little provision in them, and when it became too dangerous to make a longer stay in the ship, they left her. The captain and six hands were picked up by one of our pilot boats. The

second mate and five men got into Kidwelly. We are sorry to say that the chief mate and five more hands are still missing, and it is feared they must have perished, as the mate's chest was washed ashore on Pembrey Sands. The men who arrived at Llanelly are under the care of the French Consul at this port, and we are happy to say are well provided for.

(Potters Electric News 7th January 1863)

CUSTOMS HOUSE

It is not long since fears were entertained that the Custom House would be removed from Carmarthen, and no doubt those fears would have been realised if the Town Council had not interposed. They memorialised the authorities, setting forth at length the inconveniences which would arise if the Custom House was at the Ferry Side or Llanelly, and the intention of removing it, at that time seriously entertained, was put aside. It is true that our shipping trade is not near so large as it was before the opening of the South Wales Railway still it is considerable, and last, week there were no less than eighteen vessels

unloading at our Quay, and, with the Custom House on the spot, there was no delay or inconvenience, such as would have been experienced if the customs had been received at the Ferry Side.

(The Welshman 30th January 1863)

TO THE EDITOR OF "THE WELSHMAN."

SIR, - The veracity of a certain portion of the report of the Eisteddfod at the Butcher's Arms public-house, Pembrey, which appeared in your columns some weeks ago, has been denied by one who should have signed himself the "Landlord," and not one who was present during the proceedings. There is no doubt whatever among the inhabitants of Pembrey but that the report is correct, and although a reward of £20 is offered to any one who will prove to the contrary, the whole affair is not worth powder and shot.

It is a source of great regret among a large portion of the inhabitants of Pembrey that such

a meeting should have been held in such a place, and it reflects disgrace upon its promoters, as exposing a large and respectable religious community to ridicule.

Yours very truly, X

Pembrey, 10th February, 1863

(The Welshman 13th February 1863)

GWSCWM COLLIERY, PEMBREY.

This colliery is now completely at a standstill. Workmen are busily employed in bringing the machinery and other materials to the surface, and there does not seem any probability of the colliery being ever worked again. About three weeks ago, Messrs Stanley and Co., the proprietors, commenced boring for coal about a mile and a half further westward, and succeeded in finding a vein of coal about three feet thick, at a depth of about twenty-two yards. The proprietors contemplate sinking a shaft in this locality.

(The Aberdare Times 27th June 1863)

LLANELLY RAILWAY AND DOCK COMPANY.

The half-yearly meeting of this company was held on Wednesday, at Radley's Hotel; Mr. Biddulph in the chair.

The report stated that the earnings of the company in the half-year ending 30th June last were £14,747 19s. 4d., and the working expenses were £8,376 10s., inclusive of hire and purchase of waggons. After payment of interest on debentures, &c., and rent of the Vale of Towy Railway, which together amount to £2,907 5s. 7d., there remains the sum of £3,871 11s. 9d. for dividends, applicable as follows: 5 per cent. on the A Preference Stock, and 6 per cent. on the B Preference shares, requiring £1,865 11s. 2d., leaving for the ordinary consolidated stock the sum of £2,006 0s. 7d., and the directors recommended a dividend of 20s. per cent. for the half-year. The revenue receipts exhibited an increase of £362 18s. as compared with the corresponding account in 1882, notwithstanding a reduction in the rates of tolls on anthracite coal, which was made in the hope held out by the traders of a more than an equivalent accession of traffic,

but which has not yet had quite full time to produce that result. The act for conferring further powers on the company, promoted in the present session of parliament, had received the royal assent. Additional capital was thereby authorised to be raised—namely, £114,000 for the Swansea lines, and £8,000 for the Carmarthen line. Among the new works sanctioned the principal was a branch railway to the south side of the south docks at Swansea. An agreement has been made with the Duke of Beaufort for a lease to the company of wharf lands and frontage on that side of the dock, with regard to which arrangements have been made with the Swansea Harbour trustees and the Vale of Neath Railway Company, whereby those parties as well as the company will make use of them.

The CHAIRMAN, in moving the adoption of the report, congratulated the shareholders upon the improved position of their property. The dividend, although small, would, he hoped, increase during the next six months. He hoped that the trade would be better, which would increase the dividend. The report was then adopted, the dividend

agreed to, and the meeting separated.

(The Cardiff Times 31st July 1863)

PEMBREY.

A VESSEL SAVED FROM SHIPWRECK.

The ship "Kenyon," 1,200 tons, Campbell, master, bound from Calcutta to Liverpool, (111 days,) with a valuable cargo of cotton and sundries, mistook her course, having failed to take any observations for a week previous, and arrived in Carmarthen Bay on the 5th inst., anchoring close to the fatal Cornel Mawr sands. It was blowing a gale from the W.S.W. at the time, and she was in a very critical position for many hours. The crew consisted of twenty-five hands, five of whom left the ship in the lifeboat, to ascertain their position and to seek assistance, and landed at Kidwelly in a very exhausted state, their boat having upset several times. In the meantime two pilots who had observed the perilous situation of the ship, hastened to Llanelly and Mr. Dunkin, the agent for Lloyd's, and also for the Liverpool underwriters, immediately despatched the steamtugs

"Sampson" and "Ranger," of Llanelly, and they arrived about midday, but there was too much sea on to render any assistance at the time, and they therefore left for Tenby, taking the remainder of the crew with them. The fact that the ship was a derelict soon became known to the Tenby fishermen, and they lost no time in collecting a crew, and proceeding to sea, to take possession of the prize, but fortunately for the owners, they were anticipated by the captain, who hurriedly left with the steamers to take charge of the ship. In the evening the wind suddenly changed to the northward, and became very moderate; the tugs, therefore, lost no time in towing her to safe anchorage in Caldy Roads. The coast guard took possession of the shore all night, and succeeded in recovering a long boat, which broke adrift, three oars, a quantity of clothing, and the certificate and other papers belonging to a second mate, named Mc'Donald, a passenger in the ship. The "Kenyon" is a splendid iron clipper ship, nearly new, classed A 1 at Lloyd's for 21 years. Too much praise cannot be awarded to the masters of the steamtugs, for their promptitude

and judgment in rescuing this vessel.

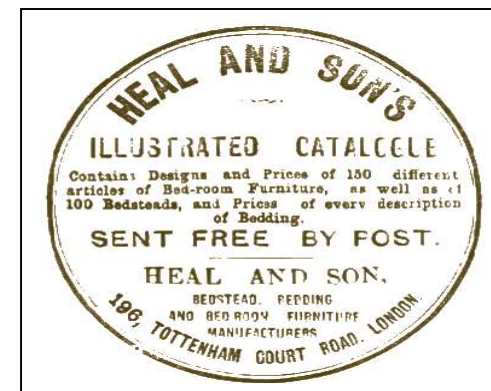
(The Welshman 13th November 1863)

1864

SOUTH WALES POTTERY, LLANELLY.

On Tuesday evening, the clerks, workmen, women, and children at this flourishing pottery were bountifully regaled with a first-rate supper, by T. Holland, Esq., on the occasion of his recent marriage. About 220 sat down and regaled themselves with a bountiful supply of good cheer. After supper was over, the usual toasts were given, and song and sentiment, with music and dancing, kept up the spirit of the occasion to a late hour.

(The Cardiff and Merthyr Guardian 5th February 1864)



LLANELLY.

STATE OF THE DISTRICT.—

The tin works of Llanelly have never been so brisk since the outbreak of the American war as at present. Orders are good and plentiful. During the last month the wages at the Morfa tin works, for all the boys in the wash-house, cold-rollers, blacksmiths, &c., have been raised from 10 to 20 per cent. The girls are in expectation of a similar rise, from the encouraging prospects held out to them by their employers. Every other trade looks healthy. A greater amount of lead has been sent away from the Cambrian lead works than ever was sent during any previous week since their commencement, the quantity being 700 tons.

(The Cardiff Times 26th February 1864)

CARMARTHEN PETTY SESSIONS.

These sessions were held at the Shire Hall on Saturday last, before Col. Sir J. J. Hamilton, Bart., Capt. Davies, Grismond Philipps, Esq., and Richard Jennings, Esq.

—The complaint of Richard Walters, Ty-issaf, Llangendeirne,

against David Walters, of Lan, in the same parish, for nonpayment of wages, was settled.

—Elizabeth Rees, toll collector at Bankffosfelen Turnpike Gate, Llangendeirne, charged Joshua Evans, of Ffynnonrhosfa, Llanon, with passing through the said gate with a horse and refusing to pay the toll due for the same thereat. Complainant said: On the 1st of August last the defendant went through Bankffosfelen Gate with a horse and would not pay the toll, but gave me slaps over my hand with a cane.—Cross-examined: This happened on Monday, and defendant had been through the gate on Sunday, but that did not clear Monday's toll. He had no ticket. He offered me the toll after the summons was served.—Defendant was fined 10s and costs.

Carway and Duffryn Steam Coal Company, Limited,

Mr Hugh Combie, agent and manager of the Carway Colliery, charged John Sadler, sen., John Sadler, jun. and William Sadler, of Waunyclyn, Pembrey, Thomas Evans, of Ponthenry, Llangendeirne, William Thomas of Tyrgate, Pembrey, John John, of Morlais, Pembrey, John

Jenkins, of the Brick Houses, Pembrey, David Roberts, of Waunyclyn, Pembrey, David Jones, of Tanybank, Llanelly, Edward Jones, of the same place, and Lewis Phillips, of Cilheol, Pembrey, colliers, with leaving service without any lawful excuse. Mr Thomas Davies appeared for the Carway and Duffryn Steam Coal Company, Limited, and Mr J. B. Jeffries for the defendant. Mr Davies briefly opened the case, and said that the defendants were colliers in the employ of the Carway and Duffryn Steam Coal Company, Limited, at Carway Colliery, in the parish of Llangendeirne, all of whom, with the exception of three who worked by the day, had contracted to serve the said company and were paid according to the weight of coal raised. By the rules of the company all persons leaving their employment were required to give one month's notice, and this, the defendants had neglected to do, but left their work with about sixty others on the 31st of August last, and had not since returned, thus entailing serious loss to the company. And he (Mr Davies) was instructed to state that if the defendants and the others who had followed their example would return to their

work on Monday morning the company would not press the charge against them. Mr Jeffries said he felt sure that the defendants would meet the wishes of their employers in that respect and return to their work, when one of the defendants said, "The weighing machine is out of order, and we are defrauded by it.

—Mr Jeffries here consulted with the defendants, who appeared reluctant to accept the terms offered, when the bench desired Mr Davies to proceed with the case.

—Mr Davies called upon Mr Owen Thomas, who said: I am the Inspector of Weights for District No. 3, Carmarthenshire. Having been requested to attend at Carway Colliery, I went there on the 30th of August last, and examined the weighing machine by the standards. I tested it to 28 lbs., secondly, with the 56 lbs, thirdly, with the 1 cwt., and found it quite correct. I next tried it with the 2 cwt., and, having no more weights, I tested it in the presence, and at the request of about thirty men, up to 15 cwt., by means of pieces of old iron accurately weighed by my weights, and placed them on the machine, each pound weight inside weighing 1 cwt. outside,

and found the machine correct. I took with me from Llanelly two practical men, a mechanic and a plumber, to examine the machine, who reported to me the bearings were quite correct. I saw it three months ago, and it was then in order. It is liable to get out of order by a lever jumping out of its place, and might tell as much against as for the proprietors. All machines are liable to get out of order. I found it in order, but I understood it had been out of order on Saturday last. The machine might be put out of order by a person wilfully, and when it is so, any person might put it to rights again. There is a trap door, and fair access given to the machine. There is no occasion whatever for a new machine. I produce the certificate I gave when I last examined it.

—Mr Hugh Combie said: I am a manager and agent of the Carway and Duffryn Steam Coal Company (Limited), at Carway Colliery, Llangendeirne, in this county. The defendants were employed there as colliers. Edward Jones, David Jones, and John Jenkins were paid by the day, but the rest were to be paid by the weight of the coals raised, but they were bound to serve the company exclusively, and by the terms of the rules the

men are all bound to give one month's notice on those terms. (Mr Combie here read the rule, which was as follows: "Any person desirous of leaving here, is required to give one month's notice, and any person neglecting to do so will forfeit all wages due to him at the time of leaving.") All the defendants were hired on these terms, and to the best of my belief had each a copy of the rules produced, which were printed in English and Welsh. They were also suspended at the colliery. I met the men last Monday morning, and they complained that the machine was not right, and I desired them to resume work, and said I would see the machine was put right if it was wrong, and they answered they wished to have a new one, and would not resume work until they had it. They all left then, and I got the smith and mechanics to take off the table of the machine, and I found one of the bearings off. I had it replaced and tested the machine, and found it correct, and I sent for the district inspector, who has been examined, to test the machine, and he did so in the presence of from sixteen to twenty of the men. The men then said they were satisfied with the machine,

that it was correct, and promised to go to work next morning if the rest of the men would, but they did not come near the colliery, but kept three fields off, and none of them have resumed their work since; The machine might go out of order accidentally, and might be put wilfully out of order. —Cross-examined by Mr Jeffries: The men came individually to be engaged, and I undertake to say that I believe all had a copy of the rules which are also suspended in the engine-room, and seen by the men every day. Some months ago a complaint was made of the machine, and I had it rectified. Machines are liable to get out of order by working, and ours no more or less so than any other. It was on Wednesday the men said the machine was correct. They had an advance of 10 per cent. in their wages three months ago, and this difference is not the result of an agitation for a further advance of wages. The men commenced work at seven o'clock on Monday mornings, and at six o'clock on other days, and leave, some at seven o'clock those who work by weight earlier if they liked.

—After some conversation with the defendants, Mr Jeffries said they were ready to accept the

terms offered, and would return to their work on Monday morning.

—Mr Davies, however, said he did not feel bound by the proposal he made before entering into the case now that the case was gone into, but would leave the matter entirely in the hands of the bench.

— The bench adjourned the case until next Saturday, to give the men an opportunity of resuming their work.

(The Welshman 9th September 1864)

LLANELLY.

SUDDEN DEATH.—On Tuesday last, a man of the name of Jacob Jones was found dead, in his bed. Medical aid was at once sought, but it was of no avail.

AWFUL DEATH.—On Sunday last, a man named Benjamin Jones, a furnace moulder, at Blaina, took a journey to Llanelly, to visit his brother, who keeps the Blaek Rock Inn. After having partaken of some drink, he left for his home, in company with a woman whom, it appears, he left half way - intending, as is

supposed, to go back to his brother's for the night. Being the worse for drink, he took the wrong road and, sad to say, fell over the quarry and down the rocks. He was found, after five days, in a fearfully mutilated condition. An inquest was held on Monday before E. J. C. Davies, Esq., Deputy Coroner, and a respectable Jury, who returned a verdict of "Accidental Death".

On Sunday last, sermons were preached at the Llanelly Chapel, in aid of the Trust Fund, by the Rev. Mr Broadhurst, of Brynmawr.

On Wednesday last, at the Siloam Baptist Chapel, the Rev. Mr Morris was ordained. The attendance was very large, many coming from a great distance.

The Rev. Mr. Harris has just been appointed officiating minister of the Bethlehem Chapel.

(Monmouthshire Merlin 22nd October 1864)

TWO INQUESTS

On Thursday last an inquest was held at the Welsh Star Inn, Railway Terrace, Sea Side before J. Bonville, Esq., on the body of the young man, John Cambrian Davies, who was killed near the

Bryn-gwyn Colliery on the 3rd instant. It appears that deceased met with his death in a most awful manner. He was a stoker on the coal engine running from the Copper Works dock to the colliery, and the engine was shunting some of the loaded waggons; deceased jumped off the engine to turn one of the rail latches which had been wrongly turned, and in doing so he struck against a wooden shed and fell backwards on the rails under the waggons, six of which passed over his body completely cutting the poor fellow in two. The train was at once brought to a stand, and there is no blame attached to any one. The jury returned a verdict of "Accidental death." Deceased was a quiet young man, and much respected by all who knew him. His corpse was conveyed last Sunday to Llangendeirne, his native place, where it was interred, and it was calculated that there was about two thousand persons followed it a great part of the way, as a mark of their esteem.

On the following day an inquest was held before the same coroner, at the Town hall, on the body of an infant male child found last week, in a rabbit hole, in a field on Bwlchfedwen farm, in this

parish. After along hearing verdict of "found dead," was returned. - Suspicion was attached to a young woman, named Elizabeth Harry, Gatygarn, who had recently been confined, and she ultimately confessed it was her child. A warrant was issued for her apprehension, but not yet being able to attend, her father entered into recognizances for her appearance on Wednesday next.

(The Welshman 11th November 1864)

PEMBREY - THE NEW SMELTING WORKS.

These very extensive works which were only commenced this year, are fast approaching completion, the large stack 150 ft. high was finished on Wednesday, when the lightning conductor was placed in its position by William Jenkins, foreman of the masons. Mr David Stringer, late of the Llanelly Copper Works, is the manager of the works, which are carried on by The Burry Port Smelting Co. a firm of which Messrs. Douglas A. Onslow and Co., are the principals. It is intended to have 100 tons of lead ready by Christmas A vast number of

workmen will be employed there. The finishing of the stack which is a handsome structure, was celebrated by a repast which was kindly provided at the Pemberton Arms, Pembrey, by Mr Onslow's orders, the clerks, managers, foremen and workmen, all partook heartily of the good things provided by mine host Aubrey. After the removal of the cloth, a variety of toasts were proposed and duly responded to, and a most pleasant and happy meeting was spent. Mr Aubrey is about erecting 25 or 30 model cottages for the workmen. Mr Aubrey is about erecting 25 or 30 model cottages for the workmen.

(The Welshman 11th November 1864)

KIDWELLY AND LLANELLY CANAL AND TRAMROAD COMPANY.

[Power to make new Railways, Conversion of Canal and Branches into a Railway and Branch Railways.—Power to raise further Capital.—Change of Name.—Amendment or Consolidation of Acts.]

NOTICE IS HEREBY GIVEN, That application is intended to be

made to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes, or some of them, that is to say: —

To enable the Kidwelly and Llanelly Canal and Tramroad Company, in this Notice called "The Company," to convert their Canal and Branch Canals into Railways and Branch Railways, and to discontinue the Canals and Branches, and to appropriate and use the same, or any part thereof, for the purpose of making and maintaining the several Railways hereinafter mentioned, or any of them, or any part or parts thereof, that is to say:

1. A Railway (formed partly in or upon the site of the existing Canal and partly on other lands), commencing in the parish of Pembrey, in the County of Carmarthen, at or near the Inner Harbour of the Burry Port Company, in the said parish of Pembrey, and terminating in the parish of Llanarthney, in the said County of Carmarthen, by a junction with the Mountain Branch of the Llanelly Railway, about 20 chains East of the Cross Hands Colliery, in the occupation of Doctor Norton.

2. A Railway, commencing from and out of No. 1 Railway, in the parish of Llanon, in the said County of Carmarthen, at a point about 2 chains South of the South Bank of the Great Reservoir of the Company, and terminating in the said parish of Llanon, at or near the Engine House of the said Cross Hands Colliery.

3. A Railway, commencing from and out of No. 1 Railway, in the Borough or Parish of Kidwelly, in the said County of Carmarthen, at a point about one furlong and six chains to the West of Spudder's Bridge, in the said Borough or Parish of Kidwelly, and terminating in the Parish of St. Mary, in the Borough and Parish of Kidwelly, at or near the Quay belonging to Lord Dynevor, adjoining the River Gwendreaeth, and at the end of the Canal of the Company.

4. A Railway, commencing from and out of No. 1 Railway, in the said parish of Pembrey, at a point near the Aqueduct of the Company, and adjacent to a farm house, in the occupation of Thomas Bowen, and terminating in the said parish of Pembrey, at the Shipping stage of the Branch Canal of the Company, where such Branch Canal joins the site of the old Trimsaren Tramway.

5. A Railway, commencing from and out of No. 1 Railway, in the said Borough and Parish of Kidwelly, at a point about 10 chains East of Morfa-bach, in the said Borough and Parish of Kidwelly, and terminating in the said Borough and Parish of Kidwelly, at the Shipping stage of the Branch Canal of the Company, where such Branch Canal joins the Railway leading to Carway Colliery, which said Railways and the works connected therewith, and the Canals, lands, and houses to be taken, used, or appropriated for the purposes thereof, will pass from, through, or into, or are situate in the several parishes, townships, and extra-parochial places of Pembrey, Saint Mary in the Borough of Kidwelly, Kidwelly, Llangendeirne, Llanelly, Llanon, Llanarthney, and Llandebie, or some of them, in the County of Carmarthen.

To authorize the appropriation and use for the purposes of the said Railways, or any of them, or any part thereof, of all, or any part of the existing Canals and its branches, and of the wharfs, yards, and property of the Company connected therewith, and the diversion of any streams or springs of water supplying the

Canals, and the alteration of Bridges over the Canals and Branches, and the abandonment of the Canals and Branches as Navigations.

Powers will be given by the said Bill for the following purposes, or some of them:

To authorise the Company to purchase lands and houses by compulsion or agreement, for all or any of the purposes of the intended Bill, and to levy tolls and charges in respect of the said Railway and Branches, either for the use of the Railway carriages or animal or locomotive power, and to alter the tolls and charges now authorized to be taken, or to repeal the same and grant new tolls and charges; to change the Name of the Company and to authorize the Company to construct stations, sidings, works, and conveniences upon the lands to be taken or used under the powers of the Bill.

To apply to the purposes of the intended Bill any Capital or Funds now belonging to, or authorized to be raised by, the Company, and to authorize the Company to raise further sums of money by the creation of new ordinary or preference shares in their undertaking, or by Mortgage

or Debentures, or by any of those means.

To divert, alter, or stop up for the purposes of the intended Railways, either temporarily or permanently, any roads, ways, streets, streams, sewers, canals, bridges, railways, drains, and watercourses within or adjoining the parishes, townships, extra-parochial, and other places aforesaid.

To alter, amend, vary, or repeal, all or any of the provisions of the several Acts hereinafter mentioned, that is to say: 52 Geo. 3rd, chap. 173, 58 Geo. 3rd, chap. 75, and 6 Geo. 3rd, chap. 55, or to repeal the said Acts and grant further and other powers instead thereof.

To incorporate with the Bill, The Lands Clauses Consolidation Act, 1845, The Railway Clauses Consolidation Act, 1845, The Railway Clauses Act, 1863, The Companies Clauses Consolidation Act, 1845, The Companies Clauses Act, 1863, or some parts of such Acts respectively to vary and extinguish all rights and privileges interfering with the objects of the Bill, and to vary or extinguish exemptions from the rates, tolls, and duties, and confer

other exemptions, rights, and privileges.

On or before the 30th day of November, 1864, maps, plans, and sections of the said intended Railways and works, a Book of Reference to such plans, and a published map with the intended lines of Railway delineated thereon, and a Copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Carmarthen, at his Office at Llandovery, and that on or before the said 30th day of November, copies of so much of the and plans, sections, and book of reference as relates to each parish, or extra-parochial place, in or through which any portion of the intended Railways and Works is intended to pass, or to be made, together with a Copy of this Notice, as published in the London Gazette, will be deposited, in the case of a parish with the Parish Clerk of such parish, at his usual place of abode, and in the case of an extra-parochial place, with the Parish Clerk of some adjoining parish, at his usual place of abode, and that on or before the 23rd day of December, 1864, printed copies of the Bill for

effecting the objects specified in this Notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

SUTTON & OMMANNEY,
6, Basinghall Street, London.
10th November, 1864.

(The Welshman 18th November 1864)

PLANS AND SECTIONS FOR NEW RAILWAYS DEPOSITED.

Carmarthen and Cardigan
(Branches to Kidwelly)

Kidwelly and Llanely Canal and
Tramroad

Llanely Railway and Dock

Llanely Railway and Dock
(Mumbles Extension)

(The Cardiff and Merthyr Guardian 9th
December 1864)

ADVERTISEMENT

CARMARTHENSHIRE.

VALUABLE OAK TIMBER
FOR SALE

TO BE SOLD BY AUCTION.

At the PELICAN INN, in the
Town of Kidwelly, on

WEDNESDAY, March the 21st,
1835, between the hours of 2 and
4 in the afternoon,

BY MR. WILLIAM JONES,
1378 CAPITAL OAK TIMBER
TREES, numbered progressively
from 1 to 1378; 74 ASH, and
about 300 Strong OAK POLES,
standing in a Grove on the Farm
of TYNywaun, in the Parish of
Llanely, County of Carmarthen.

The above Timber Trees, which
are of great lengths, and are
admirably adapted for
Shipbuilding and all other
purposes, grow on the banks of
the Pembrey and Kidwelly Canal,
and are well worth the attention
of Timber Merchants and
Shipbuilders.

The Tenant of the Farm will
show the Wood; and for further
particulars apply to Mr. Rhys
Davies, Maesyffynnon, Llandilo;
or to Mr. Bishop, Solicitor,
Llandovery.

(The Cardiff and Merthyr Guardian 9th
December 1864)

AN APPRENTICE WANTED

Mr. DAVID DAVIES, Operative and
Pharmaceutical Chymist, 1, High-
street, Cardigan, has a vacancy for a
well educated Youth.

(The Welshman 16th December 1864)

ADVERTISEMENT**IMPORTANT SALE OF
RAILWAY CONTRACTOR'S
PLANT, MACHINERY,
MATERIALS, HORSES, &c.,
&c.,**

at the TERMINUS

of the CARMARTHEN and CARDIGAN RAILWAY at KIDWELLY. A new portable 45 cwt. steam crane, by Worsdell, Birmingham, a steam sawing adzing, and boring machine, circular iron pickling tank, 7 casks of creosote, about 300 tons of contractor's rails, rail bending machine, about 24 earth waggons and 60 wheelbarrows, crab winch, pile driver, 4 new tipping buckets for tunnel work, lot of waggon axles, 4 horses, lot of harness, 2 carts, a quantity of wrought and cast scrap iron, a large quantity of seasoned timber, lot of deal planks, smithy and smith's tools, navvie tools, portable office and fittings, carpenter's shed, &c., &c., &c

(The Cardiff and Merthyr Guardian 10th March 1865)

**PILOTS COMMITTEE
MEETING**

A meeting of the Pilots Committee was held on the 6th inst. The case of the loss of the Brilliant schooner which ran on to the N. Hooper sands on Monday, at 3 am., having no pilot on board was inquired into. Lewis Fuscot, the captain, attended, and stated that he came into Carmarthen Bay at 12 midnight on Sunday. No pilot signal was up, but they had their Admiralty lights. They were dodging between Helwicks and Wormshead all night; kept the Helwick's light constantly in view. Saw a brig in the bay with her lights, wind S.E. Lost the brig, and supposed she got in. They then steered a course to leeward of her, and at 3 a.m. they struck. They had mistaken the Holmes lighthouse for Wormshead; also mistook lights ashore at Pembrey for the lights on board the brig. Never saw any pilot skiff, and had no pilot on board. He thought he was inside Wormshead. Had always paid full pilotage. It was hazy up to 12 o'clock that night, when it cleared to seaward. The mate of the Brilliant gave similar evidence. The Harbour Master stated that the Leonora skiff was in port at the time; and that another of the skiffs was at

anchor in Rhosilly Bay that night. The Harbour Master was directed to inquire what time the Pembrey light was put out, and lit that night; and the meeting was adjourned until the following Tuesday, the Harbour Master being requested to summon the crew of the Leonora to attend.

(The Welshman 14th April 1865)

delay. The terminus will be at Pontyberem, where there are extensive ironworks and collieries, dependent almost entirely at present on the canal as a means of transit.

(The Cardiff and Merthyr Guardian 9th June 1865)

FATAL ACCIDENTS.

Two occurrences which terminated fatally, took place here this week. On Sunday last, a young lad, about six years of age, son of Mr Thomas Bowen, Felinfoel, died from the effects of over-exertion on the previous day, which brought on severe fits. It appears that the poor little fellow was walking with the Ivorites club from Felinfoel, and the day being exceedingly hot he was taken ill the same night, on his return home, and died on the following day.

On Monday, a fatal accident occurred to a young man aged sixteen years, named William Davies, servant of Mr Evan Aubrey, Pemberton Arms, Pembrey. It appears that the deceased was driving an empty cart from Dafen homewards, being in a hurry to get to the fair

**REPORT FROM MONMOUTH
AND SOUTH WALES**

The Gwendraeth Valley and Kidwelly Railways are in course of construction, and the works are being pushed forward with vigour. It is impossible to over-estimate the importance of these lines to the districts which they run through, as by their aid the whole of the mineral wealth of the central portion of Carmarthenshire will be rendered accessible, and developed, to the benefit of both the public and the owners of the various properties. The Carway branch, which is to be about seven miles long, will pass within a few yards of the Carway Colliery, the property of Mr Owen Bowen, so that the coal can be tipped from the trams to the railway waggons without

in Pembrey village that day, and when between Dafen and Towyn, the horse going at a quick pace, and kept rather close to the edge, the wheel came into contact with a post stuck in the side of the road, and the driver, who was sitting in front of the cart, was suddenly jerked out to the road and fell on his left temple, which caused his instantaneous death. The cart was also upset and the horse brought to a standstill. Some of the people living close by were soon on the spot and carried the deceased to one of the houses. M. B. Thomas and his two assistants were immediately in attendance, but of course could not render any assistant then, as he had been dead for some time. An inquest was held on the body on Wednesday, before C. I. Hughes, Esq., when a verdict of "Accidental death" was returned.

(The Welshman 16th June 1865)

1866

LLANELLY.

OUTBREAK OF CHOLERA.—A feeling of great alarm has seized the inhabitants of Llanelly in consequence of the breaking out of cholera in the port. Already

about a dozen persons have fallen victims to its ravages after a few hours' illness. Precautionary measures have been taken to prevent its spreading, and the Custom-house authorities have issued orders that clean bills of health will not be given to vessels leaving the port for foreign parts. The Board of Health has appointed committees, and on Saturday a special meeting was held to confirm the minutes of the committee. The district is to be divided into twelve perambulations, to each of which three persons are assigned as inspectors the services of the whole medical staff of the town and neighbourhood are engaged, and a number of women are appointed as nurses. A building has been taken for the reception of the children and families of the sick, the houses are undergoing a thorough cleansing and whitewashing, and printed lists of precautions in Welsh and English have been circulated. Application has been made to the Privy Council for powers to enable the Board of Health to put in force the Diseases Prevention Act for the district. A large house in King-square has been fitted up as a hospital, and in cases of emergency, where application to a

medical man cannot be made, the chemist have received orders to supply the requisite medicines. It is to be hoped that with all these precautionary measures the epidemic will be stamped out.

THE BANKRUPTCY of DAVID JONES, OF LLANELLY.

-This bankrupt carried on an extensive business as shipowner, timber merchant, &c. In the beginning of the year he was arrested on a charge of forgery, and was remanded by the magistrates at Llandovery, till the 4th of January, on which day the prosecution was abandoned, and he was discharged. On the 5th Jones left his residence at Soho farm, and has never since returned. On the 12th, the Sheriff of Carmarthenshire levied a distress at Jones's place of business, at the suit of three creditors, who had obtained judgment against him, and on the 26th an adjudication of bankruptcy was made in the Bristol District Court. The first meeting was held 21st February, at which Messrs. David Jeremy, of Carmarthen, and Henry Jones Evans, of Cardiff, bankers, were appointed creditor's assignees; and Mr. T. Jones, of Llandovery, and Messrs. M. Brittan and Sons, of Bristol, solicitors to the estate.

Information reached the assignees that on the eve of the bankruptcy and during the interval between the absconding of the bankrupt and the sheriff going into possession, certain creditors and workmen had removed a quantity of goods from the bankrupt's yards, some of the former of whom, although they tendered proofs of their debts, swore that they had received no manner of security or satisfaction whatever save and except bills of exchange, which, of course, had been dishonoured.

Under these circumstances it was deemed expedient to hold an inquiry on the spot and accordingly, Mr. Commissioner Hill made an order under the 58th section of the Bankruptcy Act, 1861, directing the Registrar to hold a Court for the examination of witnesses at Llanelly, on the 11th, 12th, and 13th instant. On those days, the Hon. T. M. Wilde sat at the Thomas Arms Hotel, and 31 witnesses were examined by Mr. A. Brittan. The examinations were taken in shorthand, and the transcript of the evidence adduced makes nearly 200 pages of extra post folio. The result has been that a considerable amount of property

has been recovered for the estate at an expense of time and money trivial compared with the outlay which must have been incurred in summoning the witnesses to Bristol, independently of the advantage of being on the spot, with power to call persons suspected immediately, without giving them an opportunity to communicate with witnesses who had been examined, or to ascertain the nature of the evidence which had been given.

(Monmouth Merlin 21st July 1866)

THE CHOLERA

LLANELLY. — The cholera is increasing its ravages in Llanelly and the neighbourhood. Eight persons died at Llanelly on Sunday, one at a village named Llanon, about six miles inland, and one at Pembrey (a seaport town about four miles westward of Llanelly). At Llanelly, on Monday, four deaths are recorded, making thirty deaths in seven days. The local board of health are doing all in their power to arrest the plague, but with at present limited success.

(Wrexham an Denbighshire Advertiser and Cheshire Shropshire and North Wales Register 21st July 1866)

1867

LLANELLY.

FATAL ACCIDENT. — An inquest was held on Saturday at the Greenfield Inn, on the body of Martha Jane Jones, aged two years. It appeared that a number of men were working the two capstands at Erwfawr Colliery on Thursday last, lifting some heavy weights from the pit. Suddenly, the smallest of the two capstands got out gear, resulting in the weight going down the pit with great velocity, whirling the two capstands backwards with great rapidity, causing the arms of both to fly off, shattering them to pieces, and a fragment to strike the deceased. The child at the time was playing in the colliery yard, with ether children, at a distance of about ten yards from the capstands. The deceased survived the accident about twelve hours. A verdict of accidental death was returned.

(The Cardiff Times 31- August 1867)

GREAT WESTERN & VALE OF NEATH RAILWAYS.

FIRST CHEAP EXCURSION OF the Season.

ON SATURDAY, June 22nd, 1867, a Train will leave MERTHYR at 5.30 p.m., calling at Abernant, Llwydcoed, Hirwain, Glyn-Neath, and Neath, for SWANSEA, LLANELLY, Pembrey, Ferryside, Carmarthen Junction, Carmarthen Town, Saint Clears, Whitland, Narberth Road, Clarboston Rd., Haverfordwest, Johnston, and New Milford (Milford Haven), returning on the following Monday.

FARES, THERE & BACK. (from Merthyr, Abernant, Llwydcoed, Hirwaun and Glyn-Neath) — Covered Carriages.

To: Swansea 3s. 0d. ; Llanelly, Pembrey, Ferry side, Carmarthen Junc., or Carmarthen Town 4s. 6d. ; Saint Clears, Whitland, Narberth Road, Clarboston Rd., Haverfordwest, and New Milford 6s. 0d.

Tickets (not transferable) may be obtained at the above named Vale of Neath Stations, and at Aberdare, on and after Monday, the 17th of June. Early application is recommended, to

ensure the provision of the necessary accommodation.

The Tickets are only available for the Trains named above, and for the Stations named on them, and if used for any other Train, or to or from any other Station, the full ordinary fares will be charged. Neath, June, 1867

(The Merthyr Telegraph and General Advertiser for the Iron Districts of South Wales 22nd June 1867)

1868

BIRTHS.

MORGAN.—On the 18th inst, at 2, Caelake-place, the wife of Mr Rowland Morgan, cashier at the Wern Iron Works, Llanelly, of a son.

DEATHS.

PHILLIPS.—On the 21st inst., at Ferryside, after a brief illness, aged three years and three months, William Henry, eldest son of Mr W. T. Phillips, chemist, Lammas-street, Carmarthen.

DAVIES. —On the 21st inst., after a severe illness, John, second son of Mr Ebenezer

Davies, tailor and draper, Market-street, Llanelly.

ELKINGTON.—On the 15th inst., at Plas Newydd, Pembrey, Carmarthenshire, Hilda Mary, infant daughter of Howard Elkington, Esq.

(The Welshman 24th July 1868)

BURRY PORT AND GWENDRAETH VALLEY RAILWAY.

The object and aim of the promoters of this railway have been so often set forth and advocated in these columns, that little remains to be said. As a first step towards the development of the vast resources of the Gwendraeth Valley it is intended to convert the canal into a railway, which will for the present extend from Burry Port up the valley for about eleven miles to Pontyberem, and from thence ultimately to what is known in this neighbourhood as the Great Mountain. In the valley there are rich and extensive deposits of anthracite coal, limestone, iron stone, fire clay, and other material requisite to the development of an immense blasting trade at Burry Port, in

addition to the extensive lead and copper smelting works which already exist there. It has been for many years contemplated to convert this canal into a railway but there were financial and other difficulties to contend with, which have delayed operations. In fact, there has not for a long time been any money in the market for the construction of railways, and in this respect the Gwendraeth Valley Railway scheme has fared no worse than many other excellent schemes which are at this moment in abeyance. Fortunately for this company, however, they met with Mr Henry Robinson, the able engineer of 7 Westminster Chambers, London, who has had considerable practice in this particular branch, and having carefully considered the matter, he came to the conclusion that the line could be constructed for an amount that cannot fail to make the line remunerative. He has shown that the line can be constructed for about £40,000, or something like £3,500 a mile. This was a very reasonable figure, no doubt, but the question arose, where was the money to be raised but fortunately the scheme was brought under the notice of Mr Frederick Furniss, a well-known and most respectable contractor,

and ultimately he undertook to construct the line, and to find the capital; or in railway phraseology, to "finance the line." Of the railway itself, we might say that it is to be carried along the bed of the canal, extending for the present, as we have remarked, from Burry Port as far as Pontyberem. There was a difficulty to contend with in the shape of floods, which in this valley are very great at times but Mr Robinson has overcome this difficulty by raising the lime in those parts where there is any possibility of floods. He has satisfied the contractor that the work can be done for the estimated sum, and done expeditiously; and the Burry Port Company guarantee Mr Furniss against loss by a mortgage of their estate. There is no longer, therefore, any doubt that this railway which has been so long talked of, will be completed in about eight months, and that it will be of great benefit to Burry Port and the surrounding district. There has been for some years a large trade at this port, in the shipment of coal, and the dock accommodation is good, and capable of accommodating a much larger trade, which is sure to follow the opening of this

railway, which passes through the property of Lord Dynevor, Lord Ashburnham, the trustees of the late Colonel Pemberton, Mr Astley Thompson, Mr Lewis Morris, and others, all of whom will be largely benefited by the construction of a line which they cannot but approve.

We should also think that the passenger traffic will not be inconsiderable on this line, though of course the primary object is to open the vast mineral resources of the valley. Several collieries have for years been worked in the district, and others only await the time when facilities shall be afforded for the ready shipment of coal. Of course, the inauguration of so good a railway was marked at Burry Port by every demonstration of joy and on Monday all the available bunting—and at this place it is by no means scarce - was brought into requisition. Flags were flying in all directions, and thickly lined the route from the Neptune Hotel, along the canal to the sluice, some half-mile to the west. The place of meeting was at the Neptune Hotel, where the directors, engineer, contractor, with Capt Luckraft, and other officials, were joined by a large number of ladies and gentlemen,

who had come to participate in the general rejoicing, and to witness the ceremony of turning the water out of the canal, and cutting the first sod.

About two o'clock a procession was formed, preceded by a band composed of some members of the Carmarthenshire Militia band, with three or four musicians from Swansea. Mr W. T. Olive, the post-master, as representing the trade of the town, walked in front of the procession, bearing a flag. The procession was followed to the sluice by a couple of thousand persons - not to exaggerate. The ceremony of turning out the water was performed by Mrs Sutton, of London, who was assisted in lifting the sluice by Mr Furniss, the contractor. The ceremony over, the procession reformed and proceeded back to a spot mid-way between the sluice and the railway station, where preparations for turning the first sod had been made. Mrs Sutton was the first who took the spade, and having taken a sod and placed it in a neatly formed wheelbarrow, it was wheeled along a plank and turned over amidst enthusiastic cheering.

The second sod was turned by Mrs Douglas Onslow, who went through precisely the same

ceremony and subsequently sods were turned by Miss Jocelyne Briggs, Mrs W. Roderick, Llanelly, Miss Emma Briggs, Miss Ross, Llanelly, Miss Rees, Kilymaenllwyd, and General Malcolm, C.B., who finished the ceremony amidst great cheering. In fact, there was enthusiastic cheering throughout. The procession, having again reformed, marched back to the Neptune Hotel, the band playing, "See the conquering hero comes."

Shortly after three o'clock about sixty gentlemen and ladies sat down to a most magnificent luncheon at the Neptune Hotel, provided by Mr Eynon, of the Thomas's Arms, Llanelly. There was but one opinion—that the repast did the greatest credit to Mr Eynon's catering capabilities. The chair was occupied by General Malcolm, who was supported on the right by Col. Stepney and on the left by Col. Onslow. The vice-chair was occupied by Mr Sutton (of the firm of Sutton, Omaney, and Co., London), who was supported on the right by Mr Astley Thompson, of Glyn Abbey, and on the left by Mr Sartoris. The arrangement of the room and the proceedings generally were undertaken by Mr Douglas Onslow, Mr Robinson,

the engineer of the line, and Capt. Luckraft; and their duties were ably carried out and with the greatest courtesy. Mr W. T. Olive acted as toastmaster, and in showing the audience how to cheer, he displayed great aptitude for the work. The room was very artistically decorated, and had a decidedly warlike appearance. Flags were placed around the room, and here and there were fixed swords, pistols, and other weapons of warfare, which had a very pretty effect.

(The Welshman 25th September 1868)

Advertisement:

A NURSE WANTED

The Managing Committee of the Llanelly Village Hospital are desirous of obtaining the services of a respectable unmarried woman, from 25 to 35 years of age, to be trained as an assistant skilled Nurse, in connection with the Hospital. The salary will be £7 10s. per annum, with board, lodgings and training. Application in writing, stating age, previous occupation, and with testimonials, to be sent to the Secretary, Mr. John Jennings, Llanelly, on or before the 31st instant.

LLANELLY.

NEW LIFEBOAT,—The new iron lifeboat, which is to be stationed on board the Ceres lightship, has arrived here. She looks a perfect model, and there is not the slightest doubt as to her giving satisfaction. The Ceres, which is moored some distance from this port, and acts as a warning to the "sons of Neptune," has often been unable to render assistance to vessels in distress, in consequence of not having on board a proper lifeboat to put off in the hour of need.

(Western Mail 7th May 1869)

LLANELLY.

THE LATE STABBING CASE.—Yesterday morning James Leary, who stabbed Mr. Benjamin Arthur, landlord of the Cricketers' Arms, was removed to Carmarthen Gaol to await his trial at the next quarter sessions. The prisoner was brought up before the magistrate (J. W. Avengo Crow, J.H.Rees. D. Lewis, and E. N. Phillips, Eeq?), at the Town-

hall on Wednesday, and was committed for trial

APPOINTMENT OF LIBRARIAN.—Mr David Rees, printer, of this town. has been duly elected curator and librarian to the Mechanics' Institute.

SAILORS HOME.—It is proposed to erect a sailors' home at this port, and tenders are solicited for the erection of the same.

SCHOOL OF ART.—The following are the successful candidates at the recent examinations in drawing in connection with the Llanelly Mechanics' Institute:—**Geometry:** John Britaun. **Free-hand** George Milner, Chas, F Owen and Wm. Pryor. **Geometry, and excellent in perspective:** George S. Richmond. **Pupil teachers**—passed in **Model:** Francis A. Barnecutt, Prospect — place and, Evan Evans, in free-hand.

LLANELLI HORTICULTURAL SOCIETY—The annual exhibition of fruits, flowers, &c., in connection with this society is fixed for the 10th day of August.

(Western Mail 22nd May 1869)

LLANELLY.

LLANELLY IRON SHIP BUILDING-YARD.—We are glad to state that a large number of hands have been taken on in this yard, and that there are prospects at present of a very prosperous summer. The keel of a large barque has been just laid for Messrs. Burgess & Co., Swansea. She is estimated to carry 750 tons, and is designed for the Mediterranean trade. With the exception of the ill-fated barque Oliver Cromwell, she will be the largest iron vessel built at Llanelly. We have no doubt this vessel, as well as the other vessels built by Mr. W. H. Nevill, the spirited proprietor of this yard, will reflect credit upon his abilities as an iron shipbuilder.

(Western Mail 29th May 1869)

OPENING OF THE BURRY PORT AND GWENDRAETH VALLEY RAILWAY.

On Wednesday last this line was opened for mineral and goods traffic only, as far as Pontyberem, and considering the great importance of the event to the district around, the directors determined to celebrate it with becoming *eclat*, and invited a

large number of their friends to accompany them up the line, and to a grand luncheon upon their return. Since the water was turned from the canal in September last, there has been but little or no coal shipped at Burry Port, the only outlet from the works which were served by the canal being the road to Kidwelly, over which a few carts have been sent by the proprietor of the Star colliery. But during this period not an ounce has been brought to Burry Port, as the road would not allow of its being carted. No wonder, then, that the opening of the railway, and the consequent resuscitation of trade, was hailed by the people, on Wednesday, with every demonstration of rejoicing. There was a grand display of bunting in all directions, posts surmounted with gay colours being placed on either side of the line, for some distance. A band of music was engaged for the occasion, and soon after half-past one o'clock, about 150 persons were accommodated in some seven or eight trucks, which were fitted with temporary seats for the journey up the line. The starting point was the high level near the Lead Works, and the departure of the train was announced by the

booming of cannon, and the loud huzzahs of an immense crowd of spectators.

A pioneer engine had been sent in advance of the train, which was brought to a stand for a moment or two by the Docks. It then proceeded at a moderate pace towards the South Wales Railway which it crossed under a bridge. The line then carried the train along parallel with the South Wales Railway, passed the Pembrey Old Colliery - which by the bye, is about to be worked by a new company - between that colliery and the Ashburnham Arms Hotel. The train then proceeded to the old town of Pembrey, passing close to the Church, and under the turnpike road, being greeted with deafening cheers by the people who crowded on the bridge and in the neighbourhood.

Next Old Court House, formerly a fine mansion, but now used as a farm building, was left on the right, and the train continued to run parallel with the South Wales Railway, within the short distance of two hundred yards, until opposite Penybedd, where it diverged to the right and entered the Gwendraeth Valley proper. The train continued past Aqueduct Cottage, on close to

Muddlescwm, then past Bont and Spudder's Bridge, an ancient and somewhat interesting structure. Morfa Bach was next passed, and then Glyn Abbey, the very pretty residence of Astley Thompson, Esq., was seen on an eminence on the left. Here the valley becomes exceedingly beautiful, and was seen to advantage on Wednesday, the weather being fine and the foliage in its full splendour. Carway Colliery was next left on the right, though not within view from the line; then the Ffoy Colliery, on the same side, and Pontyeates were reached. Here several trucks of coal, fire bricks, and fire clay were placed on the line ready for transit down to Burry Port. These were sent from Mr Evans's colliery at Pontyeates, Mr Watney's, Mr Everitt's, and other works. After waiting at Pontyeats, the train continued on its way to Pontyberem, which was reached in about three quarters of an hour from the time of starting. It was received here by a large crowd of persons, who cheered lustily, cannon being fired at intervals.

After waiting here rather more than half an hour the train started on the return journey taking with it two trucks of coal which had

been carted from Cwmmawr Colliery.

Burry Port was reached a little before four o'clock, the journey having been performed very pleasantly throughout.

(The Welshman 25th June 1869)

LLANELLY.

VOLUNTEER APPOINTMENTS

— A memorandum in Friday evening's Gazette states that her Majesty has been pleased to approve of Captain W. H. Nevill bearing the title of Captain Commandant of the 5th Carmarthenshire Rifle Volunteer Corps.

THE IRON SHIPBUILDING

TRADE. — The above trade is quite brisk just now. The keel of another new vessel has lately been laid, thus making two very large ones at present building, about 800 tons each.

LLANELLY STEAM NAVIGATION COMPANY, LIMITED.

— At the ordinary general meeting, held at the Town Hall, on Friday, To receive the reports and accounts, to declare a dividend of the earnings, and to transact the general business of the company," a dividend of £ 2

per share, on the 14 shares issued, was declared.

LLANELLY RAILWAY.—At the half-yearly meeting of the London and North Western Railway, the directors were authorized to subscribe towards the undertaking of the Llanelly Railway and Dock Company £ 50,000, and for that purpose to create a like amount of additional ordinary capital. The directors were authorized to dispose of the new capital at such times and in such a manner as they might deem most for the advantage of the company.

COL. COWELL STEPNEY, M.P.

— The gallant Col., who arrived at the Dell last week, has hospitably entertained the brass band of the Rifle Volunteers, and the fife band, as well as the choirs from the various chappels in the town, at different times. Mrs Stepney also gave a treat to 52 poor children, residing on the New Road and in the Furnace, near the Dell, on Thursday last.

SOCIETY FOR THE PROPAGATION OF THE GOSPEL.

— On Wednesday evening last, the Rev Mr Mulkins, the deputation from the Society, preached in the National

Schoolroom, on behalf of the above Society. On the following evening a public meeting was held at the National Schoolroom, Velinfoel, C. W. Nevill, Esq., Westfa, presiding, and making a few appropriate remarks in introducing the deputation, the Rev Mr Mulkins, who then delivered an impressive address, on behalf of the Missionary cause abroad, which was rendered the more interesting by his graphic description of the country, the hardships of a missionary life, &c. He appealed strongly for help to the cause, basing his chief claim upon Bishop Heber's beautiful and touching hymn, "From Greenland's Icy Mountain," which had been so heartily sung by the audience at the opening of the meeting. The Rev W. S. James, vicar of Abergwili, made a few remarks, urging upon all to do a little. A great deal might be done in the Sunday Schools, and by cards and boxes; the coppers saved in halfpence and pence made up the sovereigns at the end of the year. Votes of thanks having been passed to the chairman, the meeting was brought to a close.

(The Welshman 27th August 1869)

**PUBLIC MEMORIAL TO THE
LATE MR. R. T. HOWELL, OF
BRYNCAERAU.**

We believe it is universally admitted that in the death of the late Mr R. T. Howell, the town of Llanelly lost one of its best and ablest of public men. An old inhabitant of the place, which he knew when it was little more than a village, he watched its progress upwards to its present position, with the liveliest interest, always taking a prominent - often the foremost - part in any project calculated to improve either the material or social position of the inhabitants. How many monuments of his industry and public spirit remain to the people of Llanelly! We really cannot pretend to enumerate the one-half, but many of them are fresh in the memory of most of our readers. As a member of the Local Board of Health - of which body he was chairman for several consecutive years - he gave close attention to the sanitary state of the town, always taking care that the burden of taxation should fall as lightly as possible upon the inhabitants. He took a most active part in providing a cemetery, and in the construction of the first reservoir. He took, we may say,

the chief part in providing the people of Llanelly with one of the best market-places in South Wales. To his persevering energy, and intelligent advocacy, we mainly attribute the carrying out of the new market-scheme, against the most persistent opposition ; or rather, we should say, in spite of very formidable impediments. When at last the erection of the new market was about to be commenced, and the inhabitants were deprived of the old Park, Mr Howell most persistently advocated the purchase of a people's park, the land for which, it will be remembered, was dedicated to the public on the day when the foundation stone of the new market was laid. It is much to be regretted that he did not live to advocate the laying out of the park, which is at this hour in the same rude state as when the land was purchased. Mr Howell, at the meetings of the Harbour Commissioners, used his utmost endeavours for several years to improve the trade of the port, and when the New Dock scheme, now defunct, was at first proposed, he was unanimously chosen to act as chairman of the Dock Improvement Committee. Those familiar with the details of the

Commissioners' meetings can bear testimony to the zeal and rare intelligence which Mr Howell brought to bear upon that most difficult question ; and not a few are of opinion that had he lived Llanelly would now have had a spacious dock adequate to the requirements of the port. There is yet another work - and not the least important - in which Mr Howell was one of the foremost promoters. We allude to the establishment of the Mechanics Institution, which has conferred so much benefit upon the young men of Llanelly. For several years, up to the time of his death, he was one of the vice-presidents of the institution, and took the liveliest interest in its welfare. The memory of one who was of so much public worth should surely be perpetuated by his fellow townsmen and we are glad to learn that this opinion, which is very prevalent in Llanelly, is now assuming a tangible shape. A select meeting - convened by circular - of some of the deceased's friends and admirers, including the more influential inhabitants of the town and neighbourhood, was recently held at the Town Hall, to consider the propriety of raising a memorial to the memory of Mr Howell, and to

devise the best means for carrying out that object. We cannot doubt for a moment that it will meet with universal approval, and that a large sum will be readily subscribed in a wealthy town like Llanelly, where the deceased gentleman was so well known and so deeply respected for many years.

(The Welshman 24th September 1869)

LLANELLY.

INQUEST. — The inquest, on Captain Parry, whose body was found in the Copper Work* Dock, as stated in our issue of yesterday, was held at the Albion Inn, Marine-street, Llanelly, on Saturday last, before Mr. Rowlands, coroner. The jury, after viewing the body, and hearing the evidence of the witnesses who picked up the body, and in the absence of any evidence as to how the accident occurred, returned an open verdict of "Found drowned." Captain Parry's body will be taken to Amlwch, North Wales, for burial.

(Western Mail 16th November 1869)

LLANELLY.

RAILWAY ACCIDENTS.—On Sunday morning a man's body was found on the Llanelly Railway, between Brynamman and Garnant, having one of his arms and legs broken, and his body otherwise much injured. It is supposed he was run over by the last goods train on Saturday night. He was last seen alive leaving a public-house on that evening. — A sad accident occurred on the Great Western Railway, at Pembury, some time on Saturday night or Sunday morning. It appears from what we can learn that a man was seen about the station on Saturday evening in a drunken state. Nothing more, however, was seen of him until Sunday morning, when his body was found. He had no doubt strayed on the line on Saturday night, and was run over by a passing train.

(Western Mail 30th November 1869)

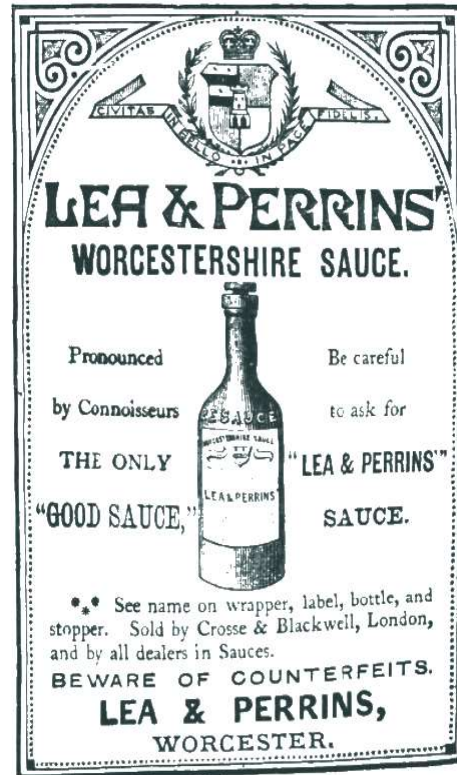
the 29th day of December inst., at 2 p.m.

Francis Green

Clerk to the Board

Dec 21st, 1869

(The Welshman 24th December 1869)



LEA & PERRINS
WORCESTERSHIRE SAUCE.

Pronounced by Connoisseurs THE ONLY "GOOD SAUCE,"

Be careful to ask for "LEA & PERRINS" SAUCE.

* * See name on wrapper, label, bottle, and stopper. Sold by Crosse & Blackwell, London, and by all dealers in Sauces.

BEWARE OF COUNTERFEITS.
LEA & PERRINS,
WORCESTER.

CARMARTHEN BAY FISHERY DISTRICT

The Quarterly Meeting of the Board of Conservators of this District will be held at the Shire Hall, Carmarthen, on Wednesday,

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