

North, when he stood for Parliament as the "Bonnie Pit Laddie." He formed the existing Powell Duffryn Co. The Ferndale Colliery was sunk in the early thirties by David Davies, a draper, who worked a small anthracite level under the Marquess of Bute. With his two sons, Lewis and David, he sank another pit, and in 1839 they, for the first time, shipped coal at Cardiff. A pit was then sunk at Ferndale, and the concern was carried on by the sons until 1890, when they formed the existing Company of David Davies & Sons, of which Viscountess Rhondda is Deputy-Chairman. This afterwards acquired the Tylorstown Collieries, which had been sunk by Alfred Tylor in 1872.

From this brief survey of its history it is clear that the old pre-eminence of South Wales and Monmouthshire in the heavy iron and steel trades has passed away. The natural conditions which originally favoured these industries have disappeared. Shipbuilding, which is the largest consumer of steel, has never found a place in the Bristol Channel. The high wages paid to shipyard hands in the repairing docks of its coal ports, where there is a constant demand for this class of labour, would, of themselves, drive marine construction to the Clyde and the Tyne. The heavy engineering trades, too, centre round Glasgow, Leeds, Manchester, Sheffield and Newcastle. Even the hydraulic machinery and colliery engines used in South Wales are made chiefly in the North of England.

But small engineering establishments abound. The calorific value of South Wales coal is greater than that of the coal of any other part of the United Kingdom, and it pays better to put Welsh coal under a boiler than in a blast furnace. Still, some of the lost ground has been recovered. The output of pig iron in Wales and Monmouthshire in 1893, with twenty-five furnaces in blast, was 710,972 tons; in 1903, with twenty-two furnaces in blast, it was 875,584 tons, showing that better plants gave an