

content with being merely a salaried clerk, as he began to invest in Evan Jones's ships as and when sixty-fourth shares in the vessels became available. In September 1889, for instance, he purchased eight shares in the Jones barque CAROLINE SPOONER from the Rev. John Morgan, who was rector of Edern at that time, and it is likely that his ambition by the early 1890s was to enter into shipowning on his own account.



Owen Williams

*(Welsh Industrial & Maritime Museum)*

This ambition was realised on 24 January 1895 when Owen Williams established a single-ship company called simply Hesperides Ltd. to acquire and operate the 2404 gross ton steamer of that name built in 1884 for R.P. Houston & Co. of Liverpool, and designed for their frozen meat trade from the River Plate. The capital of the new firm was £7,000, divided into 140 shares at £50 each; this covered the cost of the HESPERIDES (which was £6,000) and also the cost of her conversion into a conventional dry-cargo vessel. The largest initial shareholder was Owen's uncle, Captain Griffith Owen Williams of Cefnleisiog, Pwllheli, who invested the substantial sum of £1,000 in the vessel on the understanding that he was appointed master, a common arrangement at that

time. Owen invested £750, Watkin £500, and one share was taken by their elder brother, Robert, who had entered into the banking profession in Liverpool. Four shares were also taken by the Cardiff chandler Evan Hughes who made minor investments in many Welsh-founded shipping enterprises at Cardiff over the ensuing twenty years, with a view to attracting custom for his business. By May 1895, there were twenty-two shareholders in Hesperides Ltd., amongst whom 104 shares had been



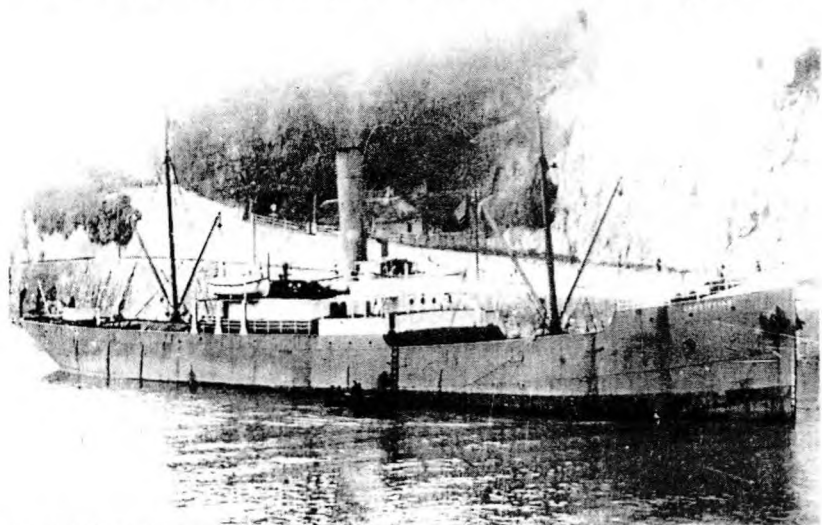
Captain Watkin Williams

*(Welsh Industrial & Maritime Museum)*

allotted in varying proportions. Over the ensuing two years, further individuals acquired shares, including Owen Williams's sisters, Mary and Margery, and Llewelyn Trefan Griffith of Bangor who bought six shares on 1 December 1896 as a condition of his being appointed chief engineer of the HESPERIDES. He was destined to serve Owen and Watkin Williams for over a quarter of a century, later assuming the position of the firm's commodore engineer.

Captain Griffith Williams assumed command of the HESPERIDES on 15 February 1895. It was his first command in steam; up until 1882 he had been master of the AMOOR, but in September that year he assumed command of the iron ship CAMBRIAN MONARCH, owned by

out to join his father who was the Golden Cross Line agent at Marseilles. During the following year a sister vessel to the CYMRIAN, the 1015 gross ton steamer QUEENWOOD, was acquired and re-named CARDIFFIAN, whilst the VENEDOTIAN was sold to Swedish owners in 1912. A year after her sale, on 6 October 1913, the ARVONIAN was transferred to the ownership of the Venedotian Steamship Co. Ltd.



The **CARDIFFIAN** approaching Bristol Docks.

*(E. N. Taylor)*

It is unfortunate that the records relating to the shipping companies set up by Owen and Watkin Williams that survive in the Defunct Companies files at the Public Record Office give only a very vague indication of their financial performance. Much of the first decade of the present century was characterised by a prolonged depression in freight rates which lasted until 1912, and the balance sheets that have survived from those years often show deficit balances in the profit and loss accounts. Nevertheless, there was no shortage of customers for shares in the various companies, most of which were fully subscribed by 1906. It is also certain that the years leading up to the outbreak of the First World War were highly satisfactory for Owen & Watkin Williams. Freight rates improved considerably, especially in the tramping trades, and their investment in four modern ocean-going tramp steamers, built between 1905 and 1912 when building prices were far lower, doubtless paid handsome dividends during the years 1912-14.

Both Owen and Watkin Williams were bachelors at this time. Owen lived at Plasturton Gardens just off Cathedral Road in Cardiff, but in about 1907 he moved to a small mansion called Hendrescythan between Creigiau and Efail Isaf, some eight miles north-west of Cardiff. Watkin never had a permanent home at Cardiff, but he had a suite of rooms reserved at the Esplanade Hotel on the seafront at Penarth which he used when he was in south Wales. Their father, Captain John Williams, had died in 1899, and the family home at Pwllparc, Edern was kept by

their mother Mary Williams and their spinster sisters Mary and Margery. Both brothers would appear to have visited Edern as and when business permitted them to leave Cardiff, and Owen's arrival at Edern in his chauffeur-driven De Dion Bouton car was quite an occasion in the village!

Their Cardiff office at 37 Mountstuart Square was at the commercial heart of Butetown, within easy walking distance of the Coal & Shipping Exchange. It would appear that Owen, having been involved in the commercial aspects of shipping all his working life, was the senior partner in the venture, with Watkin dealing with those matters which he, as a former master, would be more familiar. He had, for instance, superintended the building of all the new steamers built for the firm in 1898-1901. The partners were members of the Cardiff Incorporated Shipowners' Association, though there is evidence to suggest that Owen flirted briefly with the short-lived (1912-14) breakaway Bristol Channel Shipowners' Association. They also acted as Cardiff agents for the Bristol City Line of Steamships Ltd. They ran their firm with a small staff, many of them recruited from the Edern district. Their marine superintendent was their cousin, Captain William Evans, whilst their chartering clerk was John Hughes, Y Wenallt, Edern. However, it was not just their office staff who came from Llŷn, but also a considerable proportion of their seamen. No shipping company can exist without its sea-going staff, and they deserve consideration alongside the firm's principals.

The vessels owned and operated by Owen and Watkin Williams were manned to a considerable degree by officers and seamen from the brothers' native area of Edern and Nefyn, an area with an exceptionally strong seafaring tradition. This tradition, reaching back to medieval times, had developed from the late eighteenth century onwards with the local coasting and slate exporting trades, but by the late nineteenth century, many mariners from the area were going deep sea with the great fleets of sailing ships based at Liverpool. Some of those companies were founded by local men; the 'Castle' line of sailing vessels was founded by Robert Thomas, a native of Nefyn. From Edern too came Captain Hugh Roberts who moved to Newcastle-upon-Tyne in the early 1870s, where he eventually founded the well-known North Shipping Co. Ltd. It can be seen therefore that there was a pool of experienced seamen in the area and it was only natural that Owen and Watkin Williams, amongst other shipowners from the area, should employ men whom they knew and trusted to crew their ships.

Between 1895 and 1925 it would appear that no more than some eighteen master mariners were employed on a regular basis by Owen and Watkin Williams. Of those, thirteen were natives of Caernarfonshire, chiefly from Edern and Nefyn; three came from Cardiganshire, whilst two lived at Swansea. Of the latter, Captain C.S. Whyatt, a native of the Forest of Dean, was the only non-Welsh master who served the brothers. What is particularly striking in many cases is the high degree of loyalty that the brothers enjoyed from their captains. This loyalty is well-illustrated in the career of Captain Griffith Roberts, Post Office, Edern. He joined the firm as mate on the SEGONTIAN when new in 1901, and later served as mate on the VENEDOTIAN until he was made captain of

with Cardiff owners as D.P. Barnett's PENTAFF until 1926, whilst KARL LEONHARDT was sold to the Greek Government and the ROMA returned to Germany, acquired by a firm from Stettin.

There can be little doubt that by the latter years of the war, Owen Williams was a man of considerable wealth. He had married on 12 June 1917, at the age of 55, Margaret, the 17-year old daughter of Mr. Daniel P. Thomas of Llanilltud Faerdref, a mining engineer and manager of the Pwllgwaun Colliery which formerly stood on the present site of Pontypridd Rugby Football Club's ground at Sardis Road, Pontypridd. Due to the appalling conditions that prevailed underground at this pit, it was known as 'Dan's Muck Hole', but this did not prevent Owen



'Dan's Muck Hole'; the Pwllgwaun Colliery at Pontypridd, owned by Owen Williams from 1917 until 1924. *(Welsh Industrial & Maritime Museum)*

Williams from buying the pit and putting his new father-in-law in full control of the operations there. Owen also invested much of his wealth in the acquisition of landed estates. As a bridal home he bought a substantial house called Crossways near Cowbridge (which he later extended), together with the Rayer and Nash estates, totalling some 2,700 acres in the fertile Vale of Glamorgan. Both Owen and Watkin were interested in agriculture, and their sisters farmed the land at Pwllparc on a modest scale. There was nothing modest, however, about Owen Williams's entry into farming on his new estates. He joined the Shire Horse Society in 1917, buying a number of pedigree mares and fillies, and in September 1918 he paid 250 guineas (a record price) for a filly which he named 'Crossways Forest Maid'. In 1922 and 1923 she was champion mare at the Shire Horse Society's London Show, and she was also champion in her class at the Royal Welsh Show in 1923. Owen also began to breed Hereford cattle and again paid record



Crossways House, Cowbridge, purchased by Owen Williams in 1917.

*(Stewart Williams, Barry)*

prices (£2,200 for one heifer) at a notable sale held at Pembridge in 1918. His purchases, both of horses and cattle, aroused considerable comment, chiefly because of the vast sums that he had paid at a time when pedigree livestock prices were as inflated as those prevailing in shipping.



'Crossways Forest Maid', Owen Williams's Shire mare that was the Shire Horse Society's Champion Mare in 1922 and 1923.

*(Kalth Chivers, Shire Horse Society)*



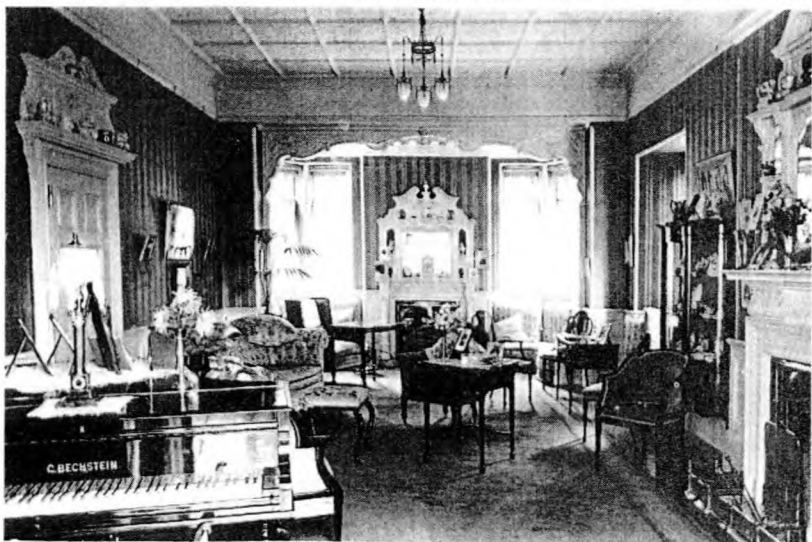
Owen Williams had also advanced a sum of money to another of the companies set up in the boom, the Brynllwyd Shipping Co. Ltd. This firm was floated in April 1920 by William Morgan and his son Idris. William Morgan had started work as a clerk with Evan Jones & Co. a few years after Owen Williams, but had remained with the company until its demise after the First World War. In partnership with his son he had then decided to establish the Brynllwyd Shipping Co. Ltd. to acquire the 375 gross ton coaster MARENA, dating from 1908. He then approached his former colleague in the hope of arranging a loan to buy the MARENA, and in May 1920, Owen Williams advanced Morgan the sum of £26,100, secured by a mortgage on the coaster. The new company had a capital of £30,000 in £1 shares, though by the end of 1920 less than £8,000 had been raised by the sale of shares and serious financial difficulties were foreseen unless freight rates improved. By 1923 therefore, not only did Owen Williams have to contend with the problems being faced by his own shipping enterprise as a result of the low freight rates; he had also made two substantial loans to shipping companies established during the false optimism of the post-war boom, whose financial prospects were less than promising.

It was Owen Williams's hope that the motor ships, once they were trading, would be able to offset these losses, but his hopes were to be cruelly dashed, particularly in the case of the MARGRETIAN. In his choice of machinery for this vessel he had been unfortunate in adopting an untried make of questionable reliability; the engines failed to live up to their manufacturer's claims and were plagued with continuous breakdowns that badly disrupted the Golden Cross Line services throughout 1924. Owen attempted to sue Beardmores, but after lengthy litigation only succeeded in getting compensation amounting to the paltry sum of £12,500. At the same time, a considerable sum was being spent on improvements to the MENAPIAN and the MENEVIAN, both of which were by then over twenty years old. Between January 1924 and September 1925 some £71,000 was spent on general repairs and the conversion of both vessels to oil firing. This considerable outlay can have done nothing to ease the growing debt of the entire enterprise, added to which the two steamers had sustained a loss of over £24,000 on their trading in 1924.

The fleet was augmented in November 1924 with the delivery of the second motor vessel, SILURIAN. *The Motor Ship* reported the predelivery trials of the vessel on the Clyde earlier that month in glowing terms, describing her as the largest ocean-going single-deck motor cargo vessel yet built. Capable of loading 11,000 tons, with a service speed of 11 knots and equipped with all-electric auxiliaries, she was certainly an impressive vessel, and a noteworthy predecessor of today's bulk carriers, but one wonders what Owen Williams's true feelings were that day as he surveyed the Clyde from the SILURIAN's bridge, accompanied by interested representatives from such prominent British shipping companies as the Ellerman City Line and Shaw, Savill & Albion. 1924 had been a disastrous year for him. In order to offset the mounting losses of his shipping enterprise, he had been forced to sell off his estates in the Vale of Glamorgan earlier that year, whilst he sold Pwllgwaun Colliery to his father-in-law. Also sold were his Shire Horse

stud and his herd of pedigree Herefords, both of which had proved disastrous financially. The breeding cows had been stricken with an aborting disease which meant that there were no calves produced for sale to other breeders, whilst livestock prices in general had crashed by the time of the sales. A three year old heifer, whose grand-dam cost Owen Williams £2,000 in 1918, was sold for £75 in the sale held on 3 October. The Shire stud too sold for a fraction of the price paid in the latter years of the war; the post-war glut of horses and a surge in farm mechanisation had caused prices to plummet so far that horses were often unsaleable.

He was also beset by emotional problems. On 31 March 1924 he had been forced to foreclose on his mortgage to the Brynllwyd Shipping Co. Ltd., thus ending the brief shipowning career of his friend and former colleague William Morgan. Worse still, his marriage was breaking up. He was utterly devoted to his young wife and had lavished her with gifts. It is said that on her birthday in 1921 the MENEVIAN arrived at Cardiff from the Mediterranean with a large object covered with white canvas on her No.1 hatch. Owen took his wife down to the docks to watch the vessel's arrival, and as the MENEVIAN was made fast, the canvas was drawn away to reveal a gleaming Fiat sports car! By 1924, however, Margaret Williams's liaison with a prominent Indian cricketer and nobleman had led to their separation. A dispersal sale was held at Crossways in December 1924. Shortly before the sale, an antiques expert, J. Kyrle Fletcher visited the mansion, and he later wrote an article for the *Western Mail* describing its contents. He was amazed at both the quantity and quality of what he saw: a room furnished entirely with eighteenth century French furniture, walls hung with early Flemish tapestries, fine silverware from the Tudor and Stuart periods and a collection of the very best Welsh porcelain from the Swansea and

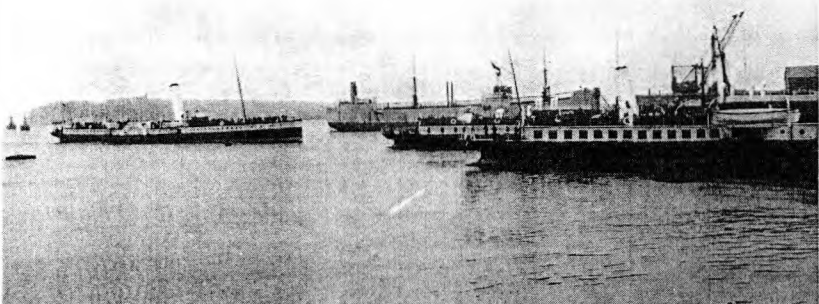


The magnificent drawing room at Crossways, Owen Williams's home near Cowbridge.  
(Welsh Folk Museum)



Nantgarw potteries. The article was a poignant testimony to the fine lifestyle enjoyed by Owen Williams and his wife during their brief marriage, but times had changed - and so had Owen's luck.

It would appear that much of the capital acquired by Owen Williams from the sale of his estates was used to provide loans to the various shipping companies in an attempt to keep them solvent. A personal loan of over £16,000 was made to the Segontian Steamship Co. Ltd., whilst an even greater loan of over £21,000 was made to Steamships Goidelian and Coranian Ltd. As can be seen from the relevant appendix, the SILURIAN was owned outright by Owen and Watkin Williams, but the MARGRETIAN and the two steamers belonged, in varying proportions of 64th shares, to combinations of the surviving single-ship companies. It is difficult to see what advantage, if any, was gained from these arrangements. The entire situation was clearly far from satisfactory and matters eventually reached a crisis in 1925. With freight rates still low, Owen Williams realised that he could no longer go on sustaining such tremendous losses, and in June 1925 the MARGRETIAN was laid up on the mud near Cardiff's Pierhead. The other vessels were laid



A view from the Pierhead, Cardiff, c. 1926. As the Campbell steamers come and go, the **MARGRETIAN** is laid up in the background. (National Maritime Museum)

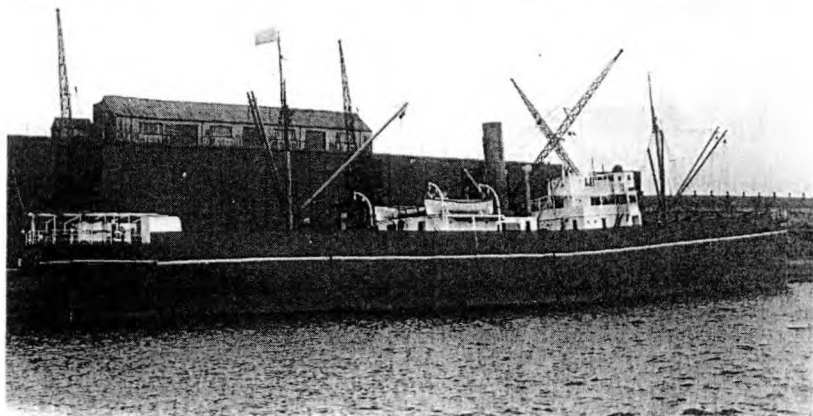
up in October that year, and the MENAPIAN and the MENEVIAN were sold shortly afterwards, both vessels together fetching a mere £17,475. The SILURIAN was sold to Furness Withy & Co. in 1927 (after an interesting episode in which Captain Griffith Roberts had been ordered to sail her to Hamburg to avoid arrest for debt at a British port), whilst the MARGRETIAN, having lain on the mud for over three years, was sold in November 1928 for £9,650. This sum was approximately one fourteenth of her cost to the firm when new in 1923. In all, debts of almost £½ m. had been incurred between 1923 and 1928 and such was the personal strain imposed by the whole affair that Owen Williams suffered a severe breakdown in health. On reflection, this is hardly surprising. In the space of eighteen months from January 1924, he had lost everything - his wife, his home, his estates, his much-prized

livestock and the shipping line which had been his life's work. He left Cardiff and took a suite of rooms at a London hotel where he lived a semi-reclusive life for some years before deciding in 1930 to wind up the various shipping companies still in existence.

The winding-up of the companies in April 1930 was a mere formality. Two of the companies, the Silurian Steamship Co. Ltd. and the Canganian Steamship Co. Ltd. had been voluntarily liquidated in 1917 when the shareholders got a good return on their investments. This was not to be the case in 1930 as the companies were all insolvent and there was no capital left to distribute amongst the investors. In reports to shareholders in the remaining five companies liquidated in 1930, the Cardiff accountants W.R. Gresty & Co. stated that in each case there had been a total loss of the whole of the shareholders' capital, and of the reserves that had formerly existed. Due to the way in which ownership of the MARGRETIAN, MENAPIAN and MENEVIAN had been divided amongst four of the remaining companies, the accountants had found it complicated to calculate the individual debt of each company, but at the final reckoning there was an overall deficit balance of £428,587. As of 16 May 1930, the shipping venture commenced by Owen and Watkin Williams thirty-two years earlier ceased to exist.

The Golden Cross Line Ltd., established by Owen and Watkin Williams on 9 July 1906 was wound up along with the other companies on 16 May 1930, but the cargo service established by the brothers survived, having been taken over in the late autumn of 1925 by Lambert, Barnett & Co. of Cardiff. Their fleet of seven steamers ran a monthly service to Genoa, Leghorn, Marseilles and southern Spain, chiefly from Cardiff and Swansea. By 1935, D.P. Barnett had established a successor company called the Golden Cross Line (Bristol Channel) Ltd. which owned the 1988 gross ton steamer PENTHAMES. This vessel was sold to the

*OW returned to Edmon, where Watkin had lived since he retired from the partnership - 1919.*



D. P. Barnett's steamer **PENTHAMES** at Cardiff in 1936. Note the Golden Cross device on both funnel and houseflag.  
(Welsh Industrial & Maritime Museum)

## Owen & Watkin Williams – ‘Llongau Pwllparc’

The brothers Owen and Watkin Williams were born and brought up at Pwllparc farm near Ederin in the Llŷn Peninsula, and were to be among the foremost of Cardiff's shipowners during the first decade of the present century. Both first went to sea aboard the coastal trading vessels of the North Wales ports, but by the 1890s they were experienced masters in steam, Watkin Williams, for instance, serving as master on the Elder Dempster steamer *Memphis* from 1893 onwards. Both retired from active seafaring in the late 1890s and in 1899 they set up the Silurian Steamship Co. Ltd. at Cardiff to acquire and operate the 940 gross ton steamer of that name. By 1905, they were operating nine tramp steamers, many of which were relatively small vessels that traded chiefly to the Bay of Biscay and the western Mediterranean. As was the case with many of the Welsh-founded Cardiff shipping companies, Owen and Watkin Williams employed a large number of mariners from their native area on their vessels, and the firm's ships were known to these North Walian mariners as '*llongau Pwllparc*' – the ships of Pwllparc.

In 1900, the partners established a new shipping venture known as 'The Golden Cross Line'; three of their vessels were later registered in this company's name, and unusually for Cardiff owners, the new company was set up specifically to maintain a cargo liner service from Liverpool, Swansea, Bristol and Cardiff to Mediterranean ports such as Barcelona, Marseilles, Genoa and Livorno. On the eve of the First World War, they were operating a total of ten vessels, some of which maintained the liner service while the remainder participated in Cardiff's traditional tramping trades to the Black Sea and the River Plate. Four of these vessels were lost through enemy action during the ensuing hostilities and by 1921 the firm's fleet was further reduced to two vessels as a result of post-war sales.

In 1923, the firm (by now under the sole management of Owen Williams) took a bold step when they built one of the first Cardiff-owned motor vessels, the *Margretian* of 2,578 gross tons, followed a year later by her larger sister ship, the *Silurian*. With ample supplies of steam coal available, Cardiff owners were sceptical about diesel-powered vessels, and their scepticism was borne out in their observations of the experiences of Owen Williams. Both vessels proved to be complete failures and the firm soon found itself in very difficult financial circumstances, compounded by large losses sustained by the Mediterranean liner services. The two remaining steamers were sold in 1925, and in 1929 the firm was forced to dispose of its last vessel, the *Margretian* (which had been laid up at Cardiff since 1925), for less than a tenth of her building price of over

£140,000. In all, the company had run up losses in excess of £400,000 between 1923 and 1930 and the entire venture was wound up in April and May, 1930, thus bringing to an end a daring experiment that had manifestly failed to prove a commercial success.



Captain Owen Williams



Captain Watkin Williams in his dress as High Sheriff of Caernarfonshire in 1930-31

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# GOLDEN CROSS LINE.

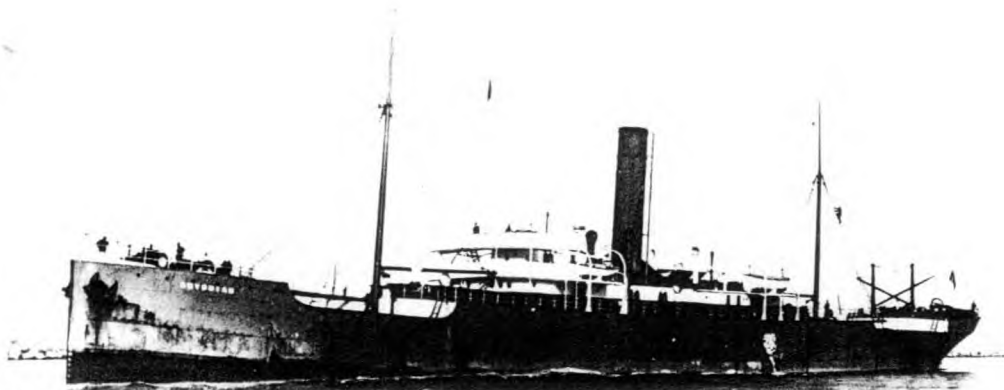
*For Freight, &c., apply to the Owners:*

OWEN & WATKIN WILLIAMS & CO.,  
BAL TIC HOUSE - - - CARDIFF.

Telegraphic Address: "CHARTER" Cardiff

Telephone: 3074, 3075.

*An advertisement for the Golden Cross Line's  
services dating from 1921*



*The Arvonian, built for Owen and Watkin Williams at Stockton-on-Tees in 1905. This vessel saw service as a 'Q-ship' during the First World War*



*The ill-fated Margretian of 1923. (E.N. Taylor)*

## OWEN WILLIAMS OF CROSSWAYS

Owen Williams was born and bred in the Lleyn peninsula of North Wales, near the village of Edern, not far from Pwllheli. Like many young men of that region he became a sailor on the Lleyn coastal trading vessels, first on sailing ships and then on steam. By 1899 he and his brother Watkin had given up active seafaring to run a shipping company - the Silurian Steamship Co at Cardiff. In the following year they set up the Golden Cross Line - aficionados of Cardiff's pubs will know the *Golden Cross*, newly restored by Brains, at the end of the Hayes and opposite the ice rink.

This shipping line, which employed many men from the Lleyn peninsula, was set up to run a cargo service to Mediterranean ports, and benefited from the rapidly increasing freight rates just before the first world war. Owen became a wealthy man. When he first moved to Cardiff he lived in Plasturton Gardens just off Cathedral Road (Norman Roderick, who was a solicitor in Cowbridge, lives in that street now). A sign of Williams' increasing wealth was his move in 1907 to a small mansion, Hendrescythan, near Creigiau, as was his ownership of a De Dion Bouton car in which he used to visit the family home at Edern.

In 1917 the 55-year old Owen Williams married 17-year old Margaret Thomas, the daughter of a Pontypridd mining engineer. It might seem that his wealth was a considerable attraction! Not only did he buy his father-in-law's exceedingly dirty mine, known locally as Dan's Muck Hole (now buried under the Sardis Road rugby ground), he also bought Crossways House and the associated land. Somewhat coincidentally, the then owner of Crossways was another mining engineer and colliery proprietor, Sir William James Thomas of Ynyshir in the Rhondda. It was a time when the money made in the coalfield was being invested elsewhere.

Owen Williams expanded the Crossways estate by buying land from the Nash and the Rayer estates, and entered into farming with gusto, paying inflated prices not only for pedigree horses and cattle but also for workaday animals. He proved a good employer, however, as the stables and stud, as well as the house and farms, employed many. (There is a report in the Glamorgan Gazette in September 1923 of a Mr Collier of the Crossways Stud acting as judge for the cart horse classes in Brecon Agricultural show). Together with Mr Thomas of Stallcourt, Owen Williams paid for a Dinner Concert for all returned servicemen of the district. This was held in Cowbridge Town Hall - "a right old do it was. There was enough drink to have a bath in it" reported one of the participants.

Contemporary photographs of Crossways show that it was lavishly decorated and furnished, with 18th century French furniture, Flemish tapestries, and Swansea and Nantgarw porcelain. Williams also extended the house, particularly the north wing, where the arch over what must have been a coachway bears his initials, intertwined with those of his wife. No expense was spared on the house or on his young bride. On her 21st birthday, in 1921, Owen took Margaret to Cardiff docks to see one of his liners arrive from Italy. The deck was covered with a large tarpaulin, and when that was removed by a crane, a red Fiat sports car was uncovered - his birthday present to her.

By 1924 however, Owen found himself in very grave difficulties - marital, agricultural and financial. His wife ran away with an Indian nobleman (was this His Highness the Jam Sahib Sir Ranjit Sinjhi Vibhaji, the Jam Sahib of Nawangar, I wonder - Crossways was mortgaged to him in 1925, and he is reputed to have had the East Lodge built. If he were the lover, as well as the new owner of Crossways, it surely would have been a double blow to Williams).



## OWEN WILLIAMS OF CROSSWAYS

Williams' cattle were affected by disease, and prices slumped in the 1920s, partly because of general economic malaise and partly because the demand for horses slumped in the face of mechanisation of transport and of agriculture.

2 slumps

Shipping freight rates had fallen drastically after the end of the war, and Williams had over-expanded his operations, and also bought unwisely.

The result of all this was the sale of the estate and farmland in 1924, and then of Crossways and its contents in December of that year.

There is a short account in the Western Mail of the sale of antique silver at Sotheby's, when his collection realised very little. I have yet to read the Western Mail account of the sale at Crossways itself.

← ?

Owen Williams left the Vale of Glamorgan, laid up some vessels and sold others, and moved to London where he lived a solitary life, until he returned to Edern in 1930, with - as a family member told me - ten shillings in his pocket. It was a sad end to a varied and interesting life. (And apparently his wife was rejected by the family of the Indian nobleman and she too returned to a sad existence in London).

Obit, WMA 28/5/38

... acquires X's estate was then to be found the celebrated herd of Hereford cattle which won for him a leading position in the world of British cattle breeding.

Mr W came I'd say rearing stock & during the Napoleonic Wars his great grandfather sailed round the Horn in a 120 ton brig carrying dates from NW India for the roofing of a chapel in Oklahoma. Some 100 yrs later, Mr Owen was visited to town & attended service under the roof which his great grandfather had transported!

(He was once lord of the Manor of E & W orchard & Castleton  
with 15 AHH)