



O BULL I BORTHALADD

FROM PIT TO PORT



1818

1818

Agorodd Gweithfeydd Cadwyni Brown Lenox ym Mhontypridd ym 1818. Erbyn canol y bedwaredd ganrif ar bymtheg, roedd yn un o gyflenwyr mwyaf blaenllaw'r byd cadwyni ac angorau ar gyfer llongau.

The Brown Lenox Chainworks opened in Pontypridd in 1818. By the middle of the nineteenth century, it was one of the world's leading suppliers of ship's chains and anchors.

1839

1839

Mae Porthladd Gorllewin Bute yn cael ei gwblhau, ac felly'n sbarduno cychwyn y chwyldro glo yng Nghaerdydd. Dilynodd Porthladd Dwyrain Bute ym 1859. Agorodd porthladdoedd cystadleuol ym Mhenarth ym 1865 ac yn y Barri ym 1889. Erbyn hyn, roedd De Cymru'n tyfu fel allforiwr glo mwyaf y byd.

The West Bute Dock is completed beginning Cardiff's coal revolution. The East Bute Dock followed in 1859. Rival docks opened in Penarth in 1865 and Barry in 1889 by which time South Wales was developing into the largest coal exporter in the world.

1841

1841

Mae Rheilffordd Cwm Taf yn cael ei chwblhau. Roedd Rheilffordd Cwm Taf wedi galluogi'r diwydiant cloddio i ehangu'n gyflym, gan ddarparu cysylltiadau rhwng Merthyr Tudful a Chaerdydd, ynghyd â changen rhwng Dinas Rhondda a Phontypridd. Cafodd cysylltiadau eu hychwanegu yn Nhrefherbert ym 1856, Glynrhedynog ym 1876, ac yn y Maerdy ym 1899.

Taff Vale Railway completed. Running between Merthyr and Cardiff (with a branch linking Dinas Rhondda with Pontypridd), the Taff Vale Railway enabled mining's rapid expansion. Treherbert was connected in 1856, Ferndale in 1876, and Maerdy in 1899.



Roedd galw byd-eang enfawr am lo a haearn o Dde Cymru o flynyddoedd cynnar y chwyldro diwydiannol, ac am flynyddoedd lawer wedi hynny. Y rheswm dros y galw mawr yma oedd ansawdd yr haearn ac, yn fwy na dim, oherwydd bod gan lo stêm o Dde Cymru elfen di fwg iddo. Ym 1829, roedd llai na 3,000 tonnell o lo yn cael ei allforio o Gaerdydd i farchnadoedd eraill bob blwyddyn; ond, erbyn 1862, roedd hyn wedi codi i 2 filiwn tonnell. Roedd hanner miliwn tonnell o haearn hefyd yn cael ei allforio. Roedd y mwyafrif o'r deunyddiau'n cael eu cludo ar longau hwylio.

From the early years of the industrial revolution onwards, there was an enormous global demand for coal and iron from South Wales. This was due to the quality of the iron and above all to the smokeless character of South Wales's steam coal. In 1829 less than 3,000 tons of coal left Cardiff annually bound for other markets, but by 1862 this had risen to 2 million tons. Half a million tons of iron was also exported. Much of it was carried by sailing ships.

OES YR HWYLLIO

THE SAIL AGE

Cyn agor y rheilffordd, roedd y rhan fwyaf o'r glo a'r haearn yn cael eu cludo i'r môr gan gyfod camlas tebyg i'r un yma sydd ar Gamlas Morgannwg ym Mhontypridd. Y Glamorganshire Canal Navigation Company oedd y cwmni gwreiddiol i weithredu'r gamlas. Prynodd yr Ardalydd Bute y gamlas ym 1885, ond erbyn hynny roedd y rheilffordd wedi cymryd lle'r maes cludiant drwy gamlas.

Before the opening of the railway, most coal and iron was carried to sea by canal barges such as this one shown on the Glamorganshire Canal at Pontypridd. Originally operated by the Glamorganshire Canal Navigation Company, the canal was bought by the Marquess of Bute in 1885, but by then canal transport had been superseded by the railway.



A wyddoch chi?

Y llong olaf i gludo glo o borthladd Caerdydd oedd y Sedov. Cafodd y llong ei hadeiladu yn yr Almaen ym 1921, ac ar ei thaith gyntaf aeth o Bremen i Gaerdydd ac yna ymlaen i Buenos Aires yn yr Ariannin.

Did you know?

The last sailing vessel to carry coal from Cardiff docks was the Sedov. Built in Germany in 1921, the Sedov's maiden voyage took her from Bremen to Cardiff and then on to Buenos Aires, Argentina.



1858

1858

Isambard Kingdom Brunel a lansiodd yr SS Great Eastern. Y Great Eastern oedd y llong fwyaf mewn maint ar y pryd, ac roedd ganddi gadwyni gan Weithfeydd Cadwyni Brown Lenox ym Mhontypridd

SS Great Eastern is launched by Isambard Kingdom Brunel. The largest ship then built, the Great Eastern was fitted with chains made by the Brown Lenox Chainworks, Pontypridd.

1865

1865

Y llong gargo gyntaf i'w lansio o Gaerdydd oedd yr SS Llandaff ym 1865. Er mai llong bach oedd hi, fe ddechreuodd hi'r chwyldro o gludo nwyddau mewn llong o Dde Cymru. Erbyn diwedd y ganrif, cafodd y rhan fwyaf o allforion eu cludo gan stêm. Aeth yr SS Llandaff ar lawr oddi ar arfordir Cernyw ym 1899.

The first tramp steam ship launched from Cardiff was the SS Llandaff in 1865. Although small, the ship kickstarted a revolution in shipping from South Wales and by the end of the century most exports were carried by steam. The Llandaff ran aground off the coast of Cornwall in 1899.

1905

1905

Yr SS Wellington yn cael ei lansio o Gaerdydd. Dyma oedd y llong dec sengl mwyaf ym Mhrydain. Cost adeiladu'r llong oedd £53,000 ac roedd yn arwyddocaol o gryfder ariannol marchnad allforio glo De Cymru. Aeth y llong ar goll ym 1918 pan gafodd ei saethu â thorpidos tra'n teithio i Naples.

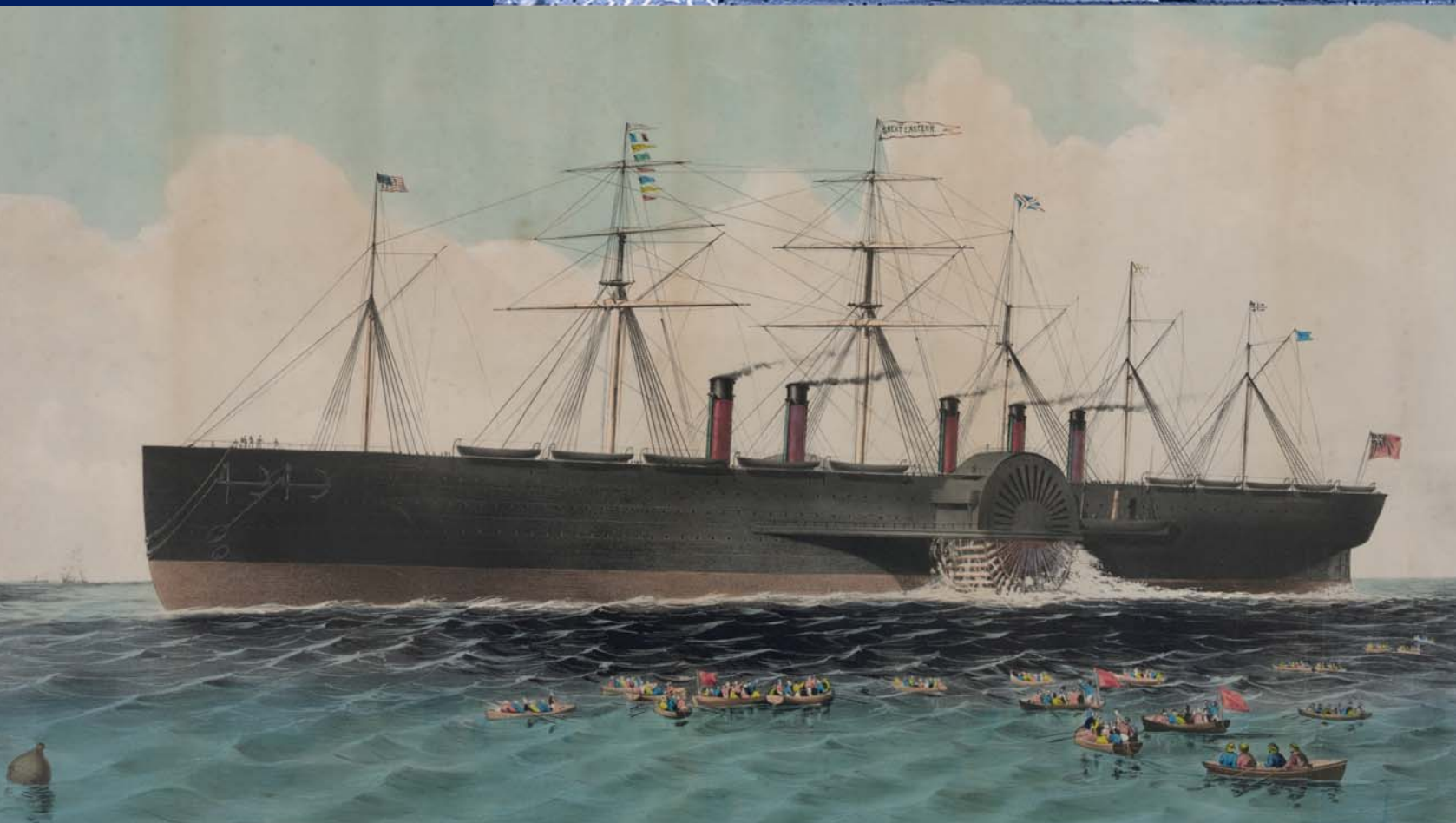
The SS Wellington, the largest single-decked vessel in Britain, is launched from Cardiff. Built at a cost of £53,000, the Wellington was emblematic of the financial strength of the South Wales coal export market. The ship was lost in 1918 when it was torpedoed on its way to Naples.

Erbyn diwedd y bedwaredd ganrif ar bymtheg roedd llongau stêm wedi cymryd lle'r mwyafrif o'r llongau hwylio. Roedd Porthladdoedd Caerdydd, y Barri a Phenarth yn llawn gweithgareddau morwrol; a daeth y perchnogion glo a pherchnogion y cwmnïau llongau i fod yn gyfoethog iawn. Roedd stêm yn cyd-fynd â phen-llanw economaidd Maes Glo De Cymru: roedd nifer o longau stêm mwyaf Prydain wedi'u cofrestru yng Nghaerdydd, ac yn defnyddio glo De Cymru.

By the end of the nineteenth century sailing ships had largely been replaced by steam ships. Cardiff Docks, Barry Docks, and Penarth Dock, teemed with maritime activity and the coalowners and shipping company owners became very rich indeed. Steam coincided with the economic high of the South Wales Coalfield: many of Britain's largest steampowered vessels were registered in Cardiff and they were fuelled by South Wales coal.

YR OES STÊM

THE STEAM AGE



SS GREAT EASTERN



Ar yr SS Great Eastern, Duly 1888

Onboard the SS Great Eastern, Dublin 1888



S. S. GREAT EASTERN (SALOON) 430, W. L.

1894

1894

Yr SS Ionic, o gwmni'r White Star Line, yn gadael Porthladd Caerdydd gan ddefnyddio glo stêm o Gwmni Glo Lewis Merthyr. Mae'n arwydd o ddechrau'r berthynas hir rhwng y ddau gwmni.

The SS Ionic of the White Star Line leaves Cardiff Docks fuelled by steam coal from the Lewis Merthyr Coal Company. It signals the beginning of a long relationship between the two companies.

1906

1906

Cunard yn lansio'r RMS Mauretania a oedd yn cynnwys cadwyni o weithfeydd Cadwyni Brown Lenox ym Mhontypridd. Ar yr adeg yma, dyma oedd y llong deithio'r môr fwyaf yn y byd.

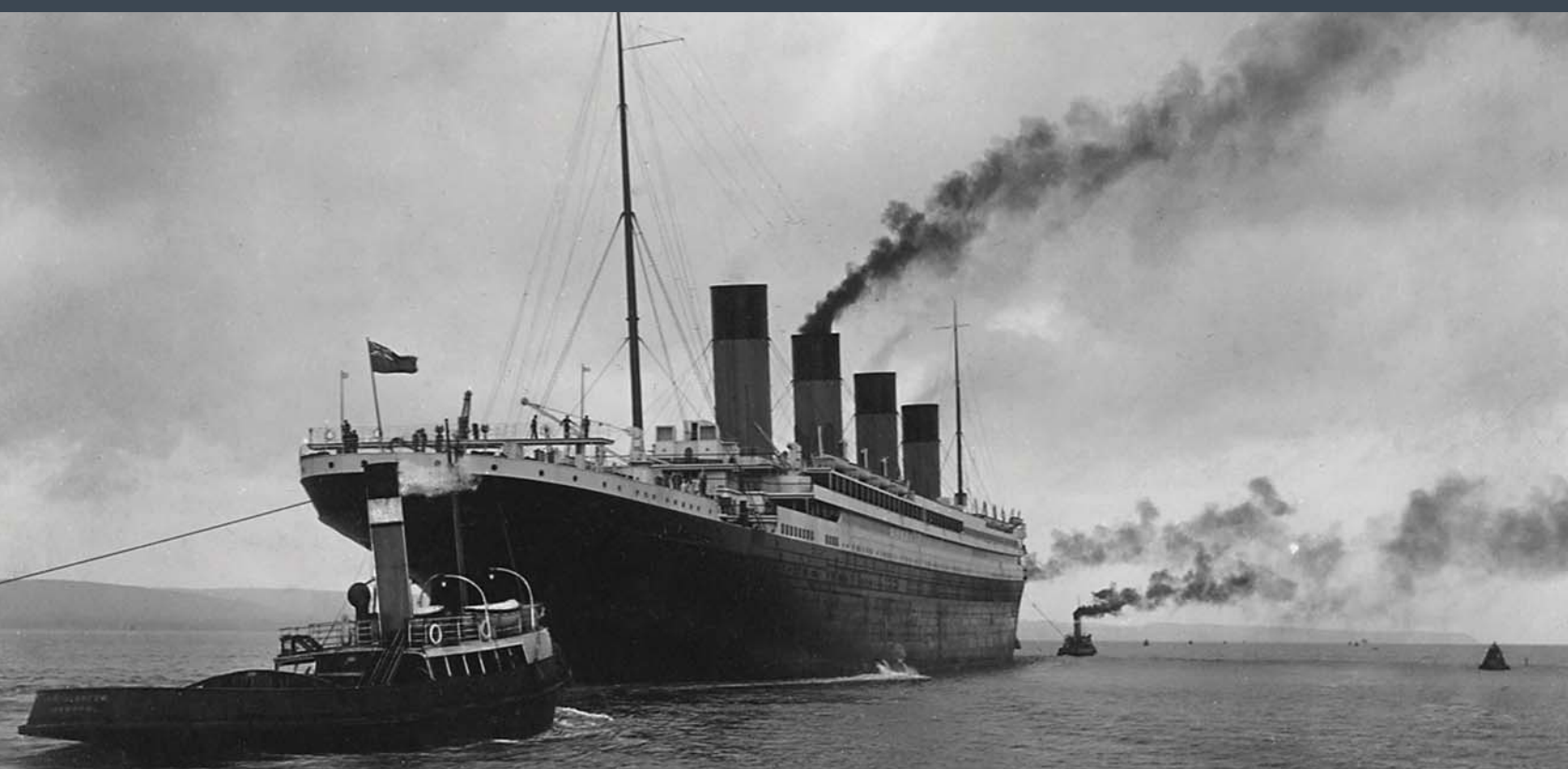
Cunard launches the RMS Mauretania with chains made at the Brown Lenox Chainworks in Pontypridd. At the time of launching she is the largest ocean liner in the world.

1912

1912

Mae taith gyntaf yr RMS Titanic yn dod i ben mewn modd trasig ar 14-15 Ebrill ar ôl i'r llong daro rhewfryn a suddo. Bu farw 1,503 o deithwyr a chriw.

The maiden voyage of the RMS Titanic ends in tragedy on the night of 14-15 April when the ship strikes an iceberg and is sunk. 1,503 passengers and crew are lost.



OES Y TITANIC • THE TITANIC AGE

Roedd yna ras ffyrnig rhwng Cunard a'r White Star Line ar ddechrau'r ugeinfed ganrif i adeiladu'r llong deithio'r môr mwyaf posibl. Daeth y gystadleuaeth i ben ar ôl i White Star Line adeiladu'r llongau dosbarth Olympaidd cyn y Rhyfel Byd Cyntaf: yr RMS Olympic (1910-11), yr RMS Titanic (1912) a'r RMS Britannic (1914). Roedd gan y llongau yma osodiadau helaeth, a digon o le i filoedd o deithwyr. Heb amheuaeth dyma oedd y llongau mwyaf trawiadol o'r cyfnod. Ynghyd â llongau teithwyr llai, roedd y llongau hyn yn galluogi globaleiddio ac yn ddull moethus o gyrraedd y Byd Newydd, os oedd modd i chi fforddio tocyn dosbarth cyntaf; roedd yn ddull diymhongar o deithio i'r sawl â thocynnau'r trydydd dosbarth.

The early years of the twentieth century saw a fierce race between Cunard and the White Star Line to build the largest ocean liner possible. The competition culminated in the construction of the Olympic-class vessels by the White Star Line shortly before the First World War: the RMS Olympic (1910-11), the RMS Titanic (1912) and the RMS Britannic (1914). Lavishly fitted and with room for thousands of passengers, these were undoubtedly the most impressive ships of their day. Together with smaller passenger liners, these ships enabled globalisation and were both a lavish means of reaching the New World, if you could afford a first-class ticket, and a modest one for the many who travelled in steerage or third class.

Anfonodd Thomas James John o Dylorstown y cerdyn post yma o Lerpwl ym mis Mai 1928 at ei wraig. Roedd e newydd ddychwelyd i Brydain o daith i Quebec City yng Nghanada. Teithiodd yn ôl ar long Cunard, yr RMS Aurania, ychydig o wythnosau ynghynt. Ysgrifennodd, 'Feeling champion. Dad will be home tomorrow. The boat is a gem. Best love, Tom'.

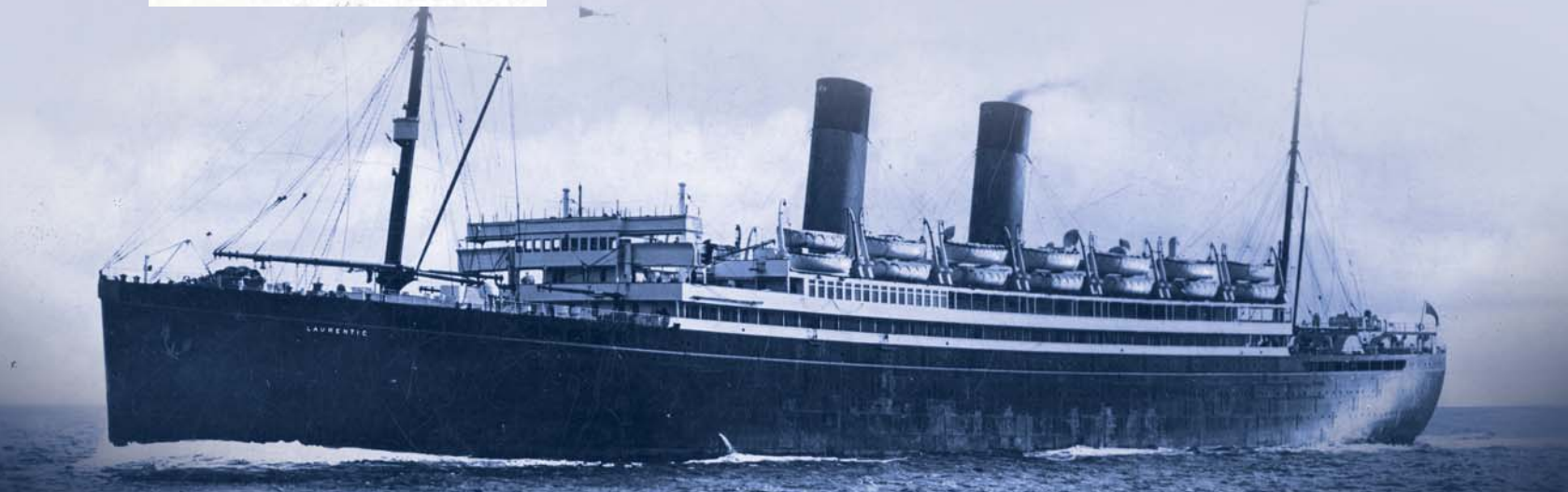
This postcard was sent from Liverpool by Thomas James John of Tylorstown to his wife in September 1928. He had just returned to Britain from a trip to Quebec City, Canada, arriving there on board the Cunard liner RMS Aurania a few weeks earlier. He wrote, 'Feeling champion. Dad will be home tomorrow. The boat is a gem. Best love, Tom'.



EMIGRATION!
EMIGRATION!
GREAT REDUCTION of Third Class Rates to NEW YORK. WHITE STAR LINE, £2 15s.; AMERICAN LINE £2. For further particulars, apply to
D. T. DAVIES, 7, George st., ABERAMAN, Nr. Aberdare.

Roedd asiantau ymfudo, fel D. T. Davies o Aberaman, yn gyffredin iawn ym Maes Glo De Cymru yn ystod ddiwedd y bedwaredd ganrif ar bymtheg a dechrau'r ugeinfed ganrif. Roedden nhw'n galluogi i deuluoedd ymfudo i Ganada, Awstralia, Seland Newydd, a'r Unol Daleithiau.

Emigration agents, such as D. T. Davies of Aberaman, were a common feature in the South Wales Coalfield in the late-nineteenth and early twentieth centuries. They enabled families and individuals to emigrate to Canada, Australia, New Zealand, and the United States.



Lansiodd yr SS Laurentic ym 1927 gan y White Star Line. Am y deng mlynedd nesaf fe gludodd y llong deithwyr o Brydain i Ganada, a nifer ohonyn nhw yn ymfudwyr. Yn ystod y Dirwasgiad cafodd y Laurentic ei defnyddio o dro i dro ar gyfer mordeithiau yn ardal Môr y Canoldir. Yn ystod yr Ail Ryfel Byd, daeth y llong i fod dan feddiannaeth y Llynges Frenhinol; ond, cafodd ei saethu â thorpidos ym 1940, a suddodd y llong. Dyma oedd y llong White Star Line olaf i suddo.

The SS Laurentic was launched by the White Star Line in 1927. For the next ten years, she mainly carried passengers, many of them emigrants, from Britain to Canada. During the Depression, the Laurentic was sometimes also used for cruises in the Mediterranean. During the Second World War, the ship was requisitioned by the Royal Navy but was torpedoed and sunk in 1940. She was the last White Star Line vessel to be lost at sea.

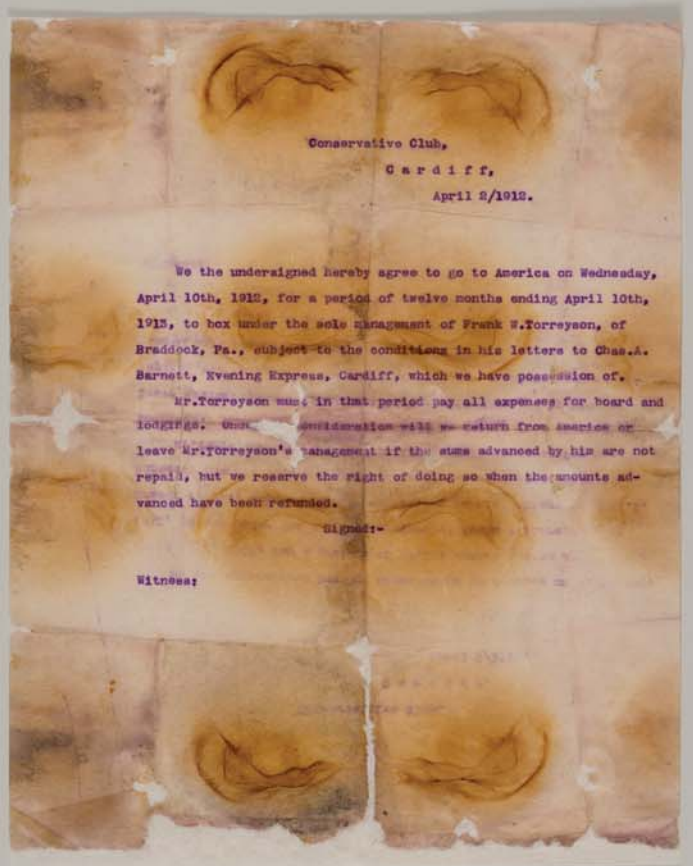
Ym mis Ionawr 1911, roedd yna erthygl yn y papur newydd poblogaidd 'Boxing'. Roedd yr erthygl yn sôn am ddiddordeb cynyddol Americanwyr mewn paffwyr o Gymru. Charles Abraham Barnett oedd yr awdur, gohebydd ac is-olygydd y papur newydd o Gaerdydd, yr 'Evening Express'; chwaer-bapur y 'Western Mail'.

In January 1911, an article appeared in Boxing, a popular newspaper at the time, it noted the increasing American interest in Welsh boxing. It was written by Charles Abraham Barnett, the Welsh correspondent, and sub-editor of the Cardiff-based Evening Express (the sister paper of the Western Mail).

Cyn hir, roedd cynigion yn llifo i Barnett oddi wrth baffwyr a oedd yn fodlon rhoi tro arni, gan gynnwys Jimmy Wilde - y Tylorstown Terror. Yn anfodus, roedd yna oedi yn y broses, ac felly doedd dim modd i Barnett na Frank W. Torreyson, yr hyrwyddwr o America, sicrhau'r trefniadau cyn diwedd y tymor ym 1911.

Blwyddyn yn ddiweddarach, roedd y trefniadau yn eu lle a chyhoeddodd Barnett ei fod wedi dewis Leslie Williams (Tonypany) a Dai Bowen (Treherbert) i deithio i America. Roedden nhw'n mynd i deithio ar yr RMS Adriatic. Roedd hyn ar ddechrau mis Ebrill, 1912.

Bu oedi i gychwyn taith y ddau ddyn oherwydd roedden nhw'n aros am siwtiau newydd. Felly, yn hytrach na'u hanfon i'r Unol Daleithiau yn unigol, trefnodd Barnett fod y ddau yn teithio ar yr RMS Titanic.



Barnett was soon inundated with offers from boxers willing to try their hand—including Jimmy Wilde, the Tylorstown Terror—but delays meant that neither Barnett, nor the American promoter Frank W. Torreyson, were able to finalise arrangements before the end of the 1911 season.

A year later, the arrangement was revived and Barnett announced that he had selected Leslie Williams (Tonypany) and Dai Bowen (Treherbert) for the trip to America. They were to travel on the RMS Adriatic. That was early April, 1912.

But the two men's departure was delayed whilst the men were waiting for new suits to be made and rather than send them across to the United States individually, Barnett booked them onto the RMS Titanic.

Y DAITH DRYCHINEBUS

THE FATEFUL VOYAGE

Un o'r nodweddion pwysig ar y Titanic oedd campfa o'r radd flaenaf. Yn amlwg, roedd hyn wedi'i chadw ar gyfer teithwyr dosbarth cyntaf, ond roedd Charles Barnett wedi trefnu bod Leslie Williams a Dai Bowen yn gallu defnyddio'r gampfa. Roedd peiriannau rhwyfo, beiciau ymarfer corff, pwysau ac offer ymarfer corff arall; byddai'r gampfa yma wedi bod yn gwbl gartrefol mewn canolfan hamdden fodern. *'Williams and Bowen have promised me that they will make good use of the gym on board'; ysgrifennodd Barnett, 'so they ought to be fit to hold their own on the other side'.*

An important feature on board the Titanic was the state of the art gymnasium, ostensibly reserved for first-class passengers but which Charles Barnett had arranged for Leslie Williams and Dai Bowen to use. Complete with rowing machines, exercise bikes, weights and other exercise equipment, this was a gym that would not be out of place in a modern leisure centre. *'Williams and Bowen have promised me that they will make good use of the gym on board', wrote Barnett, 'so they ought to be fit to hold their own on the other side'.*

Llun: Y gampfa ar chwaer-long y Titanic; yr Olympic.
Picture: The gymnasium on the Titanic's sister ship, the Olympic.



Packy McFarland

Un o wrthwynebwyr Americanaidd tebygol Leslie Williams a Dai Bowen. Roedd wedi ymladd yn erbyn Freddie Welsh yn flaenorol.

One of the likely American opponents of Leslie Williams and Dai Bowen, he had previously fought Freddie Welsh.

Jimmy Wilde

The Tylorstown Terror. Un o'r nifer o baffwyr wnaeth Charles Barnett eu hystyried ar gyfer y daith i'r Unol Daleithiau.

The Tylorstown Terror. One of several boxers considered by Charles Barnett for the tour in the United States.



1888

1888

Ganed Leslie Williams yn Nhonypany. Mab i Lewis ac Elizabeth Williams

Leslie Williams is born in Tonypany, the son of Lewis and Elizabeth Williams.

1908

1908

Erbyn hyn roedd Leslie Williams yn gweithio fel gof ar gyfer pwll glo, ac ymladdodd yn ei gystadleuaeth broffesiynol gyntaf fel paffiwr. Ei wrthwynebwr yw Fred Delaney. Bu'r ddau'n cwrdd ym Mhontypridd.

Leslie Williams, by now working as a colliery blacksmith fights his first professional contest as a boxer. His opponent is Fred Delaney. They meet in Pontypridd.

1910

1910

Teithiodd i Baris, lle'r oedd Leslie Williams yn wynebu'r paffiwr pwysau welter o Ffrainc, Georges Bernard. Roedden nhw'n cwrdd yn 'Wonderland Français', neuadd paffio wedi'i seilio ar yr adeilad enwog y 'Wonderland' yn Nwyrain Llundain.

Travelling to Paris, Leslie Williams faces the French welterweight Georges Bernard and the Wonderland Français - a boxing hall modelled on the famous Wonderland in London's East End.

DIODDEFWYR AR Y MÔR • LOST AT SEA

LESLIE WILLIAMS

“ He was a young man raised in our midst, who progressed in the boxing world by leaps and bounds, and was honoured and admired by all who knew him. ”

Cyn ei daith drychinebus ar y Titanic ym mis Ebrill 1912, roedd gyrfa Leslie Williams wedi mynd ag ef mor bell â Chaeredin a Pharis. Digwyddodd ei ornestau cynnar ym 1908 ym Mhontypridd, gyda gornestau'n para hyd at ugain rownd. Roedd ei wrthwynebwyr yn cynnwys yr Efrogwr, Fred Delaney, a Dai Stephens a oedd hefyd o Donypany. Ym 1909, roedd gornest rhwng Leslie Williams a Freddie Welsh yn Theatr y Clarence ym Mhontypridd. Roedd dros fil o bobl yn y dorf wedi dod i wyllo'r paffio. Y flwyddyn ganlynol, cynigodd Williams i baffio yn erbyn Dai Bowen am bris hael o £25. Y papur newydd 'Evening Express' wnaeth helpu i fod yn gyfryngwr yr ornest. Erbyn hyn, Leslie Williams oedd y pencampwr 8 stôn ac 8 pwys o Dde Cymru.

Before his fateful voyage on the Titanic in April 1912, Leslie Williams's boxing career had taken him as far afield as Edinburgh and Paris. His earliest bouts, tough fights of up to twenty rounds, were fought in 1908 in Pontypridd against opponents such as the Yorkshireman Fred Delaney and his fellow Tonypany native Dai Stephens. In 1909, Leslie Williams sparred with Freddie Welsh at the Clarence Theatre in Pontypridd in front of a crowd of over a thousand people. The following year, Williams offered to box Dai Bowen for the princely sum of £25—the Cardiff-based Evening Express stepped in to help broker the contest. By then Leslie Williams was the 8st 8lb champion of South Wales.



Llun: Tonypany yn oes Leslie Williams. Picture: Tonypany, as Leslie Williams knew it.



Roedd corff Leslie Williams ymhlith un o'r 337 a gafodd eu tynnu o ddyfroedd iasoer yr Atlantig gan y ddwy long achub o Nova Scotian, y MacKay-Bennett a'r Minia. Ei gorff ef oedd corff rhif 14. Fel teithiwr o'r trydydd dosbarth, cafodd ei gladdu ar y môr. Aeth ei eitemau personol yn ôl at ei deulu yn Nhonypany. Roedd e'n gwisgo cot werdd, siwt frethyn gwrymiog las, crys â streipiau coch, a dwy sgarff. Yn ei bocedi roedd dau llyfr poced, dwy fodrwy aur, pâr o ddolennau llewys arian, ei bapurau adnabod, a chylllell poced. Roedd hefyd tua phump neu chwe phunt mewn darnau arian.

Leslie Williams's body was one of just 337 recovered from the icy waters of the Atlantic by two Nova Scotian rescue ships, the MacKay-Bennett and the Minia. His was body number 14. As a third-class passenger, Leslie was buried at sea and his personal effects returned to his family in Tonypany. He was wearing a green overcoat, blue serge suit, a red-striped shirt, and two scarves. In his pockets were two pocket books, two gold rings, a pair of silver cufflinks, his papers, and a pocket knife. He also carried about five or six pounds in coins.



1891

1891

Ganed David John "Dai" Bowen yn Nhrefherbert i John a Leah Bowen

David John "Dai" Bowen is born in Treherbert to John and Leah Bowen.

1910

1910

Mae Dai Bowen yn cychwyn ei yrfa fel paffiwr profesiynol. Yn fuan, daeth i fod yn bencampwr yr adran pwysau ysgafn.

Dai Bowen makes his professional debut as a boxer. He soon rises to become lightweight champion.

1912

1912

Cystadleuaeth olaf Dai Bowen cyn iddo deithio i'r Unol Daleithiau oedd yn erbyn Johnny "Young" Walters o Bont-y-pŵl yn Neuadd y Parc yng Nghaerdydd. Dyma oedd ei ornest olaf erioed.

Facing Johnny "Young" Walters of Pontypool at the Park Hall in Cardiff, Dai Bowen takes part in his last boxing contest before leaving for the United States. It is to be his last ever fight.

Ymhlith cyfoedion roedd Dai Bowen yn baffiwr ifanc poblogaidd ac yn 'un i'w wyllo'. Roedd ei dalent yn amlwg o'i ornest gyntaf yng Nghlwb Athletau Dôl-y-felin ym Mhontypridd ym mis Ebrill 1910 yn erbyn paffiwr ifanc o Dreorci, Young Roberts. Curodd ei wrthwynebwr i lawr tair gwaith cyn bo Roberts wedi'i llorio'n gyfan gwbl. Wedi hynny roedd yna gystadleuaeth uwch ei statws yn Pentre yn erbyn Jack Titt, cyn-bencampwr paffio pwysau ysgafn y fyddin a'r llynges. Dyma ddwedodd yr Evening Express: "The local lad administered a good deal of punishment and took his share in kidney punches".

Dai Bowen was regarded by contemporaries as a popular young boxer and 'one to watch'. His debut at Millfield Athletic Club in Pontypridd against Treorchy fighter Young Roberts in April 1910, signalled his talent. He knocked his opponent to the ground three times before Roberts was out for the count. It was soon followed by a more high profile contest in Pentre against Jack Titt, an ex-army and navy lightweight boxing champion. "The local lad", recorded the Evening Express, "administered a good deal of punishment and took his share in kidney punches".



DIODDEFWYR AR Y MÔR • LOST AT SEA

DAI BOWEN

“ This is a lovely boat, she is very near so big as Treherbert; she is like a floating palace. ”

Dai Bowen



Ychydig ddyddiau ar ôl i'r Titanic adael Southampton, ysgrifennodd Dai Bowen llythyr olaf at ei fam. Roedd y llythyr yn dweud bod pethau'n iawn a'u bod nhw wedi cyrraedd y llong. Cafodd corff Dai Bowen erioed ei ddarganfod.

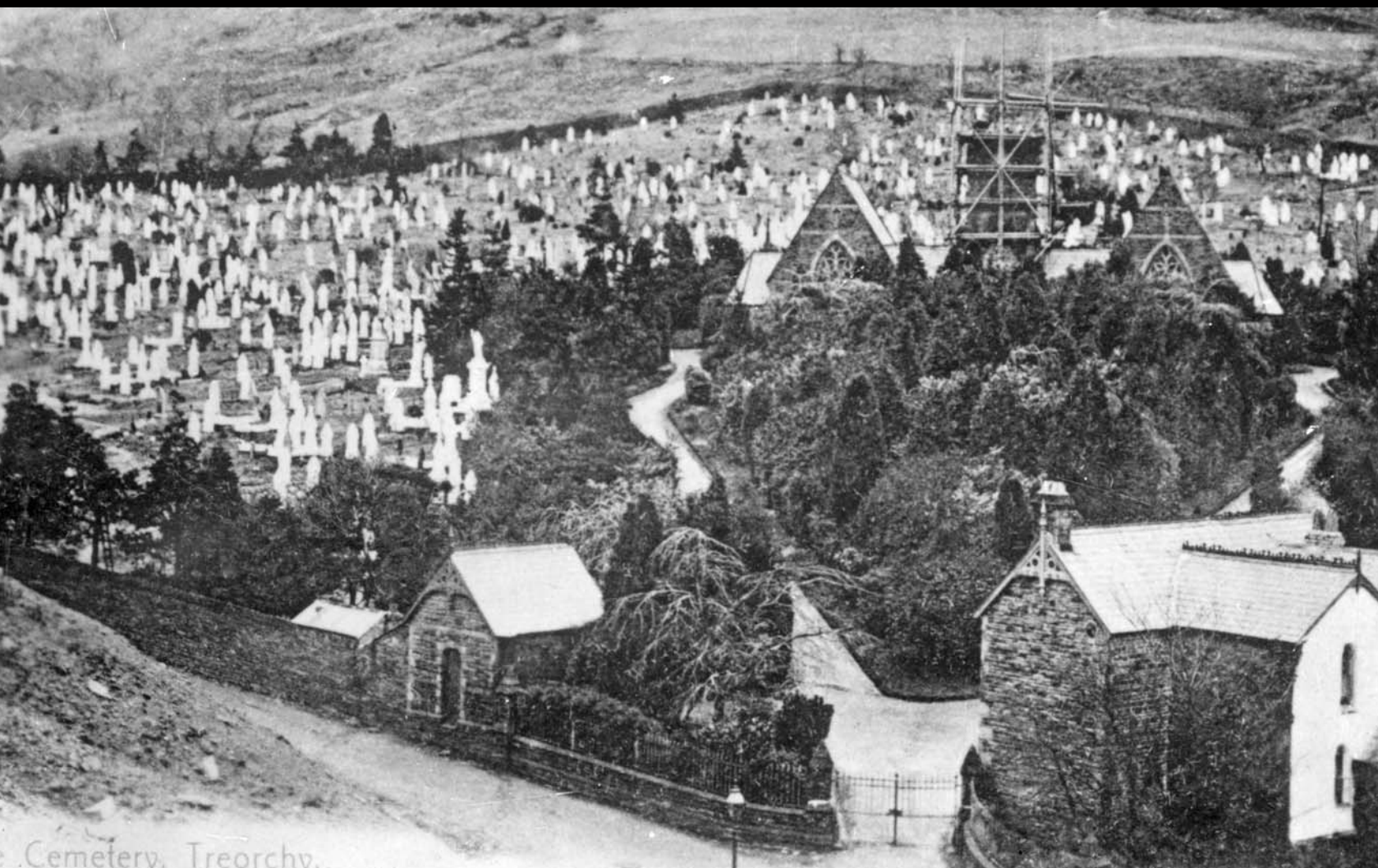
A few days after setting off from Southampton on the Titanic, Dai Bowen wrote his mother a last letter. To say that he had made it and that things were fine. Dai Bowen's body was never recovered.

Llun: Comisiynodd teulu Dai Bowen bod bedd yn cael ei godi iddo ym Mynwent Treorci. Picture: Dai Bowen's family commissioned a grave for him in Treorchy Cemetery.

11 EBRILL 1912, RMS TITANIC
11 APRIL 1912, RMS TITANIC

Dear Mother, I hope that you don't worry yourself about me, I can tell you that I am a lot better than I thought I would be, for we gets plenty of fun on board. We met two Swansea boys at the station, so you see I get plenty of company. There is hundreds of foreigners on her of every nation. The food we get is very good but not so good as dear old home.

From your loving son,
David John.



Cemetery, Treorchy



Llun: Y dec ail ddosbarth, yr Olympic.
Picture: Second class deck, Olympic.

AR Y LLONG • ON BOARD



Roedd bywyd ar longau cefnfor trawsatlantig yn amrywio'n fawr rhwng ysblander yr ystafelloedd dosbarth cyntaf (chwith), moethusrwydd cymedrol y dec ail ddosbarth (uchod), a'r adrannau trydydd dosbarth (isod).

Roedd ystafelloedd darllen, ystafelloedd ysmygu, bwytai, gampfeydd, a llawer mwy ar gael i'r rhai mwyaf cyfoethog; ond, roedd yn rhaid i'r tlotaf ymdopi â'r hyn a oedd ganddyn nhw - neu'r hyn a oedd gan eu cymdogion. Roedd dis, cardiau, bowls a cherddoriaeth yn boblogaidd.



Life on board the transatlantic ocean liners varied greatly from the opulence of the first-class suites (shown left), to the more modest luxury of the second-class deck (shown above), to the busy third-class sections of the ship (shown below).

Reading rooms, smoking rooms, restaurants, gymnasiums, and much more besides was on offer to the wealthiest, whereas the poorest had to make do with what they - or their neighbours - brought with them. Dice, cards, and bowls were popular, as was music.



Llun: Dec y trydydd dosbarth, yr Olympic.
Picture: Third class deck, Olympic.

Llun isod: Cerflun Rhyddid, Efrog Newydd.
Picture below: Statue of Liberty, New York.

BYD NEWYDD

NEW WORLD



Ychydig iawn o safleoedd y byd sy'n fwy eiconig na'r Cerflun Rhyddid yn dyrchafu o'r Ynys Rhyddid yng nghanol porthladd Efrog Newydd. Ers ei ddadorchuddio am y tro cyntaf ym mis Medi 1875, mae'r Cerflun Rhyddid wedi croesawu mewnfudwyr a thwristiaid fel ei gilydd. Roedd yn rhodd o'r Hen Fyd i'r Byd Newydd, ac mae'r plac enwog yn darllen "Give me your tired, your poor, your huddled masses yearning to breathe free".

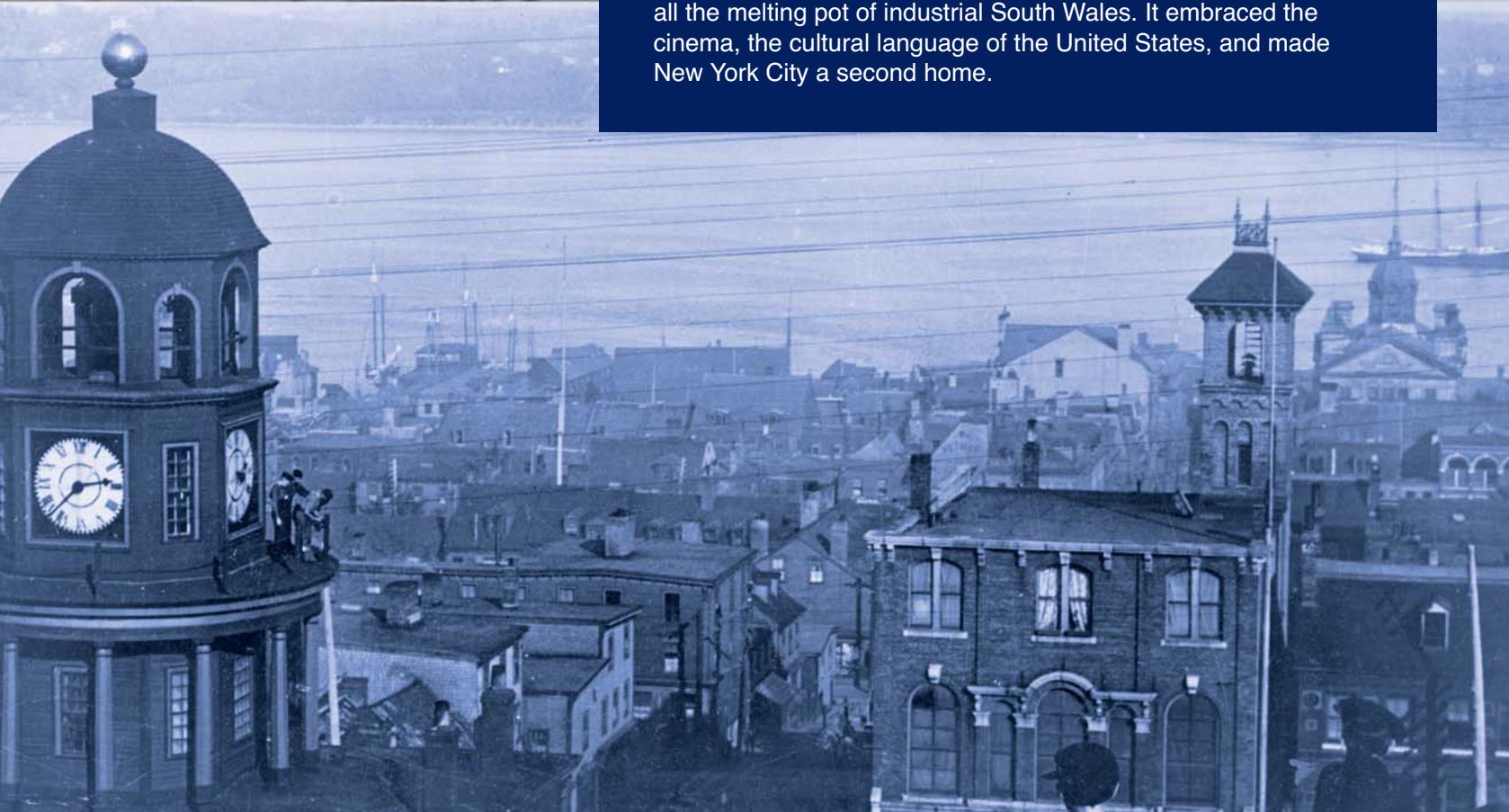
Ond mae Efrog Newydd hefyd yn drosiad ar gyfer yr ugeinfed ganrif. Cymaint felly, bod nifer o bobl yn teimlo eu bod nhw yn gyfarwydd â'r ddinas a'i harferion; hyd yn oed os nad ydyn nhw wedi ymweld â'r ddinas erioed o'r blaen. "Mae'r dirwedd newydd o fynyddoedd", ysgrifennodd y nofelydd o'r Rhondda, Gwyn Thomas, a symudodd i Efrog Newydd, "ond maen nhw'n fynyddoedd ar gyfer gwneud a gwaredu arian". Yr oedd yr un mor briodol i'r Rhondda yn ei dyddiau gorau.

Ac yn gynnar yn yr ugeinfed ganrif, cafodd drosiad newydd ei greu ar gyfer Cymoedd De Cymru i nodi hyn: Y Gymru Americanaidd. Roedd hyn yn disgrifio bywiogrwydd, cryfder economaidd, ac yn bennaf oll pair diwydiannol De Cymru. Manteisiodd ar y sinema, iaith ddiwylliannol yr Unol Daleithiau, a daeth Ddinas Efrog Newydd i fod yn ail gartref.

There are few more iconic sites in the world than the Statue of Liberty rising out of Liberty Island in the middle of the New York harbour. Since it was first unveiled in September 1875, the Statue of Liberty has greeted immigrants and tourists alike. A gift from the Old World to the New World, its most famous plaque reads "Give me your tired, your poor, your huddled masses yearning to breathe free".

But New York is also a metaphor for the twentieth century. So much so that many feel as though they know the city and its customs even if they have never visited. "It is a new landscape of mountains", wrote the Rhondda novelist Gwyn Thomas of that second home, "but mountains designed for the making and disposition of money". It was equally appropriate for the Rhondda in its heyday.

And in the early twentieth century, a new metaphor for the South Wales Valleys was created which symbolised this: American Wales. This described the vitality, economic strength, and above all the melting pot of industrial South Wales. It embraced the cinema, the cultural language of the United States, and made New York City a second home.



Llun uchod: Halifax, Nova Scotia - lle gorffwys olaf i nifer o'r bobl a gafodd eu ffeindio ar ôl trychineb y Titanic.
Picture above: Halifax, Nova Scotia - the final resting place of many of those recovered from the Titanic disaster.

Llun i'r chwith: Freddie Welsh a'i wraig, Brahna Weinstein (Fanny Weston).
Picture to the left: Freddie Welsh and wife Brahna Weinstein (Fanny Weston).

Llun isod: Yr RMS Olympic yn cyrraedd Dinas Efrog Newydd, c.1911.
Picture below: The RMS Olympic arriving into New York City, c.1911.

Roedd Freddie Welsh yn symbol o'r Gymru Americanaidd, wedi'i ddangos yma gyda'i wraig, Brahna Weinstein (a oedd yn fwy cyfarwydd gan ei henw Seisnigaidd, Fanny Weston). Cafodd ei eni ym Mhontypridd ym 1886, a bu farw Freddie Welsh yn Efrog Newydd ym 1927. Roedd yn 41 oed. Yn ystod ei oes fer, daeth â phaffio Cymreig i fod yn ffenomenon fyd-eang, gan baratoi'r ffordd ar gyfer Leslie Williams a Dai Bowen i 'goncro America'. A'r peth mwyaf diddorol i gyd, fe oedd yr ysbrydoliaeth ar gyfer nofel gorau'r oes jazz yn yr 1920au gan F. Scott Fitzgerald; *The Great Gatsby*.

Freddie Welsh, shown here with his wife Brahna Weinstein (more commonly known by her Anglicised name Fanny Weston), symbolised the possibilities of American Wales. Born in Pontypridd in 1886, Freddie Welsh died in New York City in 1927. He was just 41. But in a short life, he had turned Welsh boxing into a global phenomenon - paving the way for Leslie Williams and Dai Bowen to set out to 'conquer America'. And, most tantalisingly of all, he provided inspiration for the greatest novel of the jazz age of the 1920s, F. Scott Fitzgerald's *The Great Gatsby*.



