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THE LUNCHEON.

After the loyal toasts had been honoured, Mr. Ernest Craig proposed the health of Lord Trevor. He took that opportunity, he said, of expressing his thanks and the thanks of those interested in that railway, to the many officials who had been associated with it, and to express their high appreciation of the fine spirit and kindly co-operation that they had experienced with all those who had worked upon the railway up to that time. Referring to the toast, Mr. Craig expressed the great pleasure of the company at having Lord and Lady Trevor with them that day, and to have the opportunity of expressing their feelings and gratitude to Lord Trevor for the many things with which he had been of the greatest help to them. (Hear, hear). They had that railway, and it was only a little over three miles, which was a small beginning, but it was established for 100 years to come. When Lord Trevor was told of the importance that that opening up meant to the district, and when he grasped the necessity of it, he had given them every assistance that was necessary in order to let them succeed. They could not help but feel grateful to one in such a prominent position who had already, and always, shown himself ready to co-operate for the development of the district. He was sure that they had the good wishes of the whole district in that great concern, which was largely due to the broad-minded spirit Lord Trevor had always shown. (Applause).

Replying, Lord Trevor said that ever since he had been there he had been in constant communication with Messrs. Craig, and had always tried to do everything he could to further one of the most important industries of the country. If they had been in any difficulties they had

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gone to him and he had always done his best to make things easy for them, and to grant them, sometimes large and sometimes small concessions. Some people said it was in his interest to do so, and so it was, but the main point was to keep that colliery as a real going concern for the benefit of the district and the employment of a large number of men. (Hear, hear, and applause).

A TRIBUTE TO THE MINERS.

Continuing, Lord Trevor said it was a very big enterprise, and it would last for many years, and after most of them were in another world. They wished that concern every success, and he was sure that the proprietors would do their very best for the interests of the district. He could not pass without a word of appreciation of the splendid behaviour of the colliers in that district during the strike, for as far as he was concerned, although they had a great deal of temptation in the way of rabbits in his park, as far as he knew he did not think they had touched one of them, and he thought that was very creditable for the men in that district. (Applause).

Dr. J. D. Lloyd proposed a vote of thanks to Messrs. Craig and Sons. He had known the members of the family there that day for a great many years, and he knew of no one with greater determination than they had. They had had nothing but uphill work since they came there, and that engineering concern had been a very big one, and although they had had numerous difficulties to contend with they never spoke of giving it up. He thought that the district was very fortunate in having such a firm as Messrs. Craig and Sons, who now had a lasting colliery for the benefit of the country. (Applause).

In addition Messrs. Craig and Sons entertained some of men who had worked on the construction of the railway, at the Cross Keys Inn, St. Martina.

Opening of New Railway.

(By Our Own Reporter.)

IFTON HEATH, Thursday.

The growth of the mining industry in this locality will be watched with the keenest interest in the future, for to-day will be remembered and recorded in the annals of the district as a day of great forward movement in developing the industry on the border of Shropshire and Denbighshire. The new railway, which the proprietors of the Brynkinalt Colliery have laid from Frosgwynne outside to the new pit head at Ifton Heath, has, after no little delay, been opened, and will mark a great turning point in the future. It was in 1895 that Messrs. W. V. Craig and Sons opened the Brynkinalt Colliery, and their great enterprise has resulted in immense strides in mining. The Ifton Colliery is sunk upon the site of the original colliery undertaking of 50 years ago, and the chief drawing shaft is about 1,500 feet to the North Wales main and quaker coal. This new colliery opens out a most extensive and rich area of coal which has been proved to be of excellent quality, including the highest class steam and gas coals. The quantity available is estimated to produce an output of 5,000 tons per day to last for the next 100 years, and therefore the importance of opening the new railway is one of great significance and importance to the whole district. Prior to the war they commenced a scheme for the development of the Ifton end of the mine, where they realise that there is tremendous, if not unlimited, scope for further development. Their plans were, however, temporarily frustrated by the war, but nevertheless they succeeded in getting a new winding shaft installed at Ifton, and on my visit to-day it was interesting to see the works in full swing, and the large stack, bearing the mark of the date of erection—1916, from which smoke was issuing. The surface arrangements of the colliery are thoroughly up-to-date, and are laid out with a view to safe and economical working. The screening plant is a model of the latest engineering device of this type. The electrical power plant is also a first-class installation, and in fact the general laying out of the whole surface, and underground workings, reflects the highest credit upon Mr. E. T. Davies, the agent and manager, who entered the service of the proprietors at the end of 1914. Still, with the opening of the pithead, the proprietors had drastic difficulties to face, for it was obvious that until the railway was constructed all the coal occurred in this locality would have to be hauled underground and brought to the surface at Brynkinalt, where on an average something like 1,000 tons are raised daily. It is now eighteen months since the beginning of the construction of the railway was undertaken, and during that period the proprietors of the colliery have left no stone unturned to complete the line which covers a distance of over three miles. It is a single line for the whole distance except at one point, about half way, where a loop 120 yards in length has been built, and which will allow for the passing of trains. The laying of the line has necessitated the erection of seven bridges, two of which are ferro-concrete, those over the canal and the main Holyhead road, and the remainder are iron girder bridges. One of the greatest factors that must be borne in mind is that whilst the construction of the railway has been completed it by no means brings to an end the prospects of the colliery, for now that the new line is working, the proprietors intend going ahead with the work, which will provide employment for another 1,000 men.

THE TRAIN JOURNEY.

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For the opening of the line to-day a train consisted of a Great Western Railway coach and the colliery engine, "Vahendree," all decorated with flags and bunting ran a party of guests and officials from Frosgwynne along the line to the colliery pithead. Those present were Lord and Lady Trevor, Mr. and Mrs. Ernest Craig, Mr. S. Craig, Mr. and Mrs. Donald Craig, Mr. Thurlow Craig, Mrs. Hugh Jones, Mr. and Mrs. A. Wood, Dr. J. D. Lloyd, Dr. and Mrs. Salt, Dr. Hampson, Mr. E. T. Davies, agent, Mr. J. Christopher, manager, Mr. H. Barton, under manager, Mr. Wallace Williams, engineer, Mr. W. Ebbey, electrical engineer, and Mr. J. W. Ross, surveyor and inspectors Stone and Peetral of the Great Western Railway Company, who were in charge of the train.

When the train was about to start on its journey Lady Trevor and Mrs. Ernest Craig boarded the engine and set the train in motion and amidst the reports of many detonators and cheers from a crowd of spectators. A significant indication of the interest taken in the event by the inhabitants of the district, was the large crowd who witnessed and cheered as the train wended its way to the pithead. Midway along the track the train was stopped and the guests got out to witness Lady Trevor and Mrs. Ernest Craig securing the metals with bolts and nuts. When that was completed, Mr. Samuel Craig addressed the gathering, and expressed their pleasure at having Lady Trevor to perform that ceremony. It had been his privilege to be associated with the colliery with his father and brothers ever since they started operations in North Wales in 1865. They desired most earnestly to give themselves to that which was enduring and that which was abiding. They had evidence of that, by what they saw on the ground, that that would be work which would stand for generations not only for mining but for engineering and other works that were associated with mining. They were there engaged in making history, not history of what men thought, but of the results men actually achieved. That was a true guide in business in the same way as experience was a true guide to individuals.

Lady Trevor said she greatly appreciated the honour of opening that railway, in which both Lord Trevor and herself were keenly interested. She thought it was an auspicious augury that they should be opening that line at the end of the sad weeks they had just passed through. They had not been sad weeks in some respects, because they had seen the friendliness that existed between employers and employed in that district. (Hear, hear). She wished them all the best of luck and the best of luck and prosperity in the undertaking. (Applause).

Mr. Ernest Craig then asked Lady Trevor to complete the ceremony by breaking a bottle of champagne on the line.

In doing this Lady Trevor remarked, "I have no experience of this, although I may sometimes have drunk it. Do I try to squirt the bottle?"

Dr. J. D. Lloyd: I prefer the cork-end this time, please."

After boarding the train the party proceeded to the pithead, where they were greeted by the reports of detonators and by a large party of miners all equipped for work with "Davy" lamps lit and about to descend the pit for work.

On arrival an adjournment was made to a neighbouring field, where Mr. Bert Clarke served luncheon in a marquee.

THE LUNCHEON.

20/7/1921



Iftin Colliery March to Alrdon House during 1926 Strike