

## Appendix, No. 1.

## SHREWSBURY TRUST.

Mr. Macneill's  
Report.  
Shrewsbury Trust.

FROM the commencement of the Trust to Atcham Bridge, the surface of the Road is considerably improved; the sides and channels along the new Road are allowed to be overrun with weeds and grass, which give it a most slovenly appearance; in this respect it is the worst portion of the road between London and Shrewsbury. The footway along Lord Berwick's park-wall still remains unfinished; it should be properly lowered and formed, as already so frequently pointed out.

From Atcham Bridge to Shrewsbury, the surface is very much improved since the large pebbles have been taken out of it, but the cross section is not perfect; this should be remedied in future repairs. The sides and channels in this portion of the Road are better attended to, but they are still very imperfect.

9 Whitehall-place, }  
12 July 1838. }

(signed) *John Macneill.*

## Appendix, No. 2.

## Appendix, No. 2.

## REPORT OF MR. JOHN PROVIS.

Mr. John Provis's  
Report.

Sir,

Holyhead, 28 April 1838.

HAVING received the usual directions to furnish the Commissioners of Her Majesty's Woods, Works, &c. with a Report upon the state of the Road from Shrewsbury to Holyhead, the Menai and Conway Bridges, and the Harbour of Holyhead, I have, in obedience to those directions, examined the several works, and beg leave to present the following Report thereon:—

## SHREWSBURY AND HOLYHEAD ROAD.

## FIRST DISTRICT.—FROM SHREWSBURY TO CHIRK BRIDGE; 23 miles.

Shrewsbury and  
Holyhead Road.

BETWEEN Shrewsbury and Montford Hill, the Road has been maintained in good condition during the past year, and a stock of Bellan Bank stone is being provided for its further repair.

The improvement at Montford Hill, which is mentioned in my last year's Report as being then in the course of progress, is now nearly completed, and will be opened to the public in about a month or two; its length is one mile and 65 yards.

From Montford Hill to the Wolfshead, the surface is in fair travelling order, and has been improved in several places by the substitution of quarried stone from Bellan Bank for the gravel procured in the vicinity, which, though it can be more cheaply and readily procured, is of very inferior quality; and it is to be hoped that in each succeeding year there will be an increased quantity of the quarried stone provided.

From the Wolfshead to the Queenshead the Road is improved in shape and condition, but it still wants strengthening in places; hence to Oswestry the Road is occasionally rather too flat, but is generally in fair travelling order.

The narrow ill-constructed piece of old Road between Oswestry and Gobowen is still very imperfect, though it is not worse than it was last year.

Between Gobowen and Chirk Bridge the Road is in fair travelling condition, but the limestone with which it is repaired is worn rapidly away by the heavy loads of coal that are continually carted along it.

Very little injury was sustained in this district by the late severe frost.

## SECOND DISTRICT.—FROM CHIRK BRIDGE TO CERNOIGE; 30 miles.

From Chirk Bridge  
to Cernioge.

FROM Chirk Bridge to Whitehurst's-gate the Road is too flat; it has been much worn by the coal and lime carts during the winter, and will require a considerable body of stone to bring it to a proper shape. In two places the surface broke up for a short distance after the frost, and will require draining.

After passing Whitehurst's-gate the Road is of rather better shape, as far as the Vron Lime-kilns; it then rapidly improves, and is in very good order to Llangollen.

From Llangollen to the end of the district at Cernioge, the materials used for the repair of the Road are far too soft for the heavy traffic that passes over them; better stone cannot, however, be procured within any available distance than that which is selected. Upon



Upon the whole, the surface is in fair travelling order, and withstood the effects of the frost better than might have been expected.

Near Cerrig-y-druidion it became necessary, during the past winter, to cut through some snow-drifts; none, however, were of sufficient magnitude to occasion much trouble or expense in removing them.

A contract has been made for repairing and pointing the whole of the walls between the 72d milestone from Holyhead and Cerrig-y-druidion; the work is begun, and there is every probability of its being completed in the course of a few months. The fence walls between Cerrig-y-druidion and Cernioge, which were under contract when I made my last year's Report, have since been repaired and pointed.

Appendix, No. 2.  
Mr. John Provis's  
Report.

### THIRD DISTRICT.—FROM CERNIOGE TO THE MENAI BRIDGE; 32 miles.

THE repairing and pointing of the fence walls between Cernioge and Pentre-Voelas, which were reported last year to be under contract, are now completed.

From Cernioge to  
the Menai Bridge.

The whole of the surface of this district is in excellent order, and scarcely suffered any injury during the frost.

The cast-iron Bridge over the River Conway, near Bettws-y-coed, is about to be painted, and notices have been circulated that painters may send in tenders for executing the work.

Since my last year's Report, the Road through Bangor has been lighted with oil lamps, which add much to the comfort and safety of travelling through that city when the nights are dark, though there would have been a much greater improvement had they not been placed at so great a distance apart.

### FOURTH DISTRICT.—FROM THE MENAI BRIDGE TO HOLYHEAD; 21 miles.

THE surface of this District sustained very little injury from the late severe frost, and is now in excellent travelling condition.

From the Menai  
Bridge to Holy-  
head.

In some few places the fence wall requires repair, but the weather has scarcely yet become sufficiently settled for that purpose.

At the commencement of the present year the easterly gales displaced a few of the facing stones of the embankment across the Stanley Sands; more stone has been added where required, and the greater part of that which the swell of the sea had washed down the slope, has been thrown back into its original place.

A part of the embankment at Gualchmai Pool has been repaired and strengthened, to prevent the water leaking through to the Road.

I beg leave to add an extract from my last Report, addressed to the Commissioners of this Road, in which, referring to the very imperfect state of the greater part of the Road between Whitehurst's Toll-gate and Oswestry, I have stated as follows:—

"I find it necessary to call your attention to the low rate of tolls taken between Whitehurst's Toll-gate and Oswestry, and the necessity of having them raised to defray the expense of keeping that  $7\frac{1}{2}$  miles of Road in a proper state of repair. Frequent complaints are made respecting it, but unless the tolls are raised it cannot be improved, without robbing other parts of the road for that purpose. The highest rate of toll allowed by Act of Parliament for any description of carriage is 2 *d.* a horse at Whitehurst's-gate, and 3 *d.* at the Oswestry-gate, or 5 *d.* for the whole distance; and as a cube yard of the best stone costs 3 *s.* 9 *d.* when spread upon the Road, the whole toll of nine horses passing through both of those gates is required to pay for it. A single-horse cart going from Oswestry to Ruabon for coal pays at both the above gates, but receives a ticket at each to free it on its return, so that it travels 15 miles for 5 *d.*; this is equal to a single-horse cart travelling 135 miles along the Road for the price of one yard of stone. The greater part of the traffic consists of coal and lime, with frequently more than two tons weight upon a pair of wheels; the constant wear of the road materials by such excessive weights is enormous, and weighing-machines ought to be erected as a check upon those heavy loads; unless this is done, whatever improvement may be effected upon this piece of Road will be counteracted by the increased weight that will be laid upon the carts and waggons. Out of the tolls taken at the above gates, you have, in addition to the repair of the Road, to pay the following sums annually; namely, 52 *l.* 5 *s.* for interest of debts incurred upon the Road before you had the charge of it; 30 *l.* to the Trustees of the Oswestry Roads, for repairing the Road between Whitehurst's and Newbridge; and one-fourth of all the tolls collected at the Oswestry-gate to the Trustees of the Ellesmere Road. I think I have now shown that, without an increased rate of toll, it is not possible to maintain the Road between Whitehurst's Toll-gate and Oswestry in a proper state of repair, and at the same time continue to pay these annual sums to the Trustees of other Roads, which you are compelled to do by your Act of Parliament."



Appendix, No. 2.

Mr. John Provis's  
Report.

The Menai Bridge.

## THE MENAI BRIDGE.

DURING the past year the whole of the iron-work has been painted. The defective planking under the road arches has been taken up and stone paving substituted. A sufficient quantity of zinc has been purchased to cover the storehouse on the Carnarvonshire side of the Straits, and also to form a narrow roof over the main chains in the tunnels, so as to protect them from the water that percolates through the rock above. Some decayed rock in the roof of the tunnels has been cut away, and an arched roof built in its place. The walls of the toll-house have been battened to exclude the damp, and some drains have been built to take off the surface water. The usual attention has been paid to the repair of the approaches; the floor of the bridge has been coated with pitch, tar, and gravel, when required, and the whole is now in a complete state of repair.

## CONWAY BRIDGE.

Conway Bridge.

IN the course of the past year the whole of the iron-work has been painted, and the floor coated with pitch, tar and gravel. The tunnels at the town end of the bridge have been enlarged so as to allow more space for the workmen when cleaning and painting the main chains; and sundry patches of shattered rock have been cut out and replaced with masonry. Some of the stones of the bridge-keeper's house having shown symptoms of decay, they have been cut out and other stones set in their places. The tunnels in the Island have been drained, and stone plinths have been cut and set at the entrances to these tunnels, so as to keep the surface water and dirt from the lower ends of the main chains. A row of stone posts with chains has been fixed on each side of the carriage-way on the island to prevent horses from attempting to pass under the main chains where there is not sufficient height for that purpose.

The embankment road and other works connected with this bridge, are all in very complete order.

## HOLYHEAD HARBOUR.

Holyhead Harbour.

SINCE the date of my last report the following works, which were then in hand, have been finished; namely, the fixing of the cast iron guard-posts and chains along the quay wall on the north side of the harbour; the improvement of the Road between the north pier and the swivel bridge; the pointing of the face of the north pier; the repair of the workmen's cottages on the Salt Island; and the making of two new mooring-buoys.

A new boiler has been procured for the steam engine at the graving-dock; the old one, having been in use for about 10 years, had become too leaky for service. Part of the paving at the end of the south pier has been taken up and relaid, having sunk so much as to allow the water to lodge thereon. One new African oak mooring-post has been provided and fixed on the north pier and a new warping-buoy, to be placed at the south-east end of the north pier, is now completed. The capstan on Parry's Island has been put into a proper state of repair for working, and a quantity of gravel has been provided for coating the footpaths.

Workmen are now employed in quarrying stone and burning lime for a new breastwall and parapet, to be built between the Royal Hotel and the Shipbuilders' Yard.

In my last year's Report I mentioned that the diving-bell was then engaged in cutting down some rock within the packet berths. This work was continued until the latter end of December last, at which time about four-fifths of the quantity intended to be cut away had been removed, when a heavy gale from the east caused so much damage to the bell-boat, which had been employed upon the harbour works nearly 30 years, and had become very rotten, that it could not be used any longer without risking the lives of the workmen. Another boat has been purchased, and is now so nearly fitted up for receiving the bell, that it is possible the rock cutting may be recommenced in less than a fortnight.

All the works, buildings, machinery, &c. with the exception of the graving-dock gates, which require to be repaired, are in a satisfactory state.

The number of vessels that entered this harbour in the year 1837, exclusive of King's ships, Post-office packets, and pleasure yachts, was 887, the registered tonnage of which was 49,962.

(signed) John Provis.



## Appendix, No. 3.

AN ACCOUNT of Sums Received and Expended by the Commissioners under the Act 3 & 4 Will. 4, c. 43, from the 5th day of January 1837 to the 5th day of January 1838.

Appendix, No. 3.

Sums received and expended by the Commissioners.

CHARGE.		£.	s.	d.	£.	s.	d.
	Balance in hand 5th January 1837 -	-	-	-	14,219	9	-
The Highgate Archway Company's Trust :							
	Received on account of interest on loan of 13,000 <i>l.</i> -	-	-	-	1,100	-	-
St. Albans and South Mims Trust :							
	Received the balance due for works executed -	1,093	9	9			
	Ditto on account of interest on loan of 4,000 <i>l.</i> -	718	5	3			
					1,811	15	-
Dunchurch and Stonebridge Trust :							
	Received on account of loan of 12,000 <i>l.</i> -	1,950	-	-			
	Ditto of the Exchequer Bill Loan Commissioners, towards the improvements of the road at Knightlow, Willenhall and Windmill Hills, under the Act 6 & 7 Will. 4, c. 35 :						
	Exchequer Bills for - - - £. 4,000 -						
	Premium and interest thereon, 42 3 4						
		4,042	3	4			
	Ditto the produce of trees sold from the land purchased under the said Act -	28	19	-			
					6,021	2	4
Wolverhampton Trust :							
	Received on account of loan of 8,500 <i>l.</i> -	-	-	-	1,405	13	4
Menai Bridge :							
	Received on account of tolls collected -	980	15	-			
	Ditto of the Exchequer -	1,100	-	-			
	Ditto for old tar-barrels -	1	13	-			
					2,082	8	-
Conway Bridge :							
	Received on account of tolls collected -	713	16	8			
	Ditto of the Exchequer -	858	-	-			
					1,571	16	8
Shrewsbury and Holyhead Road :							
	Received of the Exchequer for repairing and pointing walls on the sides of the roads, and painting an iron bridge at Bettws-y-coed -	2,040	-	-			
	Ditto of the Exchequer Bill Loan Commissioners, towards the improvements of the road at Montford Hill, under the Act 6 & 7 Will. 4, c. 35 : Exchequer Bills for £. 2,000 -						
	Interest thereon - 13 4						
		2,000	13	4			
					4,040	13	4
Holyhead Harbour :							
	Received for harbour dues, rents of store, yard, &c. -	168	4	8			
	Ditto of the Exchequer for harbour works -	1,906	-	-			
					2,074	4	8
Hockliffe and Stratford Trust :							
	Received on account of loan of 4,700 <i>l.</i> -	500	-	-			
	Ditto of the London and Birmingham Railroad Company, for permission to throw a bridge across the road at Denbigh Hall -	580	-	-			
					1,080	-	-
Stratford and Dunchurch Trust :							
	Received balance due for works executed -	1,043	9	9			
	Ditto on account of loan of 5,000 <i>l.</i> -	926	7	7			
	Ditto of the Exchequer Bill Loan Commissioners, towards the improvements of the road at Geese Bridge Valley, under the Act 6 & 7 Will. 4, c. 35 :						
	Exchequer Bills for - £. 13,000 -						
	Interest and premium on d <sup>o</sup> - 29 10 -						
		13,029	10	-			
					14,999	7	4
Dunstable Trust :							
	Received of the Exchequer Bill Loan Commissioners, towards the expense of making a new road to avoid Flamstead Hill, under the Act 6 & 7 Will. 4, c. 35 : Exchequer Bills for	1,000	-	-			
	Interest thereon -	6	15	-			
					1,006	15	-



