

Appendix, No. 1.
Mr. Telford's
Report.
15 May 1832.

BILSTONE TRUST.

Bilstone Trust.

THE new Road under the town of Wednesbury to Moxley, has been suffered to be worn into a rough and imperfect surface, and requires in most parts a thin coating of well-broken stone; attention is also required to the state of the railing.

From Moxley, through Bradley, the surface of the Road is in a good state. I am glad to find that at last attention has been paid to what I have frequently recommended, in forming a footpath, with proper curb-stones, along each side of the Road, so necessary for the comfort and convenience of that populous district.

Through the town of Bilstone the Road is hard, smooth and regular; the remaining portion, to the termination of the Trust, has been improved, but still a double row of curbing stones is required.

WOLVERHAMPTON TRUST.

Wolverhampton Trust.

AFTER carefully examining the whole of the Road under this Trust, I find so little difference from what is stated in my last Report, that I consider it unnecessary to repeat what is there stated, or enter into any further details of what is required, until a surveyor is employed who is better qualified and more disposed to follow the example of all the other surveyors in attending to my recommendations.

SHIFFNAL TRUST.

Shiffnal Trust.

THE surveyor to this Trust has not only kept in good repair the new parts which were improved under the direction of the Commissioners, but has also brought the old part of the Road from near Shiffnal to the top of the hill into an uniformly perfect state, and appears to pay proper attention to the whole.

WELLINGTON TRUST.

Wellington Trust.

THROUGH the whole of this Trust the carriage-way is in a good state; it is hard, smooth and substantial; but as a Road, the breadth is not sufficiently defined, and the footpath is irregular and imperfect, and is almost always without curbing; but from the unwearied attention of the surveyor, and the skill he exhibits, it is hoped that by proper encouragement of the Trustees all these matters will by degrees be accomplished.

SHREWSBURY TRUST.

Shrewsbury Trust.

FROM the commencement to Tern Bridge the surface of the Road is good; but its breadth is irregular and no where properly defined; from Tern Bridge to Atcham Bridge the Road is rough, irregular and dirty, from want of drainage; the whole between the Bridges requires to be raised.

From Atcham Bridge to Shrewsbury the surface of the Road is rough, weak and irregular; and the footpath is very imperfect; instead of repairing with Overly-hill stone, the weak gravel procured in the adjacent fields is still used. The street in the Abbey Foregate appears to be worn out, and the only repair lately made is with the before-mentioned weak gravel.

SHREWSBURY TO HOLYHEAD.

Shrewsbury to Holyhead.

1. From Shrewsbury to Chirk Bridge.

AT the top of Frankwell, the summit of the hill is still in an unfinished state; a proper footpath should be continued.

From this place to the Pool Road, and from thence to the new toll-gate, the Road has been all newly made since 1819. Stone curbing should be completed along the edge of the footpath as far as the Pool Road; from thence to the before-mentioned gate the edging might be turf.

From Shelton, for seven miles, a considerable part of the middle of the Road is hard and good; the rest is rough, weak and dirty, but under improvement by employing Breiddin stone. The whole of this distance is imperfect in consequence of want of funds for removing the fences and widening the Road.

The remaining nine miles to Oswestry have been greatly improved, and are in good travelling condition.

From Oswestry to Gobowen the Road is somewhat better than I found it on my last inspection, but it is still imperfect.

The new Road between Gobowen and Chirk has been rendered more substantial by means of employing limestone; but in consequence of the great traffic in coals, &c. it cannot

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cannot be maintained in a perfect state without Parliamentary authority shall increase the present very low and inadequate tolls on coal and other carts.

Between Shrewsbury and Chirk, three new toll-houses have been built, and four repaired and added to; five new gates have been made, and an old gate and a bar repaired.

2. From Chirk Bridge to Bangor.

The surface of this Road from the Bridge to Chirk village is in a good state, and the quick-fences are gradually becoming thicker and stronger.

From Chirk to near Whitehurst's Toll-gate the surface is not so good as it ought to be, but the great number of coal carts passing renders it extremely difficult to keep it in a perfect state; from thence to Llangollen, the Road, which passes along the face of the steep hill, is in a good state as regards surface and fences.

The 10 miles between Llangollen and Corwen are in as good a state as the softness of the material admits of; on each side of the toll-gate at Ty Issa, the lower side of the Road, which is along a precipice, requires to be protected by a new breast wall and stone dyke.

Between Corwen and Cernioge, the same observations may apply as for the last-mentioned stage.

From Cernioge to Hendre Issa the surface of the Road is firm and good; but in several places the protecting walls have given way, and require to be rebuilt, the soft boggy ground on which they stand having become sound, and better able to sustain their weight.

From Hendre Issa to Capel Curig the surface and fences are all in excellent order, and there is abundance of good materials at convenient distances to keep them so.

Proceeding from Capel Curig across the bog to Lake Ogwen, the surface of the Road continues in a good state; the original turf fences, now much decayed, may be removed and replaced by low stone walls.

From Lake Ogwen to Bangor the Road is in a good state in regard to the surface and fences, except a short length of the latter near to the entrance of Bangor, where the quicks have not grown so well as was expected, although they are gradually improving.

3. From Bangor to Holyhead.

Through the town of Bangor considerable improvements have been effected: the Road surface is regular; the sides defined with curb-stones; several projecting corners have been cut off; at the west end of the Town the Street has been raised and levelled.

Between Bangor and the Menai Bridge the surface of the Road is hard, smooth, and of proper shape; the quick fences have all been neatly trimmed.

The Menai Bridge is in all respects in a perfect state; after six years' experience every part has been found to answer the purpose for which it was intended, and during that time has cost nothing but for painting, lighting and watching, and keeping the road-way in order.

Immediately after leaving the Bridge a new Branch-road has been made by the local Trustees, to join the Beaumaris Road; on each side the main line the plantations have grown up so as partially to cover the rocks, and give an agreeable effect to the scenery.

Along the side of the hill to the Marquis of Anglesea's Column, the road surface is smooth and hard, and the fence walls having been well pointed with lime-mortar, have a substantial appearance.

From thence to the windmill summit the Road and fences are in a good state.

* The following is an account of the number of Cart and Waggon Horses which passed through a Toll-gate on this Road, from 1st February 1830 to 1st February 1831.

Four weeks ended	Broad Wheels.	Narrow Wheels.
30 January 1830	635	1,538
27 February	660	1,630
27 March	341	1,076
24 April	407	945
22 May	436	1,007
19 June	604	1,489
17 July	575	1,287
14 August	679	1,397
11 September	425	1,095
9 October	372	1,085
6 November	358	1,131
4 December	407	1,155
1 January 1831	376	1,146
	6,275	15,931

Broad - 6,275
Narrow - 15,931

Total 22,206 Horses.

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From the windmill summit to and across Malldraeth Marsh, the Road is equally perfect; across the marsh, where the softness of the ground at first only admitted of turf fences, stone walls have been constructed, which, now that the ground is consolidated, stand well.

From this to Mona Inn the Road is in a good state.

From Mona Inn to near the 11 mile-stone from Holyhead, where the wall-pointing terminates, the Road continues of the same perfect character as has been described.

From this place to the great sea embankment across the inlet, named the Stanley Sands, the road surface is hard, smooth, and of proper shape.

The sea mound is in a very perfect state; the surface of the Road is uniformly hard, smooth, and of proper shape; the parapets are regular and substantial, without a single crack, although upon an embankment, and the outside slopes remain quite perfect, and are covered with sea-weed.

From this mound to Holyhead, the Road and fences present an example of perfect road-making.

The whole Road across the Island of Anglesea is now repaired with stone of excellent quality, which has with much pains been selected in various places; this demands the utmost care of the experienced road-maker.

The present state of the walls on the sides of the Road from Chirk requires that I should here repeat what I said respecting them in my Report for 1830:

"The fence walls all through North Wales having been originally, on account of cheapness, built with rough and very irregular stones procured near the line of Road, and being, with the exception of precipices, laid without mortar, they are, as in all this sort of work, mixed with small stones called pinnings, which from the effect of weather, and by the hands of idle people and children, are in many instances picked out, so as to risk the stability of the fence walls: therefore it is very desirable to continue the pointing with lime-mortar, in the same manner as has already in some places been done, in order to ensure the stability of those expensive fence walls, which are so essential for the protection of the traveller."

HOLYHEAD HARBOUR.

Holyhead Harbour. SINCE my last inspection a parapet wall has been built on the South Pier, and wharfs have been formed, partly by a stone pavement and partly by broken stone.

The mud dredging at the packet berths of the North Pier was in operation for about five months last season, and will be continued during the ensuing summer months.

It is to be regretted that the money stated in my Estimate for the present year was not granted for making the Road to the Post-office yard, enclosing the ground attached to the Custom-house and the gas works and Commissioners stores, and for repairing the cottages of the workmen for the several purposes which require their being constantly on the spot.

I had in the Estimate already referred to provided for taking up and relaying the pavement of the great North Pier, which is in so imperfect a state that I found pools of water standing upon several parts, which not only incommode the passengers in going to or landing from the packets, but will prove injurious to this great and expensive work.

Similar observations apply to removing the rocks adjacent to the piers, and in the interior of the Harbour, which now prevent its being so extensively useful as the great and expensive works already executed would admit of.

These operations, which are more particularly described in my last year's Report, would only cost a comparatively trifling sum in addition to what has already been expended upon this useful Harbour, situated upon so important a part of the coast.

I found the graving dock, with its small engine, carpenters' sheds and storehouses, all in a perfect condition.

HOWTH HARBOUR.

Howth Harbour. THE extensive works of this Harbour are all in a perfect condition, and the piers and external slopes have suffered no injury during the last winter.

In the course of the summer of 1831, by employing three diving-bells, considerable progress was made in deepening the packet berths; and it is to be regretted that Government has not allowed them to be continued during the ensuing summer months; as by the accurate soundings on the accompanying Chart, lately taken by the harbour-master, it will be seen that this would have given the necessary extension to the packet berths along the Western Pier.

On account of the want of funds, I have been under the necessity of directing the superintendent to discharge the experienced workmen, who cannot easily be replaced.

HOWTH ROAD.

Howth Road. THIS Road continues in a perfect state. I have added a Map of it, whereby will be seen the relative situations of the landing-place at Howth and the city of Dublin, and also the position of the sea wall, which has been described in former Reports.

CHESTER ROAD.

Chester Road. FROM the Shrewsbury Road at Llandegai, to the new Road at Penmaen Mawr, descending to and across the river Ogwen, the Road was newly made, and its surface and fences are in good condition.

The

The new piece of Road to avoid Tal-y-pont Hill, made at Mr. Pennant's expense, but given up to the Carnarvon Road Trustees, has been much neglected; the middle is substantial, but the sides and fences have been neglected; some field pebbles have been provided, and when broken and properly applied, and the sides cleaned, the Road may be restored to a proper state.

Joining the old Road, and continuing along it to Aber, and from thence to Penmaen Mawr, the Road is narrow, and rendered still more so by the upper side being very irregular, instead of being made good up to the hedge; the middle of the Road is hard and substantial, and as pebbles are abundant in the adjacent fields, this Road may at a very moderate expense be kept in a tolerably good state.

Round Penmaen Mawr about a mile of new Road has been made in the most perfect manner, the shape is proper, the body of the road is substantial, but the surface is still rough until more used; the fences are stone walls, and upon the most dangerous parts of the precipices they are built with lime mortar; so that this formerly much-dreaded place is now passed with facility and safety. But the fence walls along the precipices have in sundry places, been broken by the stones brought down the face of the hill, for getting paving stones for Liverpool, &c., and have been very imperfectly repaired.

After leaving this new Road for a short distance, the old one, of the character formerly described, has been retained; it is narrow, but hard and smooth.

From the tenth mile-stone to Conway, a distance of four miles and a half, the new Road made round Penmaen Bach is of the same character as that described at Penmaen Mawr; it is generally in a very perfect state, excepting that a part of it is incommoded by the loose sand blown from the adjacent sandbanks, and that the fence walls within a mile of the town of Conway are in a defective state.

CONWAY BRIDGE.

BOTH the masonry and iron-work are in a perfect state, the latter had a proper coat of paint last August; the extensive sea mound has not been affected by storms on either of its slopes, and the Road along it is hard, smooth, and of good shape.

FROM CONWAY TO ABERGELE.

THE surface of the Road is hard and smooth, but the travelling part of it is very narrow: so much of the lower or northern side is along open ditches and deep holes that it is extremely dangerous: these ditches and holes should be filled, the breadth of the Road increased, and proper protection fences made.

Nothing has been done to improve the steep and dangerous hill of Penmaen Rhos. A new piece of Road has been made about a mile long near Abergele, of proper width and shape and with good fences.

From Abergele to St. Asaph the surface of the Road is hard and good; this stage is so circuitous and so generally hilly, as well as the next from St. Asaph to Holywell, that an effort should still be made to carry the Road from Holywell by Newmarket and Rhyddland, as laid down in my original Survey.

Considerable attention is paid to keep the Road from St. Asaph to Holywell in good order; the surface is in a very good state, and a good deal has been done towards defining this Road to a proper breadth.

From Holywell to Chester the Road ascends along its old line, and a new line begins and continues to Northop; this new road surface is smooth, wide, well defined and well protected, and the sides are clean all the way to Northop.

From Northop the old Road ascends by a succession of right angles to and along the ridge for about two miles and a half, and is in a very indifferent condition; but a new Road has been nearly completed for that distance nearly upon a level, and will be a very essential improvement.

From the termination of this improvement to the village of Hawarden, the middle of the Road is in general in a tolerably good state, but the sides are irregular, dirty, and frequently want protection; the Road is besides hilly and crooked, so that it is hoped the improvements will be carried on so as to render the whole regular and uniform.

From Hawarden to Chester the Road is in general very rough and irregular, and requires defining, keeping the sides clean and better protected, and selecting proper materials for repairs.

LIVERPOOL ROAD.

BEGINNING at Liverpool.—From this town to Prescot:—In this distance some efforts have been made to repair the Road with properly broken stone, and in sundry short portions the surface is smooth and well defined; but the general weakness and imperfections are so apparent that any partial attempt at improvement has merely a temporary effect, so that the general character remains equally imperfect as in my former Report of 1830.

From Prescot to Warrington the Road has nearly the same character; the surface is in general in a better state, but is still weak and rutted, and in this as well as the former division seems nearly worn out, and being adjacent to the second commercial town in the kingdom, is more than usually defective. Along this Road, although the sides are generally ill defined and dirty, yet the footpaths are frequently good, always on one, and sometimes on both sides.