

NAME and DESCRIPTION of ROADS, BRIDGES, and HARBOURS.	Length of Roads; Waterway of Bridges.		SURVEYORS.	Survey and Estimate, certified upon Oath.	CONTRIBUTORS.	Payment or Security, &c. completed.	CONTRACTORS.	Work to be completed.	Contract completed.	Joint Expen- diture.
	Miles.	Yards.								£.
<b>FLEET MOUND</b> - - - - -	County of Sutherland—A deviation from the Skibo Road, superseding the Little Ferry		T. Telford	Feb. 1813	Marquis of Stafford, and others.	11 May 1813	Earl Gower and others.	1 Aug. 1813	6 Dec. 1813	9,290.
<b>And ROADS</b> - - - - -	7.	697.	H. Fulton	Feb. 1813	Marquis of Stafford, and others.	11 May 1813	W. Young.	1 Oct. 1814	1 Oct. 1814	2,499.
<b>FORT AUGUSTUS ROAD</b> , County of Inverness—From Fort Augustus along the N. W. side of Loch-Ness towards Invermorriston	6.	75.	Donaldson and Cumming	13 Feb. 1805	Fraser of Lovat.	17 Jan. 1806	Austyn and Forsyth.	1 June 1807	Oct. 1812	856.
<b>FORTROSE HARBOUR</b> - County of Ross—District of the Black Isle	-	-	T. Telford	30 June 1813	R. Macfarquhar, esq. and others.	12 Aug. 1814	R. Macfarquhar, esq. and others.	30 Nov. 1815	Dec. 1817	4,015.
<b>FRAZERBURGH HARBOUR</b> } - - - On the north-east coast of Aberdeenshire	-	-	W. Stuart	23 June 1808	Lord Saltoun.	12 Nov. 1808	Lord Saltoun.	1 Oct. 1810	Oct. 1811	11,321.
<b>GLASGOW ROAD</b> - - - From the City of Glasgow to the City of Carlisle	93.	440.	T. Telford	June 1815	Sundry Persons	—	Sundry Persons	—	—	50,000.
<b>GLENDARUEL ROAD</b> - - - District of Cowal, County of Argyll—From Cuilintrive Ferry through the valley of Glendaruel to Leanach	18.	1,705.	A. Langlands	21 Mar. 1805	Messrs. Campbells, and others.	5 Feb. 1807	Paterson.	Nov. 1811	Jan. 1812	3,839.
<b>RIDDAN ROAD</b> - - - County of Argyll—A branch of the Glendaruel road from the bridge of Ballochindrain southward, to Loch Riddan	1.	1,440.	J. Paterson	16 Dec. 1808	D <sup>o</sup> .	13 June 1809	Messrs. M'Arthur.	1 Nov. 1811	April 1811	395.
<b>GLENGARRY ROAD</b> - - - County of Inverness—From the military road at both ends of Loch-Oich, to the head of Loch-Hourn	31.	1,068.	J. Donaldson	18 Nov. 1803	Macdonell of Glengarry.	8 Oct. 1804	Dick and Readdie.	Martinmas 1806	Feb. 1813	8,339.
<b>GLENMORRISTON ROAD</b> } - - - County of Inverness—From Invermorriston on Loch-Ness up Glenmorriston to the Bridge of Doe at Kaun-a-Krock	14.	469.	J. Duncombe	24 Feb. 1808	Glenmorriston and Lord Macdonald.	14 June 1808	Messrs. Clarks.	Martinmas 1811	April 1811	4,630.
<b>GLENSHEILL ROAD</b> , and <b>GLENELG ROAD</b> } - - - Counties of Inverness and Ross—From the western termination of the Glenmorriston Road through Strath Cluny, Glensheill, and Glenelg to Kyle Rhea	21.	1,522.	J. Mitchell	July 1814	Lord Macdonald, and others.	Feb. 1815	Nicol and Muirson.	Oct. 1817	Oct. 1817	14,918.
<b>KYLE RHEA FERRY PIERS</b> } - - - Between the Glenelg Road and the Isle of Skye.	11.	824.	J. Mitchell	Jan. 1818	D <sup>o</sup> .	Feb. 1818	William Read.	Oct. 1817	June 1819	8,806.
<b>GOURDON HARBOUR</b> - - - Near Bervie—Kincardineshire	-	-	J. Gibb	Oct. 1815	D <sup>o</sup> .	Feb. 1818	J. Davidson.	Nov. 1818	30 Nov. 1818	1,146.
<b>HELMSDALE BRIDGE</b> - - - County of Sutherland—Over the river Helmsdale two arches	{ One hundred and forty feet.		T. Telford	22 Aug. 1809	Mr. Farquhar	April 1818	Mr. Farquhar	Oct. 1819	Nov. 1819	2,000.
<b>INVERFARIGAG ROAD</b> - - - County of Inverness—From the kirk of Daviot through Strath Nairn to Inverfarigag Bridge and Loch-Ness (with Approach to Nairn Bridge)	19.	1,128.	W. Cumming	30 Jan. 1807	Marquis of Stafford, and others.	29 Mar. 1809	George Burn.	1 Oct. 1811	Oct. 1811	2,176.
<b>INVERGORDON and INVERBRECKIE FERRY PIERS</b> } - - - On the N. and S. sides of the Cromarty Frith	-	-	T. Telford	Dec. 1817	Fraser of Lovat, and others.	3 April 1807	Campbells and Macpherson.	Martinmas 1810	April 1811	4,128.
<b>INVERMORRISTON ROAD</b> } - - - County of Inverness—From Bona Ferry (foot of Loch Ness) along the W. W. side of the Loch to Invermorriston	21.	1,225.	J. Donaldson	25 Mar. 1805	Cadboll & Newhall	7 Feb. 1819	J. Watson.	1 Nov. 1819	- - -	1,437.
<b>ISLAY ROAD</b> - - - - - County of Argyll—From Bridge-end in the Isle of Islay to Portmahaven	14.	1,239.	G. Langlands	12 Feb. 1805	Sir J. Grant, and others.	19 June 1805	J. Livingstone.	1 Aug. 1808	Nov. 1812	4,892.
<b>JURA ROAD</b> - - - - - County of Argyll—From the Ferry of Feoline to the Ferry of Lagg, in the Isle of Jura	16.	157.	G. Langlands and D. Wilson	28 Dec. 1806	Mr. Campbell of Shawfield.	20 Sept. 1806	M'Eachern and M'Gregor.	Whitsunday 1807	Feb. 1807	1,513.
<b>SMALL ISLES HARBOUR</b> } - - - On the East coast of the Island of Jura, adjacent to the Jura Road	-	-	John Sinclair	12 Sept. 1812	Mr. Campbell of Jura.	25 Feb. 1807	Mr. Campbell of Jura.	1 Aug. 1810	June 1812	4,330.
<b>KEILS ROAD</b> - - - - - County of Argyll—From the quay of Keils to a junction with the County Road	1.	528.	G. Langlands	12 Feb. 1805	D <sup>o</sup> .	May 1813	D <sup>o</sup> .	No formal contract	Nov. 1815	747.
<b>KEILS FERRY PIER</b> - - - On the main land of Argyllshire, opposite to Lagg Ferry Pier, in the Isle of Jura	-	-	-	-	J. McNeil, esq.	20 July 1805	A. M'Vicar.	Martinmas 1806	June 1808	228.
<b>KILMELFORD ROAD</b> - - - County of Argyll—From Kintraw Inn to the kirk of Melford	8.	888.	A. Langlands and D. Wilson	7 Dec. 1806	Mr. Campbell of Jura, and Mr. McNeil.	1817	Mr. Campbell and Mr. McNeil.	No formal contract	Aug. 1820	130.
<b>KINTAIL ROAD</b> - - - - - County of Ross—From Dornicor Ardeive Ferry (Loch Ling) to Sheill House	-	1,340.	J. Mitchell	1 Jan. 1814	Genl Campbell of Loch-Nell.	28 Mar. 1807	Messrs. Clarks.	1 Sept. 1809	Aug. 1810	2,050.
<b>KIRKWALL HARBOUR</b> - - - Island of Pomona or Main-land, county of Orkney	-	-	T. Telford	2 April 1808	H. Innes, esq. and others.	15 Feb. 1815	H. James, esq. K. Mackenzie, esq. and others.	Martinmas 1817	July 1819	10,611.



At Ardgay the Road turns directly upon Bonar Bridge, and is finished; the distance is not quite a Mile, but being on wet and swampy ground, the Road has been unusually expensive from the necessity of carrying a large quantity of Gravel from the Shore of the Dornoch Frith; and of making Fences on both sides of the Road, which passes through cultivated land. These Fences are absolutely necessary, as the Drovers of Cattle from Sutherland and Caithness which formerly passed the ford at Portinlech, will now cross the Frith at Bonar Bridge.

Measurement.

m. yds.  
— 1,436.

**CREECH ROAD.**—Passing over Bonar Bridge (of which we shall hereafter speak) an Interval of Two Miles and a half between that and Creech at present unprovided with a Road requires immediate attention, and as an effectual method of supplying the Deficiency, the Builders of the Bridge have been prevailed upon to contract for it at the estimated expence, and no doubt the Road will be speedily and substantially executed. Without reference to the Map, it may be difficult to understand in what manner the determination to pass the Dornoch Frith at Bonar instead of Creech has caused an alteration in the Northern part of the Fearn Road, and a prolongation of the Tain Road, as well as the necessity of making the Creech Road (on the Sutherland side of the Frith) separately from the future Tongue Road, of which otherwise it would have formed the Southern Extreimity.

Measurement.

m. yds.  
2. 633.

**SKIBO ROAD.**—From Creech the Road continues in an Eastern direction to Skibo and the Little Ferry, and from thence to Golspie. This Road was undertaken by Messrs. Gilchrist and Peacock in 1809; and with a punctuality, of which We have had few examples among our Contractors, was finished within the time allowed, that is before Martinmas 1811. The Contract price was nearly Four Thousand Five Hundred Pounds, and the Transaction has been closed.

Measurement.

m. yds.  
16. 267.

**FLEET MOUND.**—It will not have escaped notice in the description of the last-mentioned Road, that it is very inconveniently interrupted by a Ferry which crosses the entrance of a small Estuary North of the Dornoch Frith, commonly called The Water of Fleet, from a River of that name which falls into it. The Little Ferry (as it is called with reference to the larger Ferry at Tain) is about Four Miles below the Head of the Estuary; but at Three Miles above the Ferry a situation has been found suitable for a Mound or Embankment; and this has been proposed to us as a cheap mode of superseding the necessity of this Ferry, which is the only one remaining to interrupt the Road from Edinburgh by Sterling to Thurso, when the Lovat Bridge over the Beauley River shall have been finished.

Thus the object is confessedly important, and had it been proposed as part of the Skibo Road, probably no hesitation had been experienced. In the existing state of things, we could not help reflecting that a certain portion of the Skibo Road already made would be rendered nearly useless, and that we should not be justified in affording aid a second time to the same object though in an improved form.

Measurement.

m. yds.

16. 267.

**SKIBO ROAD.**—The Skibo Road extends from Creech to Golspie, and is intersected by the Little Ferry ; it was finished in the year 1811, and has not been much injured by the want of repair, which however will now be applied to it without delay.

Measurement.

m. yds.

7. 697.

**FLEET ROADS AND MOUND.**—In our last Report to Parliament we explained at some length an arrangement which had been made for avoiding the Little Ferry, by a large deviation from the Line of the Skibo Road. Three Miles and a half of new Road are necessary for this purpose on each side of Strath-Fleet, and this has been completed in the Two last Seasons. Access is thus obtained to the more difficult operation about to be undertaken in constructing a Mound and Bridge across the Estuary. The Mound will be nearly One Thousand Yards in length, comprizing a Bridge of Five Arches, fitted with Valve Sluices, by means of which a space of about Four Hundred Acres, at present inundated by the Tide as well as occasionally by Land Floods, will be effectually drained. The Contractors are not without hope of finishing the whole in the present Season ; and although We hardly think such dispatch practicable, We are well assured that every prudent degree of exertion will be made, Earl Gower himself having lent his Name to the Contract. It is observable, that by means of this Mound, a communication will be perfected to the remotest part of Scotland, without the necessity of submitting to the Inconvenience of a single Ferry ; those of Dunkeld, Beauley, Conan, and the Mickle Ferry of the Dornoch Frith, having been already superseded by means of the aid afforded under the Highland Road and Bridge Act.

Measurement.

m. yds.

21. 880.

**DUNROBIN ROAD.**—The Road from Golspie, passing near Dunrobin Castle, extends to the Northern Limit of the Sutherland Coast, and was finished in the Year 1811. Considerable repairs, which had become necessary on this Road, would have been completed previous to the last Winter, had not the Contractor been negligent and inattentive to his engagement : He is now at work. Taken conjointly, the Dunrobin Road, the Skibo Road, and the Creech Road, will require about £.12. per Mile to place them in a proper state of repair.

Measurement.

m. yds.

47. 1,672.

**TONGUE ROAD.**—From Bonar Bridge an extensive Road will pass Northward to Tongue on the North Coast. It has been determined that a breadth of Twelve Feet will be sufficient for this Road, except for a short space at its South end, where it serves as a commencement to the intended Assynt Road, and will be of the usual breadth of Fifteen Feet. We have the satisfaction to announce, that Messrs. Gilchrist & Peacock, of whom we have had occasion to speak as Contractors for the Tain Road, have now become Contractors for the Tongue Road, and have engaged to commence the work at both ends, in confidence of which, We have appointed Two Road Inspectors. We have reason therefore to expect, that this Road, so important to Sutherland, will be finished at the close of the Year 1818, the time stipulated by the Contract.

**ASSYNT ROAD.**—Four Miles above Bonar Bridge, a branch from the Tongue Road will be made Westward, towards Assynt in Sutherland ;

but



Estimate - £. 1,608	1	0
Expenditure:		
1,608	1	—
+ 8	—	—
	1,616	1 0
Excess -	8	0 0

Dornoch Frith, the Creech Road connects the Bridge with the Skibo Road. The estimated Expense and also the Contract Price of the Creech Road was £.1,608, and the Extra-work exceeded the valuation of authorized omissions by £.8; shewing that Sum to be the excess of Expense beyond the Estimate.

Measurement.		
m.	16.	yds. 267.
Estimate - £. 4,540	10	7
Expenditure:		
4,445	—	—
193	10	—
	4,638	10 —
	81	10 —
	4,557	0 0
Excess -	16	9 5

SKIBO ROAD.—This Road was finished in the Year 1811; the estimated Expense was £.4,608, or, deducting certain Fence Claims, £.4,540; the Contract Price was £.4,445, and, on settlement of the Account, £.193 additional was paid in satisfaction of Fence Claims; but on the other hand, £.81 was deducted for authorized omissions, shewing, on the whole, an excess of £.16 beyond the estimated Expense.

The Northern part of the Skibo Road, or about Three Miles on each side of the little Ferry, has been in some degree superseded by the great Mound across Loch-Fleet, next to be described; but the entrance of Loch-Fleet is in reality a secure Harbour, so that the improvement of the Roads to and from the landing places on each side of the Little Ferry would have been justifiable in that point of view, had the Fleet Mound been originally projected.

See 6 Rep. pp. 19, 20.	
Measurement.	
m.	yds.
7.	697.
Estimate -	£. 2,630 19 0
Expenditure:	
2,502 17 —	
— 4 2 6	
<hr/>	
	2,498 14 6
Saving g -	- 132 4 6

STRATH-FLEET ROAD.—Before the Mound itself (of which the origin has been heretofore described) could be commenced, Roads of access to the spot were to be formed; the estimated Expense of these amounted to £.2,631; the Contract Price to £.2,503; the deduction on final inspection was £.4, and the Saving was consequently £.132.

FLEET MOUND.—The expectation of the Contractors that the Fleet Mound might be closed during the Year 1815 was not realized, but they completed the Bridge of Five Arches, and ceased working on the Embankment in the Month of October, reserving themselves for the next Spring, at which time the work was resumed with redoubled energy; insomuch that in the beginning of June last the East and West Banks were advanced within Forty Yards of each other, and an attempt was made to close the interval. The first attempt did not succeed, and the materials were displaced by the Tide, but no one was discouraged, the want of arrangement among the Workmen being the only cause of failure; and on the 18th of June the Breach was effectually stopped, and has since stood firm without leakage or other imperfection. This great Embankment is nearly a Thousand Yards in length, and towards the East-end its Base is Sixty Yards wide, its height Twenty-three feet; and we hope that the ground thus gained from the Sea will become as valuable as has been reasonably expected.

Since June last the Road-way and facing of the Embankment have been nearly accomplished, and we have been solicited to take the work off the hands of the Contractors, they paying us the valued amount of deficiencies; but it would be an unnecessary deviation from our practice to undertake part of a Contract in that manner without urgent necessity.

Mr. Telford was on the spot in September last, and recommended an Estimate to be made of the Expense of a Row of Piles above the Bridge, and Gratings in the Arches, to defend the Sluices from injury by the Ice, which is brought down the River Fleet in great quantity after sudden Thaws.

**DUNROBIN ROAD.**—This Road extends from the Strath-Fleet Roads to the Northern limit of the Coast of Sutherland: it was finished in the Year 1811. The original Estimate amounted to £. 6,771, to which was afterwards added for an enlargement of certain Bridges £. 192. The Contract Price was £. 5,772, and sundry additions thereto cost £. 307; besides which a Claim for replacing Fences was satisfied, amounting to £. 819. The Saving within the Estimate is £. 65.

The Repair of this Road has hitherto been undertaken in common with the Creech and Skibo Roads (in all Forty Miles) under the aggregate title of the Sutherland Coast Road; in the Year 1814 the Expense was at the Rate of £. 8 per Mile; in 1815 at £. 5 per Mile; and in 1816 the Contract Price was £. 2. 19. per Mile; nor do we expect much variation from that Rate in future.

The **HELMSDALE BRIDGE** was originally included in the Dunrobin Road Estimate, but was separately contracted for at £. 2,150, the Estimate being £. 2,042; and Extra-work was allowed to the amount of £. 26, causing the excess of Expenditure to amount to £. 134, which was wholly paid by the County of Sutherland.

**TONGUE ROAD.**—This extensive Road from Bonar Bridge, through the Middle of the County of Sutherland to the North Coast at Tongue, is under Contract to be completed at the close of the Year 1818, and the work has hitherto been prosecuted by Mr. Gilchrist without relaxation of effort. The Heritors of Sutherland appear to be well satisfied with the progress already made, they having applied for a final inspection of Eighteen Miles of the Road at its South end, supposed by them and by the Contractor to be in a finished state, but they were premature in their expectations. At the North end of the Road a space of Eleven Miles is in great forwardness, so that if the intermediate part contain as much finished work as may be balanced against the deficiencies of these Twenty-nine Miles, Three-fifths of the Road has been finished in Two Seasons, and Two-Fifths only remains to be performed in the Two next working Seasons. We shall rejoice if this Calculation be realized hereafter.

Besides the Roads thus described in Sutherland, a Line has been surveyed between Brora near Dunrobin, and Farr on the Northern Coast; and another Line Westward from Portinleik, branching into Assynt in Sutherland, and to Ullapool in Ross-shire; and there has been no disappointment in our transactions which We so much regret, as not to have been enabled to make this Road, in our apprehension almost the only one of general importance not now opened, or about to be opened in the Highlands of Scotland, by means of the Road and Bridge Act.

Measurement.  
m. yds.  
21. 380.

Estimate:  
6,771 0 0  
191 11 0  
6,962 11 0

Expenditure:  
5,772 0 0  
306 10 11  
819 7 2  
6,897 11 1

Saving - - 64 12 11

Water-way  
140 feet.

Estimate - £. 2,042 0 0

Expenditure:  
2,150 0 0  
+ 25 18 7  
2,175 18 7

Excess - - 133 18 7

Measurement.  
m. yds.  
47. 1,672.

The Creech Road is carried along difficult ground and was expensive; but is as excellent in formation and durability as might be expected from the Contractors for the Bonar Bridge.

Measurement.

m. yds.

16. 267.

Expenditure £. 4,557 0 0

**SKIBO ROAD.**—The Skibo Road, which originally terminated at the *Little Ferry*, has since been directed to the Fleet Mound, whereby the use of that Ferry is superseded; so that this Road, lengthened to Bonar Bridge at its West end by the Creech Road, and to Fleet Mound at its East end by a Road of similar extent, becomes connected with the abolition of Two Ferries, the most striking instances perhaps of the improvement of Highland communication effected under the Road and Bridge Act.

The particular Line of Road now passing by Skibo, was a source of much discussion before it was adopted; and the middle of it has been hitherto kept damp by the shade of a Fir Plantation, beyond which the Soil is unfavourable. In the Summer Season this part of the Road is smooth and pleasant; and we took the earliest advantage of the means afforded us by the Road Repair Act of 1819 to expend £. 280 in rendering it more solid for Winter use.

An excellent New Inn has been built on this Road by The Marquis of Stafford, at Clashmore, the nearest point to the *Mickle Ferry*, which before the existence of Bonar Bridge was the only practicable mode of reaching Sutherland and Caithness from the South.

At Clashmore, the Mail Coach leaves the Skibo Road (for the purposes of the Dornoch Post-Office) and rejoins it on the Summit of the Dornoch Moor. The Country Road, made for this purpose, is not unexceptionable as to its materials, but is much better in form and direction than could have been anticipated.

Near Fleet Mound the Road was made under a distinct Contract, embracing nearly Four Miles on each side of Strath-Fleet, at the expense of £. 2,500.

Measurement.

m. yds.

0. 995.

**FLEET MOUND.**—This great work seems to have been first projected by the Marquis of Stafford, or rather by Earl Gower, who cultivates an experimental Farm on the shore of Strath-Fleet. This Strath, or Valley, extends far up the Country, and into a District so rugged and mountainous that no practicable pass could be discovered; that through Strath-Carnoc being at such elevation as to be liable to obstruction from Snow during the Winter Months. The difficulty appeared to be insuperable, and what had been accomplished by the Bridges of Dunkeld, Lovat, Conan, and Bonar, was likely to fall short of the great object of establishing a communication, unbroken by Ferries, to the extreme North of Scotland.

The Marquis of Stafford offered to contribute One Thousand Pounds beyond the Moiety of the estimated expense of the Mound, in consideration of the contingent benefit derivable to his property from shutting out the Sea (which covered about Four Hundred Acres above the



the proposed site of the Mound), and to expend Two Hundred Pounds on the Sluices. With such encouragement, we did not hesitate at adopting the only practicable mode of carrying a Road across Strath-Fleet. The Embankment or Mound is of the most solid kind, to the extent of nearly One Thousand Yards in length, and the Road-way upon it is defended from the Surge and Spray of the Sea by a low Parapet Wall.

App. (O. N<sup>o</sup> 35.)

At the East end of the Mound are placed the Four Arches with their Sluices, by which the Water of Fleet, and occasional land floods pass to the Sea at Low-Water; but the Sluices being each Twelve Feet wide, they cannot be commanded without Machinery, which has therefore been provided and affixed.

Several Acres of Land, immediately above the Bridge, are always under water; but towards the upper end of the Strath, and the Western side of it, wherever any water descends from the side of the hills, a considerable degree of vegetation has begun to appear, and annually increases. The Arches required greater solidity of foundation than was provided by the original Estimate, and afterwards Rock Cutting was found necessary to admit the current of water to run direct upon the Sluices, which are now defended by a Row of Piles against large masses of floating Ice.

Estimate	-	£. 8,435	0	0
		+ 304	7	6
		+ 550	3	0
		9,289	11	2
Expenditure	-	9,289	11	2

Additional Estimates to the amount of £. 855 were undertaken by the Contractors, besides which the Marquis of Stafford indemnified their loss on the original Contract to the amount of £. 644, and built a Cottage for the use of the Flood Gate Keeper, at the expense of £. 78: Altogether, the entire expense of the Fleet Mound and of the Roads of approach to it, cannot have been less than Twelve Thousand Five Hundred Pounds, of which the Public paid no more than Four Thousand Seven Hundred Pounds.

£. 644	0	0
78	0	0
£. 722	0	0

**DUNROBIN ROAD.**—From Strath-Fleet the Road approaches the Coast near Golspie Church: it then turns to the left passing behind Dunrobin Castle, and again, at the old Bridge of Brora, approaches the Coast, from which afterwards it does not greatly recede, though in some places it is carried along the base of the mountains at the upper boundary of the Arable ground. This Road terminates on the Ord Hill, where the Caithness Roads commence, and is, generally speaking, solid and durable, but is said to suffer materially from a cause which we cannot deprecate, nor wish to dissemble; that is, from the increase of laden wheel Carriages of a superior kind, consequent on the improved cultivation of this part of the Coast of Sutherland. The Helmsdale Bridge was built under a distinct Contract.

Measurement.	
m.	yds.
21.	880.
Expenditure	£. 6,897 18 4

App. (O. N<sup>o</sup> 27.)

All the Roads from Bonar Bridge to the Ord, intitled in the aggregate, The Sutherland Coast-Road, are maintained in repair under one Contract, the expense of which has been £. 939 in the last Four Years, averaging at £. 5 per Mile per Annum, not including the expense which has been incurred in the improvement of the Skibo Road; and we wish that





# MAP OF SCOTLAND.

FROM  
Original Materials  
*Obtained by the*  
PARLIAMENTARY COMMISSIONERS  
FOR  
HIGHLAND ROADS and BRIDGES:  
AND  
Exhibiting The  
ROADS, BRIDGES, and HARBOURS.

Made, Contracted for, or under Consideration.

1817.

Scale of 30 English Miles.

