

s conducted by Mr. o. 58, Willow Street, John Hughes who, Street. About 1860 to make an approach on. The water from Beatrice Street just coming down from the Cambrian Coal Wharf are several fetid pools ere Cambrian Buildings now stand, and into the open channels or . At the time of the , the medical gentleman at the pond called it in Coney Green before." Some of these crossed road, and as they decided the position of the street Commissioners decided, in order to adopt this route, that it, but, later, a consequence, by the Railway, and the road, now is made. But so far as it appeared to be until 1872 when the surplus land was a narrow piece facing Leg Road 44s., four lots to 26s., and the 1s. per square yard, users became so im-

anticipated in this act of walling without the local authorities, and to be taken down

the Presbyterian Church, the memorial stones of which were laid in 1888, and opened in 1889, the cost being about £2500.

Beyond are Cambrian Buildings, erected in 1869 by Mr. Samuel Dyas, and the Cambrian Railway Station, wherein the business of the Company is transacted, and which was erected in 1862 at a cost of £8000. The first sod of the Oswestry and Newtown Railway was cut, with great ceremony, in the Bowling Green Meadow, adjoining the ancient Domesday Mill, at Welshpool, on the 1st August, 1857, by Lady Williams Wynn, and a second turf by Mrs. Owen of Glansevern, and on May 1st, 1860, the first passenger train from the Oswestry station left at 9.15 in the morning, and ran as far as Pool Quay, the engine used being named "Glansevern."

The cutting of the first sod of the Oswestry section of the Oswestry, Ellesmere and Whitchurch railway was performed by Miss Myra Katherine Ann Kinchant of Park Hall, in the Shelf Bank field, on the 4th September, 1862, in the presence of upwards of 3000 people. The following ladies and gentlemen afterwards performed the same ceremony:—Miss Lloyd (daughter of the Mayor), Miss Moore, Mr. T. Barnes, Quinta, Mr. Kinchant, Park Hall, Mr. John Stanton, Miss Jebb, Mr. G. H. Whalley (Chairman of the Board of Directors), Mr. Howell of Welshpool, and Messrs. Allinson and Parry, Bailiffs of Ellesmere. The Committee appointed to conduct the ceremonies, which included a procession through the town, several presentations, a collation, and a treat to over a thousand children, was composed of the Mayor (Mr. David Lloyd, Wynnstay Arms Hotel), Aldermen Thomas, Morris and Minshall, Councillors Phillips, Hilditch, Dale, Saunders, E. W. Thomas, John Thomas and Benjamin Roberts, Dr. Fuller, and Messrs. John Morris, builder, David Rees, banker, J. F. Whitridge, W. H. G. Weaver, Henry Davies (Treasurer), and J. Askew Roberts (Secretary). The line was opened for traffic on the 27th July, 1864. (Of the before-named, one only survives—the

portion of this land.

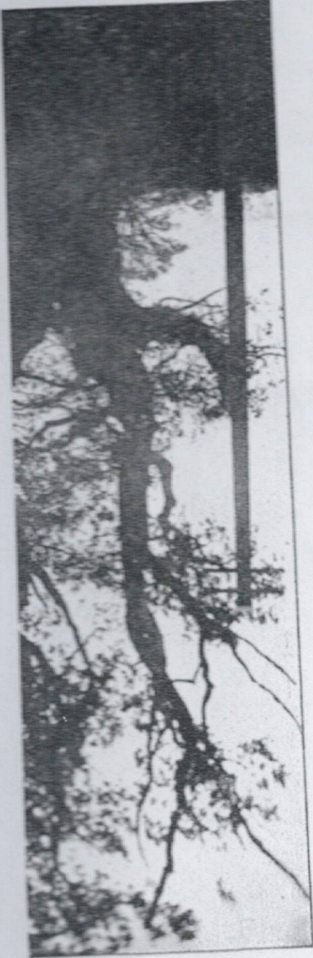
Great Western Railway Station. The main line, promoted under the title of the Shrewsbury, Oswestry and Chester Junction Railway, was sanctioned in 1845 and completed for traffic in 1848, the novelty at the time being so great that many Oswestrians walked as far as Gobowen, especially on Sundays, to watch the trains rushing past. The branch from Gobowen to Oswestry was opened on 23rd December, 1848 (*Shrewsbury Chronicle*), a temporary wooden structure, to serve the purposes of a station, being fixed on land, part of "Cooper's Croft" (No. 32 on Map), which in 1795 belonged to the Presbyterians of Salop. The stationmaster and goods collector was Mr. Edwin Jones.

According to a Time Table of 1850, a fast or select (1st and 2nd class only) train starting from Oswestry at 12.7 noon reached Shrewsbury 1.10, Wolverhampton 2.44, Birmingham 3.30, and London 8.30 p.m., and a like down train leaving Oswestry at 7.25 a.m., arrived at Chester 8.50, Liverpool 9.45 and Manchester 12.15.

In 1866 a small building was substituted for the "hut" station, and the present erected about twenty years afterwards.

Adjoining the latter ground was another Croft (No. 33 on Map), belonging to Mr. J. C. Kinchant, and which is now occupied by the Coal Offices and Yards.

Next came a field (No. 34 on Map) owned by Mr. R. G. Owen, that extended from the site of the Coal Offices to opposite the Cambrian Inn. It was at this point that a turnpike gate was fixed across the Holyhead road, with a Collector's house adjoining. No. 35 on Map, comprising 8 a. 2 r. 0 p., was known as "Scybor Ward's land," that in 1795 belonged to the Rev. George Warrington, and upon



An old tree standing on
belonged to the

which the Cambrian Works and approaches have been erected. The first engineering works of the Company were of a temporary character, at Welshpool, but in 1865-6 the buildings here were put up under the superintendence of Mr. George Owen, C.E., from designs furnished to Mr. Thomas Savin by Mr. John Robinson of Manchester. The buildings, exclusive of the running sheds, covered an area of about four acres, and under the superintendence of Mr. Alexander Walker, the then Locomotive Engineer, the Company was capable of supplying all the necessary plant "from a foot-warmer to a steam engine." The chimney, octagon in shape, and 150 feet high, is a prominent object in the landscape for miles around. A large number of men have been employed, the nine hours system came into operation with them in January, 1872, continuing until January, 1919, when the working hours were reduced to a 47-hours week. With the latter arrangement, however, came a great change and loss to the householders and toilers of the town and surrounding district, extending nearly to Llangynog in the one direction, for the six o'clock "hooter" which had for upwards of fifty years so faithfully regulated the commencement of their domestic duties, altered its time to eight o'clock.

The last cottage stood on the right, beyond the turnpike gate, upon a Croft (No. 36 on Map) belonging to the Rev. George Warrington and in 1795 was occupied by Mr. William Price.

INDUSTRIES.

Having completed the survey of the town, it is interesting to note some of the trades carried on by its inhabitants from 1558 down to the middle of last century, and which appear frequently in the Parish registers, viz. :—

Canwr (bleacher), bell-founder, palmantwr (pavier), bladurwr (scythe-maker), pobydd and pobyddes (baker m. and f.), card-maker, dyer,

Owen
1920