

1 *Start at ST TRILLO'S CHAPEL (1).* This fascinating building is thought to be the smallest church in the British Isles, seating only six people. It is named after St. Trillo, a 6th century Celtic saint who built his cell here. The age of the present building is not known, as it has been heavily repaired over the centuries. St. Trillo's original cell is more likely to have been made of wood and wattle, although he may have built a wall of stones gathered from the beach to protect it from the wind.

Go inside the chapel if it is unlocked. It is on the site of an ancient spring. This provided St. Trillo with his supply of drinking water, and would have been an important factor in making him pick this site. You can still see the well in front of the altar. For centuries this well supplied the water for baptisms all over the extensive medieval parish of Llandrillo. As well as this, in times gone by it also had a long tradition of being a healing well. Communion services are still held regularly in the Church – it is humbling to think that you are standing on a spot that has been the site of Christian worship for nearly 1500 years!



Celtic monks usually built an enclosure round their cell so that they could farm to feed themselves. This was known as a "Llan." This is how Llandrillo yn Rhos (the original name of Rhos-on-Sea) got its name. Rhos means marsh, so the name means the "Llan of St. Trillo by the marsh." The surrounding area would have been marshy as originally it was an island formed by two branches of the local river.

2 *On leaving the chapel, take the footpath along the seawall towards the centre of Rhos. Look closely at the shore on your left.* At low tide you can see the remains of the foundations of the medieval **RHOS FYNACH FISHING WEIR (2)**, one of many once found round the Welsh coastline. There used to be two fishing weirs at Rhos. They consisted of a large V-shaped enclosure made out of wicker fencing. At high tide the fish swam into the structure, and were then trapped in a pool as the tide went out. Weirs such as these were so effective that by Victorian times they were a danger to fishing stocks, particularly salmon. Therefore in 1861 Parliament passed a law ordering their destruction. As a result the other weir in Rhos was demolished. However the new law granted an exemption where the owner could prove his weir had existed before the time of Magna Carta (i.e. 1215 AD). The owner of this Rhos Fynach weir was able to prove its medieval origins to the satisfaction of the

Commissioners, and so it escaped destruction – further evidence of the antiquity of the settlement at Rhos. The weir was amazingly effective and enormous quantities of fish could be caught. For example, in 1850 there was a record catch of 35,000 herrings in a single night! The weir even trapped an 8-foot shark in 1865, which was then put on display in Llandudno market. On another

occasion (in 1907) 10 tons of mackerel were caught on a single tide. The last owner of the weir, one John Parry Evans, trained terrier dogs to retrieve salmon from the weir. The first dog he

trained, Jack, was so admired that he was awarded with a silver collar and became a popular tourist attraction. Unfortunately he died in 1873 after receiving fatal injuries from another shark trapped in the weir! The weir fell into disuse during the First World War, and regrettably its stakes were later removed as a danger to boats.



3

Carry on until you reach the semi circle of shops on the front. This was the Pierhead and the octagonal stone building was the **ORIGINAL PIER TICKET OFFICE**

(3). Rhos once had a very substantial pier 1,500 feet long (said to have been bought second hand from Douglas in the Isle of Man in 1895!). The "Colwyn Bay & Liverpool Steamship Co" operated a regular passenger steamship service for many years between Liverpool and Holyhead and used this pier to set down passengers for Rhos and Colwyn Bay. In 1908 a steamship called the Rhos Neigr sank while trying to dock at the pier to pick up 75 passengers. Some of the **STEAMSHIP WRECKAGE**

4

(4) can still be seen at very low tides a few hundred yards out to sea and to the left of the original Pierhead. In the Second World War the Home Guard removed many of the planks from the pier, so that any invading German soldiers using the pier for a nighttime invasion would fall through the holes!



5

Across the road (to the left of the junction with Abbey Road) you will see the **RHOS FYNACH** (5) Public House and restaurant. Six Roman coins in excellent condition dating from the time of Constantine the Great were found in an old stone drain in the garden here, so this ancient site could have links back to Roman times. In the Middle Ages the site is thought by many to have been an outpost of the large Cistercian monastery at Maenan in the Conwy Valley known as Aberconwy Abbey. If so, the monks responsible for collecting the fish from the

ancient fishing weir we have just passed would have used it as an overnight stop. (There is a tradition that a monk wearing a brown habit and white cloak still haunts the buildings!). What is certain is that a charter of Llewellyn the Great dated in the year 1230 records

that all rights in the land of "Ros Veneych" were bought by his chief adviser, Ednyfed Fychan" on condition that he paid a rent of 2 shillings each year (10p in modern money!) to pay for lamps in the

parish church at Easter. Ednyfed was a very important figure in Welsh history. He also owned a manor house at the foot of Bryn Euryn, the hill at the back of Rhos (see 17 - Llys Euryn on extension C of this walk). We also know from a charter that Rhos Fynach, together with its lands and fishing rights (i.e. the weir we have just passed), was granted to a certain Captain Henry Morgan in 1575 by the Earl of Leicester for the princely sum of 6 pence! These favourable terms were granted "in recognition of his services rendered at sea in connection with the Queen's enemies." In other words Captain Morgan was a sea rover in the Drake tradition, a privateer who was probably not too particular whether England was technically at war or not with the ships he attacked. Sadly he was not the notorious pirate Captain Morgan (the one the well-known rum is named after), despite rumours to the contrary



6

Continue along the promenade. The small harbour to your left was formed relatively recently when the breakwater was built to stop the houses on the front from being flooded. *Continue to the CAYLEY ARMS* (6). Take a look at the sign hanging outside this pub. This shows there is a genuine link for Rhos with a world first in aviation. The Cayleys were prominent local landowners who left their mark in many of the local street names, including the Cayley promenade (with its attractive green bank) to your left. This pub sign commemorates one of their ancestors, Sir George Cayley of Brompton by Sawley in Yorkshire, an eminent inventor and arguably the true pioneer of aviation. He discovered the key principles of aeronautics and this enabled him to design a practical flying machine 50 years before the Wright brothers. As long ago as 1853 Sir George managed to build a machine that could carry the weight of a man. This glider was called the "Cayley Flier" and paved the way for the Wright brothers' powered flight in 1903, a debt the Wright brothers fully acknowledged. The Cayley Flier flew for about 900 feet across Brompton Dale before crash-landing. This was the first recorded flight in history in a fixed wing aircraft, so it is fair to describe Sir George Cayley as the true inventor of the aeroplane. Interestingly Sir George did not take the risk of actually flying the plane himself (in fairness he was 80 at the time). Instead he ordered his

unfortunate coachman (John Daley) to fly it for him. Understandably John Daley was not too impressed by this great scientific breakthrough, but was more concerned about the danger he was put in as pilot. After undergoing his record breaking but alarming experience of air travel, he proceeded to resign on the spot, reputedly with the words "Please, Sir George, I wish to give my notice. I was hired to drive, not to fly" – a not unreasonable reaction!

It is surprising how little recognition is given to Sir George in Britain for

his great breakthrough – he is far better known in America. However in Rhos at least he gets some recognition in the name of this public house and in the local street names.

Continue along the promenade. Note the **OLD FISHERMEN'S COTTAGES** on your right, with their attractive gardens. Observe how low these buildings are, showing how the ground was raised in Victorian times to build the Promenade

7 *Continue along the promenade.* Just after the attractive flower gardens, notice on your left the **MEMORIAL TO REV. W. VENABLES WILLIAMS** (7). This monument was erected by public subscription "in recognition of the many public services" he rendered to the area. He was vicar of the parish of Llandrillo yn Rhos for 31 years, and prominent in many of the developments of both Rhos and Colwyn Bay. However, he was also a controversial figure. For example, he resisted the demands of local farmers for relief from tithes during the bitter "tithe wars" in the area. These were so serious that the troops were called in to suppress the riots in the nearby village of Mochdre. Rioters burnt down the Venables Williams mission church in Colwyn Bay and he even received an anonymous letter threatening to blow up his vicarage if he did not agree to a reduction in the tithes! He also tried to stop the new resort of Colwyn Bay from splitting away from his large parish of Llandrillo yn Rhos in 1893. He even went to the extent of petitioning parliament, and personally wrote to Queen Victoria in his efforts to try and stop Colwyn Bay escaping from his control!

8 *Cross over the road and continue along the pavement to the OLD STONE BUILDING (8) (hopefully still standing). This was known as the Aberhod and is one of the oldest buildings in Rhos, being based on a 17th century farmhouse. A map from 1763 shows it well back from the sea, revealing how the sea has encroached on the shoreline of the bay in recent centuries. At the time of writing, this site is being redeveloped as housing, but under current plans the original frontage should be preserved.*

9 *Look in the yard to the left of the Aberhod.* This is the **HARLEQUIN PUPPET THEATRE** (9). Opened in 1958, this attractive building was the first ever purpose built puppet theatre in Britain. It continues to put on regular marionette shows of a very high standard. Over the years its owners also created many puppet programmes for BBC Children's TV.

10 *Continue along the pavement up the slope. At the corner of the Mount Stewart Hotel cross Whitehall Road (noting the old stone horse-trough at the foot of the slope) and then walk along the top of the Cayley Promenade, with its fine views over the sea. Stop outside*



MORYN (10). The eminent architect Sidney Colwyn Foulkes designed this impressive house for himself. (It has recently had major extensions to the front in a different style.) He designed a number of important buildings in Colwyn Bay and Rhos-on-Sea, usually with a neo-Georgian idiom like this one. Notice the stone pineapples on the roof on the right of the house, a theme we shall return to later in the walk. He also designed the elegant pair of bungalows to the right.

Admire the view of the bay (including Colwyn Bay pier to the East). About two miles away, beyond the pier, you can see a headland at the end of the Bay, with a semi-circular bridge at its foot. This is **PENMAENHEAD**. This was the site of a major historical event of national importance. The headland used to extend right to the seashore until quarried away in more recent years and was extremely difficult to cross. Although little known locally, it was here that the Plantagenet line of English kings was effectively brought to an end when in 1399 King Richard II was ambushed. Richard had taken an army to campaign in Ireland. While he was away, Henry Bolingbroke (later to become Henry IV) led a revolt in England. Richard's army was mustered near Conwy, but very foolishly Richard delayed in Dublin. His army got fed up waiting for him and dispersed. By the time Richard reached Conwy, there were very few troops left. Therefore he barricaded himself in Conwy castle, which was believed to be impregnable. The Earl of Northumberland tricked Richard into leaving the castle with a promise of peace. Unknown to Richard, Northumberland had hidden his cavalry at Penmaenhead. Richard had only 23 followers with him and, as his party navigated the difficult path over Penmaenhead, Northumberland's troops ambushed them. He was taken as a prisoner to Flint castle, where he later met Bolingbroke and was then forced to abdicate. The next year he died in suspicious circumstances in the dungeons of Pontefract castle.

11

*Retrace your steps and turn left into Ebberston Road. Pause at the junction with Kenelm Road and look across at **AWEN** (11).* This house was the home of Alvin Langdon Coburn for the last 19 years of his life, until his death 1966. He was a pioneer photographer, and extremely eminent in his day. He was a friend of Lloyd George, who made him a welcome guest at 10 Downing Street. He took photographic portraits of many famous people, such as H G Wells, Mark Twain, George Bernard Shaw, Charles Dodson (Lewis Carroll), Sibelius and Holst. Colwyn Bay library contains his papers, including autographed books and testimonies from many of these famous people. Shaw, for example, called him "one of the most sensitive artist-photographers now living."

12

*Turn right up Kenelm Road and walk to its end. Look across Whitehall Road to **CLIFFE HOUSE** (12) on the left hand corner of Everard Road.* This Victorian villa had the claim to fame of being the first and only retirement home for vegetarians in Wales. Interestingly, Colwyn Bay was quite an active centre for the vegetarian cause in late Victorian times. The house is also noteworthy because Leonora Cohen lived here. She was a prominent suffragette who achieved national fame in 1913 when she succeeded in smashing the jewel case in the Tower of London as part of the campaign to win votes for women.

YOU NOW HAVE A CHOICE – TO RETURN TO THE START, OR TO WALK EXTENSION A.

To return to the start of the walk turn right down Whitehall Road to the seafront and then turn left. On reaching the Rhos Fynach again (5), walk along the left hand side of the pub to inspect the old buildings more closely. Then go straight ahead to walk through the pleasant little park. (This was once the site of a flourishing open air



13

*swimming pool). Leave the park at its right hand corner, and turn left up Abbey Road, then right into Trillo Avenue. Pause outside **4 & 6 TRILLO AVENUE** (13).* These listed buildings are both fine examples of the Arts and Crafts style. This movement marked a reaction against the extravagances and ornamentation of much Victorian architecture and aimed to return to the traditional designs of rural craftsmen. This can be seen in the simple style of these two houses, with their rough cast render exterior, the small paned windows, the roofs made of Llanberis slate and interestingly shaped chimneys. They were designed by North and Padmore, an architectural partnership

from Llanfairfechan. Cadw refer to Herbert Luck North as the "outstanding Arts and Crafts architect of his age in Wales".

Turn left into Marine drive. You are now back at St. Trillo's chapel. If you are feeling energetic, you could walk extension C.

14

TO WALK EXTENSION A, turn left into Whitehall Road, and cross the road. Note **THE WELL** (14) in the front garden of number 9A. Although the house and the wall round the well are modern, the well itself is much older – possibly even medieval.

Cross the roundabout, and walk up Ebberston Road West. This road is on the site of a lane that led to a Bath House on the seashore in the days before most of Rhos had been built. *Half way up the road, turn right along the private footpath leading to **HEATON PLACE** (15).* Note the two pineapples on the entrance pillars similar to those you saw earlier on the house on the Cayley promenade (10) that the eminent local architect Colwyn Foulkes designed for himself. This gives us a clue that this delightful estate was also designed by Colwyn Foulkes. It was built in the years after the war out of public donations to provide housing for elderly local residents who had themselves served the community over the years. Although the buildings look so similar, examination of the plaques at their ends shows that they were in fact built over quite an extended period, as funds were gradually raised. As you leave the estate, notice two more of the tell-tale pineapples crowning the pillars!

16

Turn left into Digby Road, then right into Tan-y-Bryn Road. Notice **WOODSIDE GRANGE** (16) opposite you. This is a good example of the large late Victorian houses that once lined this road, although most have now been demolished. They were usually built by successful businessmen from Manchester and Liverpool. There were special "club trains" that ran daily from Colwyn Bay station to Manchester and Liverpool to take such residents to their work in the style and comfort they felt appropriate to their wealth!



Although now blocked to vehicles at one end, Tan-y-Bryn Road was once an important thoroughfare and is one of the old medieval tracks that ran through the area long before Rhos-on-Sea was built. Indeed the track may even be much older, since two separate finds of Roman coins have been made close by, as well as a remarkably well-preserved 1st century Roman Amphora. This is a large Roman storage jar about a metre high, with a pointed base and twin handles used to

transport wine and olive oil. An amphora such as this is quite rare, as few complete examples have been found in Britain. It was found buried deep down in the ground in 1960 when a new bungalow was being built. Unaware of its antiquity, its new owners made it part of their garden display for 25 years! Amazingly it remained undamaged through this period of neglect until its true identity was discovered. It is now owned by Conwy County Borough Council and at the time of writing is on display in Colwyn Bay library, and is well worth seeing.

Opposite Rhos Road, there is a trackway signposted Bryn Euryn Local Nature Reserve. THIS LEADS TO EXTENSION B. This is a way-marked circular trail (the "Summit Trail") about one mile in length. The Council have prepared an excellent separate leaflet on this walk (called "Bryn Euryn Local Nature Reserve"), which is available from the Tourist Information Office. The trail climbs about 100 metres to the summit of the hill and does have some steep climbs and descents, which can be slippery after rain. However the walk is well worth the effort, and will lead you past the remains of the medieval mansion of Llys Euryn, through woodland and grassland, to the sixth century hill fort at the summit with its panoramic views before returning to its starting point. There are also some benches on the way up to provide resting spots, if needed! TO STAY ON THE MAIN ROUTE, TURN TO ICON 20 ON PAGE 10.

17 IF TAKING THIS EXTENSION, walk along the track way for about 25 yards, then turn right following the signpost for the Summit Trail up some steps. Follow the path along until you come to **THE RUINS OF LLYS EURYN MANSION** (17). This is the site of the fortified manor house built by Ednyfed Vychan in the 13th century, unfortunately now in ruins. There is a helpful display board provided by Conwy Council giving details of the history of the site. In his day, Ednyfed was one of the most important men in Wales, and acted as the right hand man and chief adviser to Llewellyn the Great. One of his direct descendants was Owain Tudor, grandfather to Henry VII, giving Rhos another link into national history. The original building was probably burnt down by Owain Glendower in 1409, but then rebuilt. Despite this mishap, it seems that it flourished again after it was rebuilt and passed into the hands of the Conwy family. A Welsh bard writing in the 15th century describes North Wales as the "land of ale, mead, and wine," but also goes on to give the useful tip that "the house of Hugh Conwy is the place where the indigent minstrel should resort" so clearly it was renowned for its generous

hospitality in that period. It is difficult to imagine such scenes of medieval banqueting looking at today's ruins!

18 *Continue along the Trail past the ruins, noting the disused quarry below you on your left. At a house, turn right and continue along the "Summit Trail". Follow this as it winds through the attractive woods until eventually you will reach the summit of the hill, **BRYN EURYN** (18). This is marked by a concrete "trig point", part of the nationwide network built by the Ordnance Survey to create their maps of the UK in the days*



before computers. For such a small hill (only 131 metres above sea level), the views are quite magnificent. Look out over the sea to see the sweep of Colwyn Bay. Then look above the town of Colwyn Bay to see the ancient

woodland of Pwllcrochan Woods. Then gradually turn clockwise for a panorama of Snowdonia, Conwy mountain, Anglesey and Puffin Island, the Great Orme and the Little Orme. You also have a birds-eye view of Rhos-on-Sea with its distinctive breakwater and little harbour at your feet.

Excavations have proved that this hilltop was also the site of a Romano-British hill fort. (You can still make out the remains of the walls if you look carefully). This was built in the 5th or 6th century by one of the local "kings" who sprang up after the Romans left – probably one Cynlas the Red. Cynlas was not a particularly savoury character – he abandoned his wife to marry her sister, who he dragged from her nunnery. The monk and historian Gildas, writing in the 6th century, describes Cynlas as "the Bear, red butcher and charioteer of Din Arth" (Bear's Den). This description has led some to link this fort with King Arthur, although Cynlas' lifestyle hardly fits in with the Arthurian image! However the medieval parish in which the fort lies was called "Dineirth" in the middle ages, giving some very slight support to the Arthurian tradition. Again there is a helpful display board, which gives further information, and shows a reconstruction of the fort.

Retrace your steps for about 30 yards to the nearby crag and look down. The narrow valley below you forms a natural communications route from England to Conwy and beyond. From your vantage point you can see how both the railway and the A55 run along it. However it also made a natural route for invading armies. This gives the hill a strategic importance that made it the natural site for a fort. The Roman legions marched this way in AD 61 on their way to suppress the druids in their stronghold in Anglesey. However they were ambushed in the valley below you,

and their second in command, Sempronius, was killed in the battle. To this day the valley is still known as Nant Sempyr, a name which still reminds us of the site of his death. The hill became a military site again in 1940 when the RAF made it one of their very early radar posts to detect German bombers heading to Liverpool, thus again demonstrating its natural strategic importance. The remains of the concrete floor of this WW2 outpost are still clearly visible at the summit.

Return to the trig point. Now walk straight ahead to the trail marker and follow the circular waymarked trail back to its start. As you descend the side of the hill, note the medieval parish church in its prominent position below you. We will be visiting this shortly. Also notice the low lying golf course and the stream running across it below you. If you are not going to walk extension C, refer now to the notes on the golf course (24) and Odstone (25) to learn about the historical events that unfolded beneath your feet.

At the house, carry on through the gate. You can then take your pick. The right fork is gentler, but slightly longer. The left is quicker, going down some steps.

19 Note the **ABANDONED QUARRY** (19) on your left at the foot of the hill. This was started in the 1840's, and had a horse drawn railway to take the stone to a small jetty on the seafront in Rhos, going down Rhos Road in front of you. *Turn left at the end of the track.*

20 *Continue along Tan-y-Bryn Road until you reach HICKORY'S* (20), until recently named The Ship Inn, on your right. This attractive building opposite the church was built by Whitehall Dodd - see (24). The original Ship Inn had been built in 1736 and was on the other side of the road until he had it demolished and moved to its present position in 1874.

21 *Turn left into Llandudno Road, cross over and enter the churchyard of LLANDRILLO PARISH CHURCH* (21) *through the attractive 17th century lych-gate.* There has been a church on this site since at least the 13th century, when the Pope granted Ednyfed Vychan (see Lllys Euryr 17 above) a license to build a private chapel here, so that "masses could be sung for his soul after his death for evermore". Some parts of this 13th century chapel can still be traced in the present building, most of which dates from the early 16th century. The

medieval font is also of great age – possibly dating from Norman times. This church was once the centre of a vast parish, but now just serves Rhos. The Church was whitewashed, to serve as a prominent landmark for sailors at sea. The tower is of considerable interest. As you can see, it is an unusual shape (there is only one other like it in Wales.) It was rebuilt in 1552 and commands extensive views from Anglesey in the West to Point of Ayr in the East. Note the square turret in the Southwest corner. This is known locally as "the Rector's chair". This acted as a lookout and signalling post. It is difficult to imagine now, but attacks by pirates were a serious problem for this part of the coast in the 17th century (particularly corsairs from North Africa!). The church tower formed part of a chain of signal towers that were built along this part of the coast to warn of pirate attacks.



There are a number of interesting graves in the churchyard. Perhaps the most famous is that of **HAROLD LOWE** – the heroic officer on the Titanic in charge of the only lifeboat that returned to try and save the drowning passengers. *(To find his gravestone, turn right out of the attractive 17th century lych-gate, then re-enter the graveyard by the next gate, turn left and walk about twenty-five yards. His grave is on the right, next to the path.)*

22 *Turn left out of the graveyard and walk back along Llandudno Road.* On your left, the substantial **VICARAGE** (22) is next to the church. It is at least the third one on this site. Protesters threatened to blow up the previous vicarage during the "tithe wars", as the vicar, William Venables Williams refused to reduce the tithes. We saw his memorial earlier on the walk on the seafront (7). Interestingly a large stone lined well (63 feet deep) was found just behind the vicarage when new houses were being built in 1964, but nothing is known of its history.

Continue to walk along Llandudno Road. On your left note the **HOUSING ESTATE**. This was built between 1952 and 1956 and was again designed by Colwyn Foulkes. It is famous for its "light-hearted porches" with their sculptures of characters from Alice in Wonderland.

Turn left into Rhos Road and walk back towards the sea. This is one of the oldest roads in Rhos. It is clearly marked as a lane on a map of 1763. It is probable that there was an old quay and small harbour at its foot at one time and this road was built to connect it to Lllys Euryr (see 16 above).

23

Pause outside numbers 60-64. These interesting **STONE COTTAGES** (23) were built in 1857 to serve the quarry which we saw at Bryn Euryn (see 19). The initials carved on the front of the cottages are those of Whitehall Dodd who owned all the surrounding estate at the time and whose name lives on in local road names. The first railway in Rhos once ran behind these houses – a primitive track with horse drawn trucks to take stone from the quarry at Bryn Euryn to a 19th century quay on the seafront. The remains of the railway embankment still exist in the back gardens of some of the houses on Rhos Road, and residents have found numerous old horseshoes along the route.

Carry on to numbers 56 and 58. These slightly more functional stone cottages also date back to the days before most of Rhos was built. They were originally tied cottages for farm workers at the Aberhod (see 8 above), in the days when it was still a farm. The surrounding area was still all open fields. This was reflected in the terms of the lease to the tenants. Technically they are still allowed to keep two pigs, and to fish in the sea, useful perks to their inhabitants in the 19th century, but perhaps of more limited value now!



Turn left into Elwy Road. Where the road bends slightly left, cross over and enter the park by a flat-roofed house (built in the modernist style). Through the trees on your left, you can just see the **COLWYN BAY CRICKET CLUB**. Opened in 1924, the cricket club still plays an important part in the life of the local community. It continues to host important matches such as the regular county match between Glamorgan and Lancashire. It hosted the touring West Indies side in 1984.

Follow the path down past the tennis courts to the road. If you look around, you will be able to sense that you are in a small river valley. This is the river bed of the Afon Ganol (now diverted). It used to run into the sea in Rhos, and there is evidence that there used to be a small dock and boatyard in its mouth in earlier centuries.

Turn right into Penrhyn Avenue. The old tramway to Llandudno used to run along this road. As you pass the flats called Penrhyn Park, look closely in the grass by the pavement and you will see the metal base of one of the old pillars used to support the overhead tram wires – all that now remains of the tramway.

Take the first left into Colwyn Crescent. Continue straight ahead into Trillo Avenue. Note numbers 4 and 6 on your right (13) - see notes above on page 6.

Continue down the road, back to St. Trillo's Chapel, your starting point. If you wish, and are feeling fit, you can turn left to walk EXTENSION C (approx. 40 minutes). Cross over, so that you can walk on the path below the road, by the sea. This gives attractive views across to the Little Orme. You can see how the end of the Little Orme has been quarried away to provide limestone, some of it for building Rhos-on-Sea. Mostyn Estates insisted that the quarrying was all done on the Rhos side of the Little Orme. They imposed this condition to ensure that the view of the Little Orme from Llandudno was not damaged. Presumably the view from the Rhos-on-Sea side did not concern them!

24

Cross over the road at the start of the golf course and look across the golf links. The **GOLF CLUB** dates from 1899, but its real claim to fame is that it was it was **THE LANDING SITE OF FIRST AEROPLANE TO LAND IN NORTH WALES** (24). The plane, a Farmer Racer biplane, landed on Rhos-on-Sea golf course just 100 yards from the club house (possibly by accident) on August 10th, 1910, much to the amazement and delight of local people. An aviation pioneer called Robert Lorraine piloted it. He had taken off from Blackpool air show to establish two records for the time – the longest over-sea flight (63 miles), and the first aircraft to land in Wales. He had planned to land at Holyhead, and then try and cross the Irish Sea, but bad weather forced him down here, thus putting Rhos-on-Sea into the history books.

25

Turn back towards Rhos, noting the house on your right called ODDSTONE. This is a private house. In its front garden is **MADOC'S QUAY** (25). The stream you can see on the golf course was a navigable river in ancient times, probably with a harbour, and it is thought that the rockery in the garden is made out of the remains of the old quay. Prince Madoc is alleged to have sailed from here with two ships in 1170 to discover America 322 years before Columbus! Tradition tells us that he returned some years later to tell of his discovery of a new land. He then collected a fleet of ten ships loaded with colonists, and was never seen again. Although the legend cannot be proved, a commemorative stone in Alabama does mark the place where he is claimed to have settled. There is a plaque in the garden (not open to the public, and not visible from the road) which states "Prince Madoc sailed from here Aber-Kerric-Gwynan 1170 AD and landed at Mobile, Alabama with his ships Gorn Gwynant and Pedr Sant". It is doubtful if the truth of the legend will ever be proved conclusively one way or



another, but is amazing to think that this spot might have been witness to such major firsts for Wales – a pioneering navigator who discovered America, and a pioneering aviator who landed the first plane in Wales!

26

*Continue along the pavement, until you come to **THE OLD BUDGET GATE, 147 MARINE DRIVE** (26). In*

1909 Lloyd George introduced the "Peoples' Budget", which started Old Age Pensions, but also included a tax on land values to help pay for them. This provoked much indignation and opposition from landowners across the UK and a Mr. Horton, who owned most of the land in Rhos-on-Sea at the time, put up a toll gate here on the Promenade in protest, and called it "The Budget Toll Gate" – hence the name of the house. He sold the road and its tollgate to the Tram Company in 1911 when they built their new tramway. However the Tram Company continued to charge a toll to cars using the road, until they became bankrupt in 1961. The toll was only abolished in 1963 when the Council bought the road and gave it its first proper surface. Cars were being charged a shilling (5p) and (perambulators a penny!) at the time of its closure.



Continue along Marine Drive. After crossing over Abbey Rd., look to your right for a fine view of Llandrillo parish church and Bryn Euryn, which you recently visited. From this viewpoint, you can appreciate what a prominent landmark the whitewashed church would have been to sailors in earlier centuries.

Carry on along Marine Drive until you return to your original starting point at St. Trillo's Chapel. Just before this, notice the two interesting houses on either side of College Avenue – St. Michael's Nursing Home and The Breakers. Built in the 1930's, at the time these were both regarded as daring examples of the Modernist Movement. The design is impressive, but the characteristic flat roofs were not very practical.

You have earned a rest, so why not continue into Rhos for a cup of tea at one of the many pleasant cafes, if you have not done so already.

