

The Mound timeline.

- 1715- 19 Clan risings
- 1725 -34 Wades military roads build for George 1st
- 1745 Jacobite rebellion
- 1757 Telford born
- 1787 Telford became surveyor
- 1802 Telford sent by Government to suggest improvements to Highland Roads following withdrawal of military funding.
- 1804 Commission for Highland roads set up
- 1805 Sutherland Road Act
- 1809 Meikle Ferry disaster
- 1811 Telford built Bonar Bridge and obtained estimates for new piers at Littleferry.

- 1811 William Young and Patrick Sellar became joint factors for Elizabeth, The Countess of Sutherland. Young soon had the idea of crossing The Fleet by means of an earth mound and a bridge. It had the advantage of reclaiming 308 acres from the sea. The Commission was put out by the idea as new approach road to ferry was almost complete.
- 1812 Idea for mound put to Mr Hughes (mining engineer at Brora) and Telford. Idea accepted and put out to tender.
- 1814 It was a difficult project but the contract was eventually taken on by taken on by Earl Gower, Young and his co-factor, Patrick Sellar.

- 1814 Work started in March. There were many problems in the next two years and Telford was consulted on at least 2 occasions when these arose.
- 1816 The final gap was filled by June and work completed in December with 4 arches and auto sluices.
- 1817 Telford requests estimate for row of piles and gratings to 'defend the sluices from injury of ice.'
- 1821 Cottage built for flood gate keeper.
- 1821 Telford decided that sluices 'could not be commanded without machinery' and sluice mechanisms fitted under his direction.

- 1834 Telford died
- 1835 2 extra arches added.
- 1871 End of stagecoaches.
- 1989 New road bridge built.
- 2004 Winches replaced.

