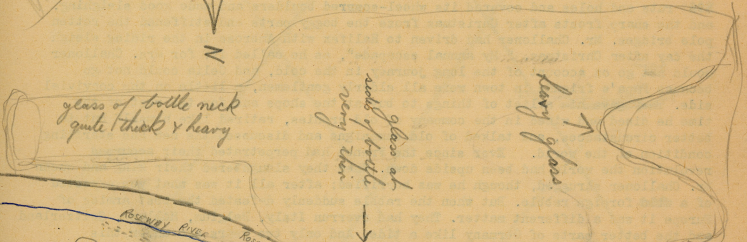
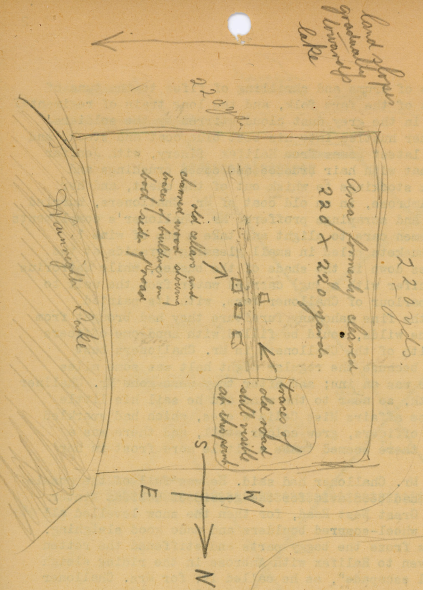




20  
 Sketch by R.V. Johnson  
 Timber cruiser for Murray Paper Co.  
 showing tracks of a farm or small  
 settlement near Warrington Lake, south of  
 to Amnapic by the old Stillburn-  
 Amnapic road. (Following by S.H.R.)



Topical all  
 little part  
 in ruins at  
 Warrington  
 Lake

the band striking up a great rattle of drums and <sup>shrilling</sup> of fifes to the tune of "British Grenadiers" for the benefit of the farm folk, and the long train of regimental wagons jolting along ~~behind~~ <sup>behind</sup> in the grey dust cloud <sup>stirred by the soldiers' feet.</sup> On these occasions Mr. Challoner hustled into his best blue coat and stock, and Mrs. Challoner and Celia into their latest ~~gowns~~ <sup>gowns</sup> from Halifax finery, with Jenifer driven half frantic between them, what with hair ~~brushings~~ <sup>brushings</sup> and combings, and lace to find, and silk stockings to whisk out of the chest, and her mouth full of pins; all this while Ambrose, in an old coat of Mr. Challoners, hurried down to the road and with deep bows and scrapings proffered <sup>Mr. Challoner's</sup> compliments and would the colonel and his gentlemen care to alight and take a sup of wine? The regiment would halt then, with muskets piled in small gleaming pyramids at the roadside, the men throwing themselves down in the shade of the bushes, while Satorius and his wife and sons (and later Jenifer with a jug) carried water from the well to fill their empty canteens. And the parlour of Challoner Farm, with its painted bygone Challoners on the wall, and the fine mahogany furniture they had brought from England and carried by wagon into the wilds, would be filled with handsome officers in dusty uniforms, drinking the health of the Challoners in Mr. Challoners best burgundy. They never stopped longer because the regular night halt was some miles farther on at Sackville where there was an inn; and after they were gone Mr. Challoner would go without his wine for a month, so <sup>near</sup> to the wind did he sail his little financial barque. After each of these affairs Miss Celia's eyes, which had sparkled under the polite compliments of the officers, grew colder still, and there was a little more edge to her tongue, and there seemed to be a little more frost in her heart.

Well... a marvellous age, as Mr. Challoner had said. He was full of the gossip ~~of the season~~ <sup>of the season</sup> and Celia had seen ~~before~~ <sup>before</sup> the ~~possibilities~~ <sup>possibilities</sup> of the winter was the best time for travel on the Great West Road, for then the snow levelled ~~the~~ <sup>the</sup> ruts and holes and covered its wheel-scoured boulders and made good sleighing, and the sharp frosts after Christmas froze the boggy parts and stiffened the rotten pole bridges. Mr. Challoner had driven to Halifax with Ambrose in the riding sleigh the day after Christmas. "My annual escapade", as he called it; for Mrs. Challoner would not go on account of the long journey in the cold, and Celia could not go because Papa's friends in town were all elderly gentlemen, a little on the convivial side. ~~They gave him~~ <sup>They gave him</sup> a list of things to buy at the shops and for the rest of the time he dined and wined in the company of old cronies, retired like himself but in better circumstances, and talked of old campaigns and discussed the new and startling condition of the world. Ever since the French had perpetrated their ~~accursed~~ <sup>accursed</sup> revolution the world had been upside down. When they slaughtered their king and queen Mr. Challoner shrugged, though he was horrified; after all it was what you expected of a ~~wild~~ <sup>wild</sup> foreign rabble. But when the rabble suddenly defeated the best armies of Europe it was a different matter. They had overrun Italy, Belgium, Holland, Switzerland and the better parts of Germany like a tide. And only two years ago under this fellow Napoleon they had ~~conquered~~ <sup>conquered</sup> taken Malta and conquered Egypt and Syria and were well on the road to India. There was no telling where they would erupt next. Perhaps they would invade England. They might even strike across the sea. There was talk of Louisiana lapsing into French hands again, and French troops had been busy in the West Indies. It was entirely possible that Napoleon would decide to reconquer the old French domains in Canada. The fellow seemed capable of anything.

Halifax ~~had~~ <sup>was</sup> sighed with relief when Prince Edward returned from <sup>arrived to</sup> England last Fall armed with an appointment as commander-in-chief in ~~British~~ <sup>British</sup> Nova Scotia and the Canadas. Of course Halifax loved the pomp and ceremony that went with a prince of the blood in its midst; but there was something else; Prince Edward had ~~come back from Europe~~ <sup>returned</sup> full of a conviction about the French menace, his soldierly head buzzing with ideas for the defence of the country, and he had the power to get from distant ~~parts~~ <sup>parts</sup> England the munitions and materials and money that would be needed to carry out these ideas. He had ~~set about them at once.~~ <sup>set about them at once.</sup> New barracks and forts were being built, and old ones reconstructed at all the far-scattered military

from previous

the Colonel's wife's complete list of things to buy at the shops

clear

returned



OLD MILITARY ROAD FROM SHELBURNE TO ANNAPOLIS

When it was founded by a great migration of exiled Loyalists in 1783, and for several years thereafter, Shelburne was a garrison town, defended by British regulars whose extensive barracks were built across the harbor from the town. There were 2 regiments of infantry (soon reduced to 1), a detachment of artillery, another of engineers. More than 50 cannon, carried away on the British evacuation of New York, were deposited at Shelburne, mostly on Carleton Point.

About 75 miles northward across the pathless interior of western Nova Scotia lay the garrison town of Annapolis. A direct road between these garrisons was obviously of military importance, apart from the importance of opening the interior country for settlement by the ~~f~~swarm of Loyalists.

Benjamin Marston, a Loyalist himself, was the chief government surveyor at Shelburne when the town was founded. Marston's journal records that on July 30, 1783, a surveyor named Lyman was sent to explore the route of a road from Shelburne to Annapolis. The attempt failed. So did a second. Lyman set off again on Sep. 12, 1783, with 2 men and a boat. Marston added, "This is the third attempt -- poor fellow, I hope he'll get through."

Marston does not say what happened; but it was impossible to get far up the Roseway River with anything but a canoe, which can be portaged around the rapids. This was especially true in summer, when the river ran low throughout its length. Evidently Lyman did get through on foot, however, for he next appears in Marston's journal on Oct. 30, coming from Halifax, probably from a conference with General Campbell, commander of the forces in Nova Scotia.

(Note:- Oliver Lyman was granted a town lot in Shelburne in 1784. In 1786 he had a grant confirmed on the new cross-country road -- "Pell's Road" -- in the amount of 200 acres.)

In December 1783 Marston wrote, "Settling a mode for the farmers to get into the country, which after all my contrivance I find a most difficult matter. They all want to go first, to be nearest the town and have the best land -- 'tis all

very natural. However they have at last broke out, and today, Monday the 8th, Captain Wright and a party of about 14 under direction of Mr. Lyman have set out to begin a road thro' the country to Annapolis. I have directed him to steer the most direct course, only avoiding such grounds as are naturally impassable and would take much labour to make them otherwise."

(Note:- Probably this was Captain Daniel Wright, a shipmaster who had gathered a company of Loyalists at New York and sailed for Shelburne on or soon after Sep.17, 1783. See New Brunswick Historical Society Volume 8, page 251.)

Thus the road towards Annapolis was begun ~~by~~ by a party of civilians whose main object was to lay out "farms" as near to Shelburne as possible. The wealthy Loyalist Joshua Pell was evidently concerned in this, for the road was called Pell's Road as long as it existed. Pell later removed to Niagara, and founded the well known Pell family there.

So small a party could not have cut out the road very far, and obviously any continuance of the road to Annapolis would never be accomplished by would-be farmers from Shelburne. Thus, in the following spring, ~~Maximilian~~ Colonel Edward Winslow, secretary to General Campbell, wrote to Marston as follows:-

" Halifax, May 30, 1784

Dear Marston,

I find by the instructions which regulate the conduct of General Campbell, that he is desirous to contribute all in his power to facilitate communication between the settlements in Nova Scotia, and to assist the new settlers in making roads &c ... and I also know that he manifests a kind of partiality ... for your city of Shelburne. The General and myself are to make the tour of the province. I shall set off the fourth of June for Annapolis, where both of us will remain some time. There are at that place about 300 men of the 57th Regiment, and you have five companies of the 37th at Shelburne. Now I shall propose that the General shall immediately employ both these detachments in opening the communication between Annapolis and Shelburne... This object appears to me important, and in my idea a business

may be effected in one season, with the military assistance, without which it must be attended with immense expense and long delay.

I am, with every sentiment of affection and esteem,

Yours, Ed. Winslow"

\*\*\*\*\*

The energetic and persuasive Winslow attained his object, for the road between Shelburne and Annapolis was cut out during the summer season of 1784 by a force of soldiers working from both ends. Lyman must have made a map of the route, but so far it has not come to light. Indeed the whole story of the road after it was cut out remains pretty much a mystery, with a few spots of light here and there. It was little used, for the way was long and rough, especially through the extensive bogs and stony barrens beyond the headwaters of the Roseway River.

In "Cabotia", a map of the Maritime Provinces printed in Britain in 1814, the Shelburne-Annapolis road is marked with a vague line and a note saying:- "Impassable track called Peel's (sic) Road, cut in 1784 but now covered with young trees."

Wyld's map of New Brunswick and Nova Scotia, published in London in 1841, also shows the general course of the road, and calls it "Track cut in 1784, called Pell's Road, now impassable". These maps are very inaccurate, and show little detail of lakes and streams in the interior, so it is impossible to trace exactly the course of the road amongst ~~thux~~ these natural obstacles.

Titus Smith, surveying the interior of western Nova Scotia in 1801 for a report on the soil, timber etc., made brief references to the road. "July 29, 1801 ... struck the Annapolis road about 13 miles from Shelburne, followed it to town." Smith must have crossed the route of the old road again on August 6, near Spectacle Lake, but he does not mention it, probably because the road was no longer discernible there. On Sep. 7, 1801, near Lake Franklin at the head of Bear River, he noted, "Passed an old blazed path, suppose the Shelburne Road, it being much more plainly marked than the Indian paths commonly are."

Tradition in Shelburne, related to T.H.R. by the late Thomas H. White and other informants, said that the Shelburne-~~Annapolis~~ Annapolis road originally had fairly

good bridges of timber for several miles on the Shelburne end, but beyond that nothing but tree trunks felled across the streams. Shelburne tradition also relates that soon after the war with France began in 1793 (i.e. roughly ten <sup>years</sup> ~~years~~ after the road was cut between the towns) the troops remaining in garrison at Shelburne were transferred to Fort Anne at Annapolis, and they marched by the cross-country road. Probably it was little more than a foot path even then.

~~Today~~ Today (1964) only the two ends of the road remain in use, chiefly by loggers. The Shelburne end turns off the main South Shore highway about a mile east of the Shelburne railway crossing, passes a cemetery, and runs in a northerly direction well to the east of ~~the~~ <sup>the</sup> Roseway River. East of Deception Lake it crosses Mahoney Creek, and passes along the ridge of land in the northernmost angle of the County, with Scoodic, Mink and Roseway lakes on the west of it, and Silver, Wainright, Spectacle and Boot lakes on the east of it. The last trace known to the loggers passes south of Handsled and New Moon lakes in the peak of the County.

At the Annapolis end, the road led off along the east bank of the Lequille stream for a mile or so above Lequille village. (This part is now a portion of the Annapolis-Liverpool highway.) The old road then crossed over the Lequille river by a wooden bridge long known as "the General's bridge", evidently named for General Campbell, and headed towards Shelburne along the ridge between the Lequille and the Clementsport rivers. The portion between Lequille and the village of Prncedale was still known in 1947 as "the Shelburne Road".

During the 18th and early 19th centuries the N.S. government occasionally subsidized the building and maintenance of an inn, of a crude sort, about the half-way point on long stretches of highway running through the woods. Apparently some such inn, with stable and other outbuildings, and possibly ~~the~~ the homes of one or two backwoods settlers, was established roughly half way between Shelburne and Annapolis.

The site was discovered in the early 1930's by a party of timber cruisers working for the Mersey Paper Company, of Liverpool. They had never heard of the ancient Shelburne-Annapolis road, and were puzzled to find traces of human settlement in the heart of the forest west of Lake Rossignol. While cruising timberland about the



headwaters of the Jordan River; and on the west side of Wainright Lake, they came on a area measuring roughly 220 by 220 yards which at some remote time had been cleared as if for cultivation. The boundaries of this plot were clearly marked by piles of stones removed from the enclosed land. Within the plot stood trees which boring ~~xxx~~ tests showed to be anywhere from 100 to 130 years old; while the trees around it were 200 to 300 years old. The difference between the two growths was clear to the naked eye.

In the midst of the plot were low stone foundations of three, and possibly four or five wooden buildings, of which all other trace had vanished. Between these foundations was the distinct trace of a road from which boulders had been cleared, running roughly north-and-south. A few yards beyond the stone foundations however all trace of the road vanished.

In one foundation was a large hearth of flat stones, with a tree of at least 100 years' growth standing between it and the foundation ~~xxx~~ wall. The men scratched away some of the forest debris in two of the foundations, and found bits of charred wood-knots, pieces of thick brown earthenware, several broken bottles, and a few badly rusted forks and spoons of iron. The bottles were of the squat-bellied, long-necked 18th century sort.

From the evidence the buildings had burned some time prior to 1830; and as it would take many years after the fire before tree growth could ~~begin~~ begin inside the old foundations, the date of the fire was probably closer to 1800. This ruled out any chance that these relics might be from an old lumber camp. The loggers of western Nova Scotia had plenty of timber handy to the coast and the mouths of the rivers until about 1840, when they began to go far up the rivers and take up grants of crown land in the interior. ~~In any case, loggers would not trouble to clear land for cultivation, nor dig cellars under their buildings, nor for that matter make stone foundations for their camps. The only possible explanation of these buildings is that they were some sort of half-way station on the old Shelburne-Annapolis road where it passed just west of Wainright~~ In any case, loggers would not trouble to clear land for cultivation, nor dig cellars under their buildings, nor for that matter make stone foundations for their camps. The only possible explanation of these buildings is that they were some sort of half-way station on the old Shelburne-Annapolis road where it passed just west of Wainright

Lake.

Here are some other fragments of the story of the road, which I have picked up over a course of many years in talks with loggers, timber cruisers, game wardens and Indians.

In 1934 I had several conversations with two intelligent old Micmacs -- "Mike" Mokonee or "McCoonee", who lived in a small shack near the mouth of Broad River, Queens County; and "Chief" William Paul of Shubenacadie, who was his guest. I remarked on the curious fact that, while the Micmacs never intermarried with Negroes as a rule, and despised the Negro as an inferior being, nevertheless there is at Lequille, near Annapolis, a little community of Micmacs with obvious traces of Negro blood.

These men told me the following:- Many years ago there was a path cut through the woods from Annapolis to Shelburne. It was not used much for travel, except by hunters. A party of Indians from Lequille, hunting along the path for moose one Fall, came upon two Negro women. The women were starving, exhausted, and nearly naked -- their clothes had torn to shreds in their passage through the woods. The women said they had "run away from Shelburne", and begged the Indians to take care of them. The Indians took them back to Lequille, where they continued to live, cohabiting with Micmac men. Thus the mixture began. Afterwards various wandering Negroes, finding at Lequille people partly of their own blood, settled there and added to the mixture.

I found this entirely plausible. In 1783-84 there were many Negroes at Shelburne, some of whom were free and some slaves owned by well-to-do Loyalist settlers. A pair of Negro women could have run away, heading along the wood path to Annapolis without any idea of the distance, and suffered ~~greatly~~ greatly on the way.

"Colonel" Stephen Bluck, leader of the Black Pioneer regiment disbanded at Shelburne, and for some time schoolmaster and "boss" of the Negro settlement at Birchtown, near Shelburne, is said to have come to a sad end on the old Shelburne-Annapolis road. Shelburne tradition (quoted in Nova Scotia Historical Society's Volume 6, page 76) says that Bluck embezzled money entrusted to him for the benefit

of the Negroes, left the settlement suddenly, and was never seen again. A portion of his clothing, found afterwards on the path from Shelburne to Annapolis, gave rise to a belief that Bluck had set off through the woods for Annapolis, met with some accident on the way, and was devoured by wild beasts.

There may be some connection between the flight of Bluck and the flight of the two Negro women described by the Indians.

The ruins of the little "half-way" settlement on the old road near Wainright Lake are near the centre of what is now the Tobecatic Game Sanctuary. In 1947 two forest rangers employed by the provincial government to patrol the sanctuary, Winston Hurlburt and Heyward Strang, described the Wainright Lake ruins to me. Their description tallied exactly with that given by the Mersey Paper Company's cruisers. They added the following:-

After passing Wainright Lake towards Annapolis the normal course for the road would have taken it across the Roseway River just where it flows out of Roseway Lake. However the west side of Roseway Lake is a country of scrub thickets and huge granite boulders -- even worse than the east side. Indeed the whole area about the junction of the four western Counties -- Queens, Shelburne, Yarmouth and Digby -- is largely a semi-barren wilderness of rocks and bogs. This was the worst obstacle on the old road. The soldiers, equipped only with axes, could have done little or no road-making on this stretch, and probably simply blazed a path across the wilderness, winding amongst the bogs and boulders. For that reason it appears that the road was cut along the east side of Roseway Lake, and then crossed the Roseway stream south of Handsled and New Moon lakes. Near the south end of New Moon Lake is a monument consisting of two large boulders piled, one upon the other, and both on a steep outcrop of bed rock. The topmost boulder weighs, at a guess, 500 pounds. These rocks were known amongst the old loggers on the Roseway watershed as "The Soldiers' Rocks". Tradition is that here the two parties met, one cutting its way from Annapolis, the other from Shelburne, and they hoisted the boulders into place to mark the spot. To do so they must have rigged sheer-legs, blocks and tackles.

(End)

J. H. R.