

# \*The History of the Hammonds Plains Road

From Beginnings to Present  
Times

The Hammonds Plains area was originally occupied by members of the Mi'kmaq Nation. The first so called 'road' was a trail used by them.

 **Beginnings**

\*The trail was thought to lead from Pockwock Lake to the Bedford Basin around Mill Cove - Salmon River (possible Birch Cove).



\***Beginnings**

\* In the summer season, the First Nation people would move down the path to the shores of the Bedford Basin. It is estimated that this journey would take them about one day traveling non-stop



\* **Beginnings**



\* 1749 - Halifax is Founded

There is evidence that with the founding of Halifax a footpath of about 3.5 meters wide, was created from Halifax (via the Windsor Road) to Lunenburg in the 1750's. It came close to Hammonds Plains area.



## \*Trail Becomes a Path

\*1784 - Governor Parr orders a road cut in a straight line cross country from Halifax to Annapolis Royal (as a mail route).



\*1784 - The Dream of a Road

\* Hammonds Plains Land Grant was issued in 1786 to 42 land owners. The government paid for the opening of a road from Sackville River to St. Margaret's Bay to provide support to the land grants.



\* **1786 -Hammonds Plains becomes a reality**

There is evidence that the early grants were on land which the original forests had already been cut.

First homes were built in late 1780's. In the 1791 census of HP, there were 15 recorded homes but only 3 recorded horses, so no need for more than a trail between homes.



# Hammonds Plains - Beginning Stage

\*The land grants were considered attractive because of a government promise that a new Halifax to Annapolis Road was going to be developed and go through the land grants of Hammonds Plains. However, the project faltered, other than doing some work on a road at both ends.



## \*The Promise of Prosperity

**\*Sometime in late  
1700's /Early 1800's a  
road was carved out  
from Hammonds  
Plains Grants to Mill  
Cove on Bedford  
Basin**

\* By the early 1800's many of the original land grantees either sold their lots or the lots were taken away by government. New owners interested in creating a village.



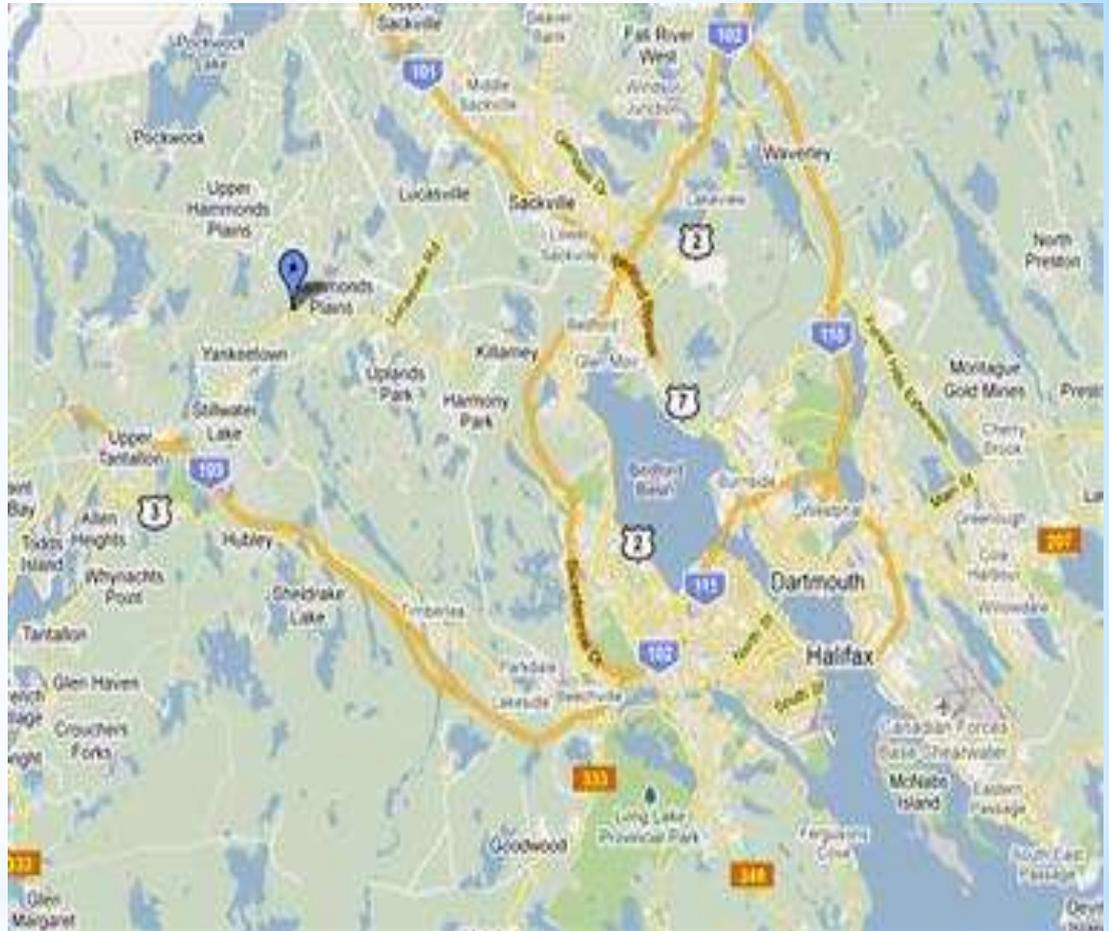
## \* A Change in the Original Land Grants

\*1811 -14 - There was considerable buzz within government circles about another attempt at creating a road between Halifax and Annapolis Royal (for reasons of settlement and delivery of mail).



\*1811-14 - The Foundations of a Road through Hammonds Plains

In 1814, the Governor of NS called for a road to be surveyed from Halifax to Annapolis Royal. The road would go through Hammonds Plains. A road was surveyed 1815-16.



1814 - A call to survey a road  
from Halifax to Annapolis

\*With the end of wars involving Britain, there was a great flux of immigrants to Nova Scotia, that needed land. Roads were needed to create new land grants.



\* 1815 - War of 1812 ends and Napoleon is defeated

\* After the War of 1812 a large number of refugee blacks (known as the Chesapeake Blacks) were brought to Nova Scotia. One of the land grants given to this group was the land north of the white community of Hammonds Plains, along the proposed Annapolis Road.



\* **1815 - The Blacks arrive in  
Upper Hammonds Plains**

\* **1816** - Lord Dalhousie becomes Governor of Nova Scotia. He was an enthusiastic supporter of the new Annapolis Road and significant money was poured into the project from 1816-1829. Money was also given for the upgrading of Head of St. Margaret's to HP road.



\* **Hammonds Plains Road becomes a Road**

\* Lord Dalhousie called for the creation of three new settlements along the road - Wellington, Sherbrooke and Dalhousie. **Wellington** (also known as Kemptown) was a settlement to be created near the head of Wright's Lake.



\* **Hammonds Plains  
Road becomes a Road**

\*The late 1700's - early 1800's, each community appointed a Road Commissioner - settlers within the community vied for the job. Funds were given to each commissioner.

\*Problem - most commissioners spent all the money fixing roads around their lands.



\* **18<sup>th</sup> Century Up Keep of the roads**

\* By the 1820's a road complex had been created from Bedford basin, along Nine Mile River, through Hammonds Plains, Jeffreo's Hill (Upper Hammonds Plains), Kemptown and on to the Chester/Windsor Road. At Wallis Hill, the St. Margaret's Bay Road through community of Yankeetown, connected to the HP road.



\* **By 1820's, a functional road had been created through Hammonds Plains**

\* There is evidence that Hammonds Plains road was used by the Pony Express - 1820's+



\* Pony Express through  
Hammonds Plains

\* 1820's - Carriages began to appear on Nova Scotia Roads. One can only assumed that Carriages first travelled on the Hammonds Plains road at this time.



\* 1820's - Carriages are introduced as a mode of travel.

\* 1830's - a time of economic downturn and less emphasis on the road system in NS.



\* 1830's - a Backward Step

\*1840's- Roads were updated to handle carriages. It can be assumed that the Hammonds Plains road was updated at this time so that carriages could be driven over the road.



\*Carriages travel the  
Hammonds Plains Road

\*1831-

Lucasville road  
was opened,  
connecting  
Hammonds Plains  
to Sackville  
(There was  
probably a trail  
there previously)



\***Lucasville Road connects  
with Hammonds Plains  
Road**

\* During the 1840's the government decided on a new route from Halifax to St. Margaret's Bay (Current Route # 3). This was disastrous news to the community as it decreased the importance of the Hammonds Plains Road.



\* 1840's - New Bay Road

\* “And the little dirt road, comparatively straight but up and down, up and down, deep rutted and muddy in spring, stony and dusty in summer, a chore to keep open in winter, yet the only link to the outside world”

\* *Pg. 80 - Hammonds Plains the First 100 Years” (Dorothy Bezanson Evans)*

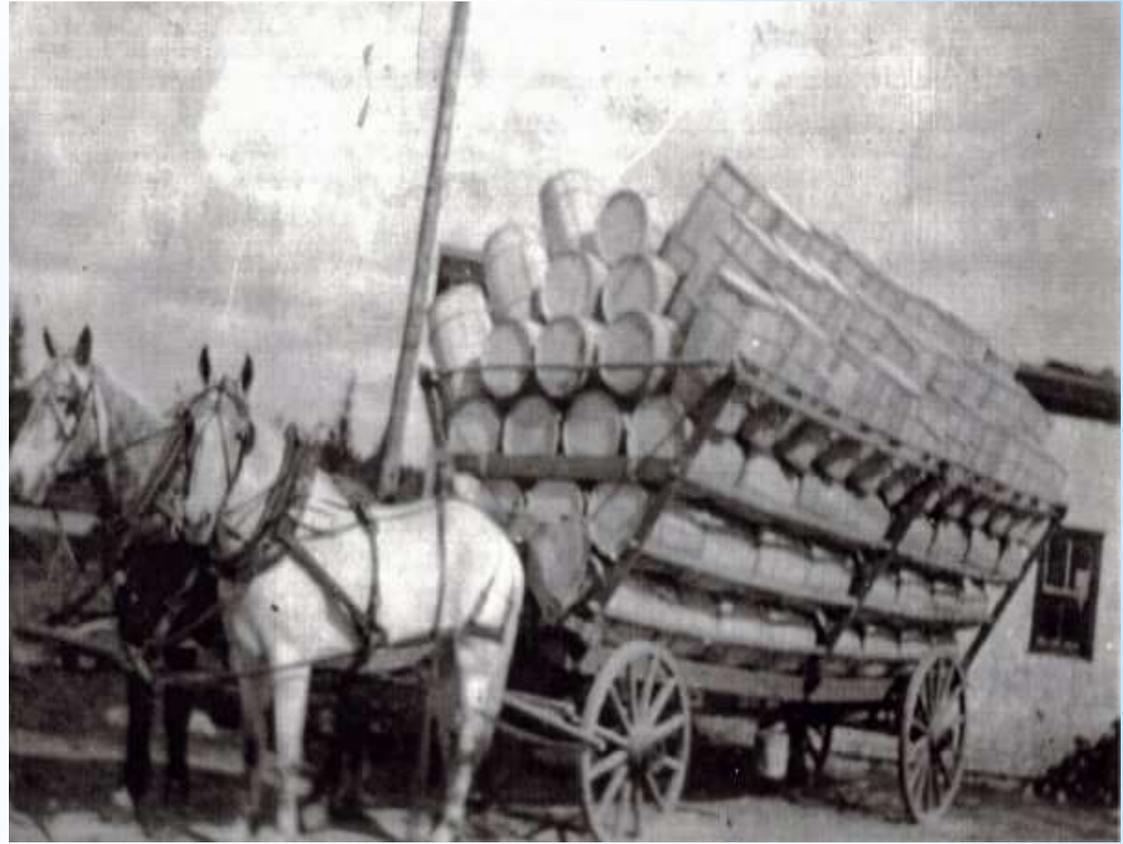
\* **18<sup>th</sup> Century Description of  
Hammonds Plains Road**

- Muddy Surfaces during wet times.
- Wheel malfunctions
- Travel during winter had to be done by sleigh.
- Rough rides because of the ruts.
- Hills



# \*Transportation Problems - 18<sup>th</sup> Century

\* After 1850, cooperage shops, farms, blacksmith shops, lumber mills were developed that needed to move their product and thus business travel was more common.



\* **Late 1800's - Transportation was increasingly used by businesses**

\*1880's -  
1890's

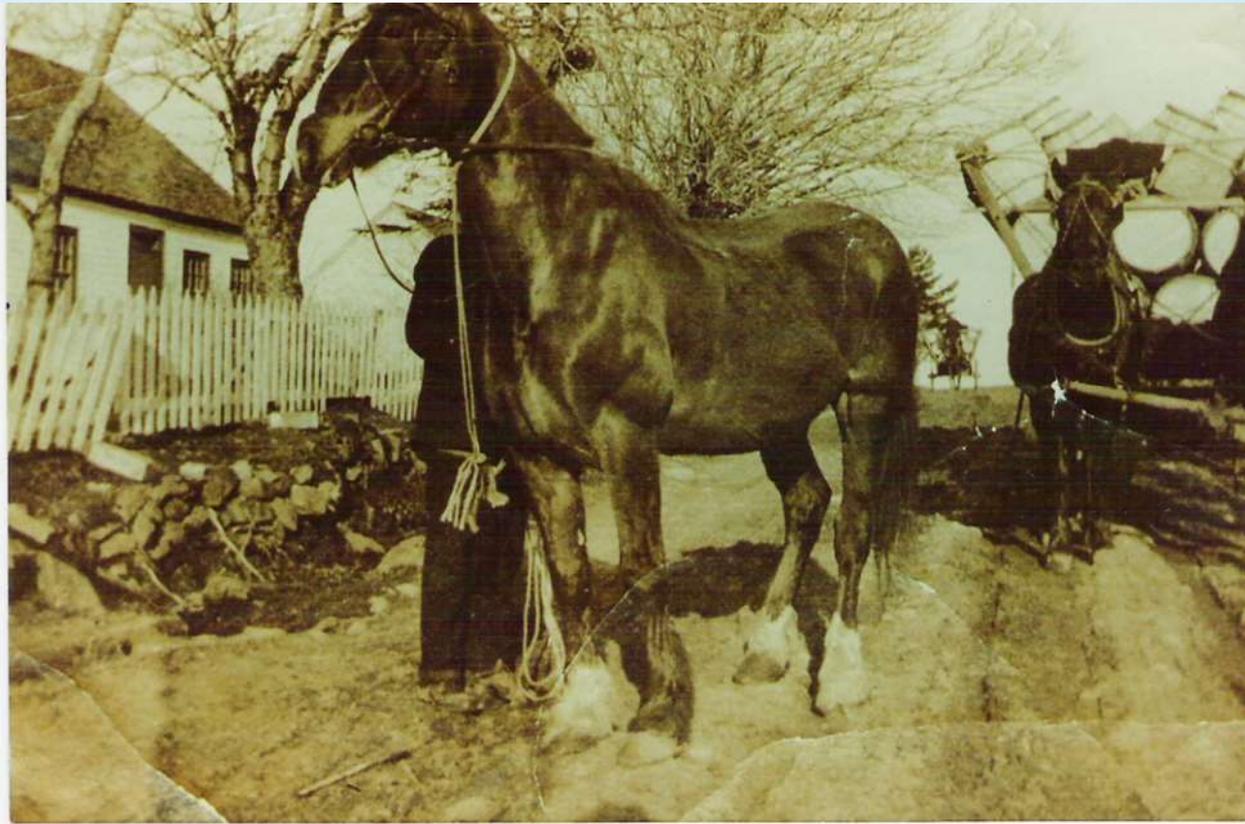
Wagon's  
rule the  
roads.



\*1880's - 1890's  
Wagon's rule the  
roads



\*Hammonds Plains  
Road in the Late  
1800's



- \* 1880 - Hammonds Plains becomes a district in newly incorporated Halifax County. Taxes are collected for roads. Hammonds Plains Road divided into Road District. Each district appoints an Road Overseer, who is responsible for road upkeep.

\* **1880's** - A new road through Yankeetown was created.



\* Yankeetown Road was changed

\*1900- The 20<sup>th</sup> Century brings big changes in the development of roads.

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\*Moving into the 21<sup>st</sup> Century



**\* 1902 -**

Telephones were installed in Hammonds Plains ... leading to lines being put up along the road???



**\* Introduction of Telephone Lines**

## \*Early 1900's

- Roads were improved to handle increased traffic demands ... although lots of conflict between horse vs car.



## \*1900 - 10

# Improvements made to Roads

\*1909-10 -

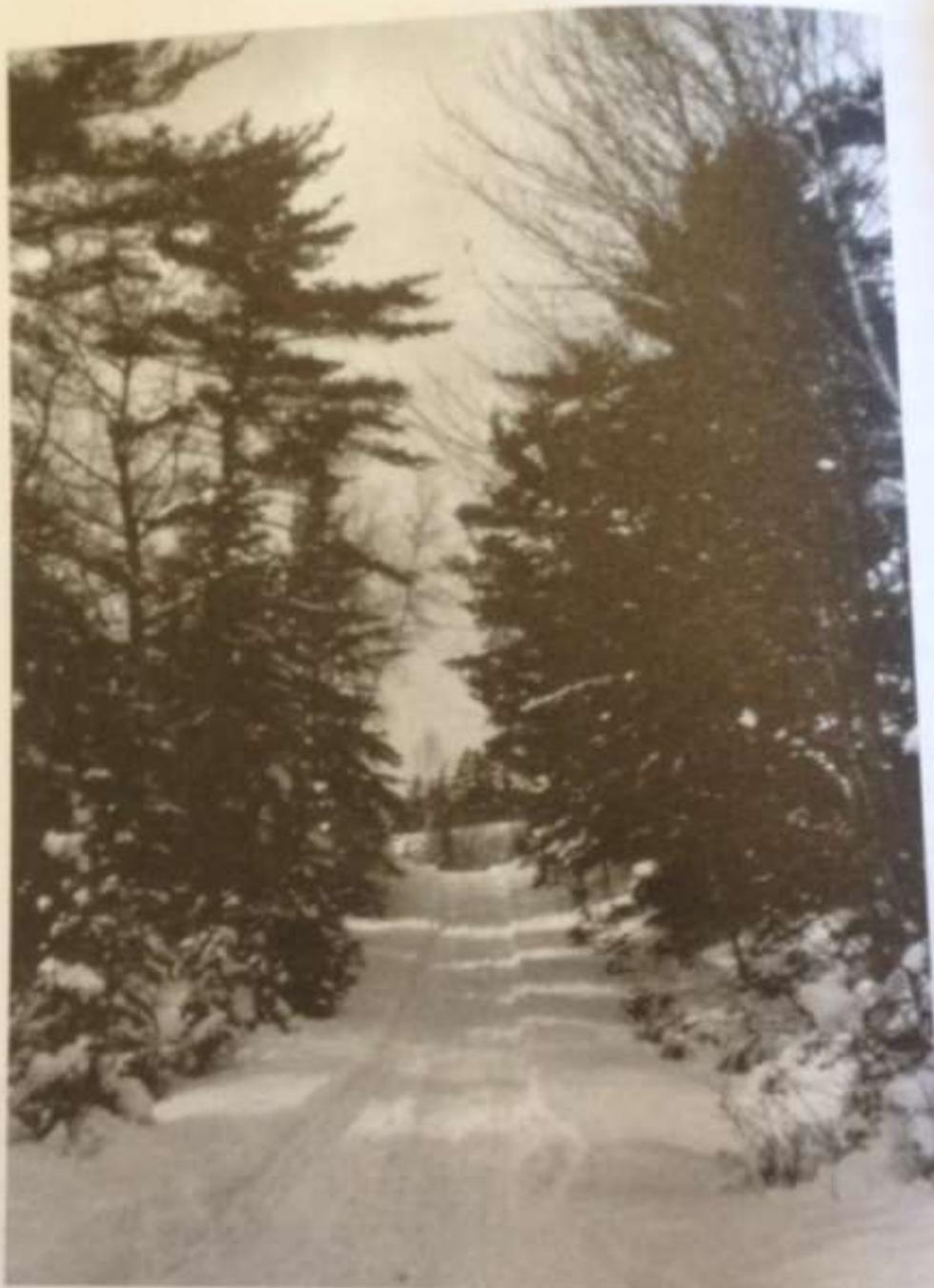
Cars were becoming common site in Nova Scotia by 1910. In all likelihood the first car travelled on the Hammonds Plains Road during this time.



\*The car arrives in  
Hammonds Plains







HAMMONDS PLAINS  
ROAD LONG AGO,  
c.1915

\* **1920's** - Roads were upgraded to handle cars.

\* - Introduction of gravel

\* - Wider roads

\* - Bridges updates

\* - Roads becoming passable during winter



\* **1920's** - Roads were upgraded











\* **1920's-**

Kempt  
Town  
becomes  
neglected.



\* **1920's - Road to  
Kempt Town becomes  
obsolete**

\* **1932** - Power Lines were installed in Hammonds Plains .

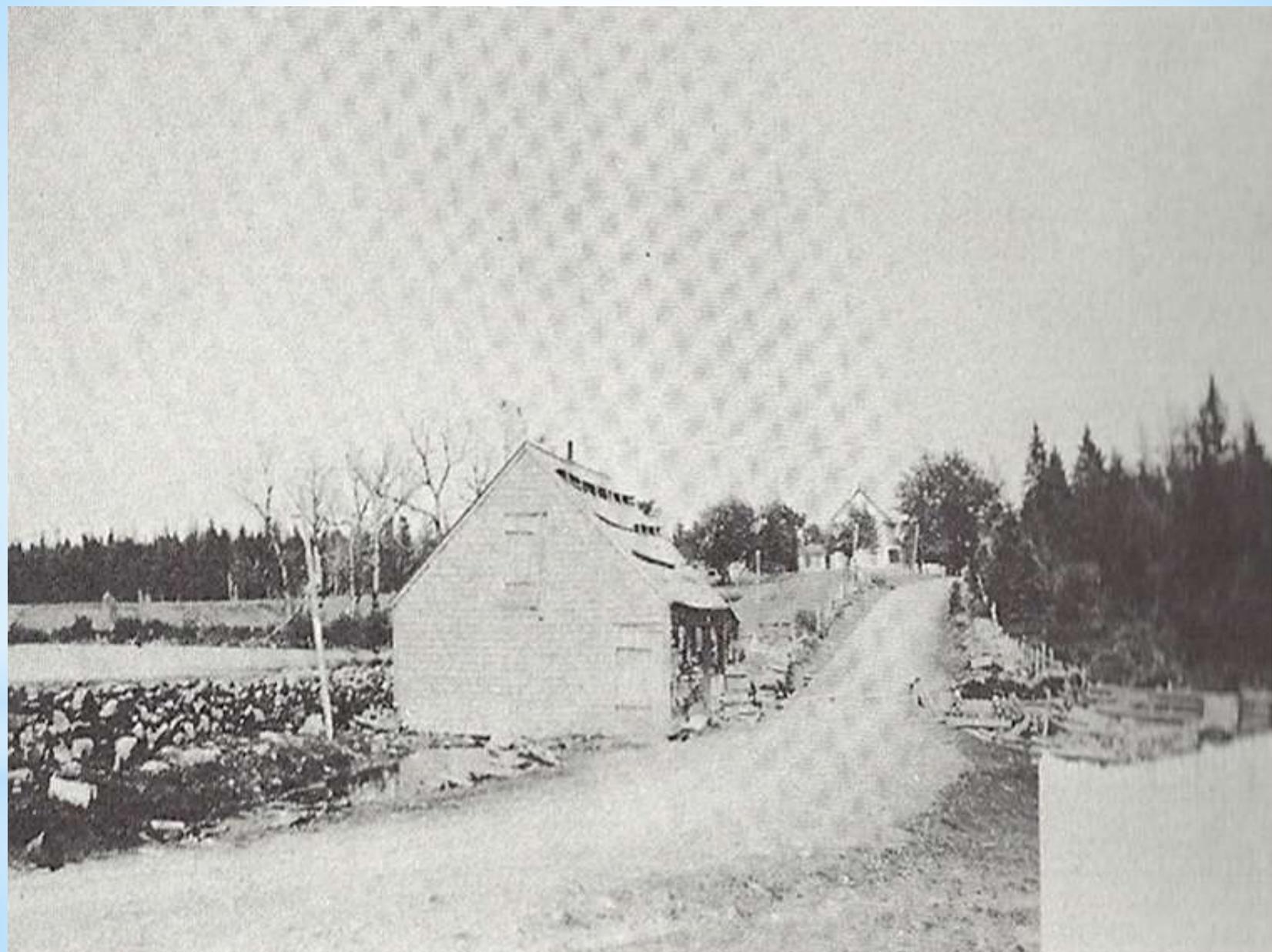


\* **1932 - Electricity Arrives**

\* **1930's** - First trucks are owned by HP residents



\* **1930's** - Trucks become common place



\***1930's/40's** -  
Roads were  
kept open 12  
months a year -  
residents kept  
the road open



**1930's** - Roads Kept  
open during the  
Winter



\* 1940's Winter Scene  
of the HP Road

\***1940's** Bicycles were also a common sight along the HP road.



\***The Bicycle as a mode of travel**

\* **WW2** – World War 2 brought some different sights to the HP Road:

- \* - Soldiers marching during training exercises.
- \* - Bungers along the road.



\* **The War Years - an  
Age of Stability to the  
Road**

\***1947** - Bus Service is introduced



\***1947** - Bus Service is Introduced

\* After gas, car and tire rationing ended at the end of WW2, the Highways Department started plowing roads



**Keeping the Road open  
in Winter**



\* **1950's** -

The modern era  
rings in.

\* **1951 - 1958**

\* **Named Route 213**



\* **1950's - The Modern  
Era Arrives**







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*4/20/55*

\* 1955 - Hammonds  
Plains Road is  
Upgraded



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- \* **1957** - The Modern road is built:
- \* - Grading
- \* - Culverts
- \* - Ditches
- \* - Paving
- \* - New section built - Yankeetown Bypass
- \* - New Stillwater bridge



\* **1957 - The Paving of  
the HP Road**

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\* **1960's** - Era  
of rapid traffic  
increase with  
subdivisions  
starting



\* **1960** - Era of  
**Population & Traffic  
Increase**

## \*1960's - 1970's

- Road issues include heaving due to frost in the spring and traffic tie ups in winter storms, despite the pavement.



## \*Road Issues of the 1960's - 70's

**\* 1970's - 80's**

**- Significant Increase in Road Traffic**

**\* - Pockwock Road is paved.**



**\* 1970's - 80's - Traffic becomes an issue**

## \* 1990's - Road congestion.

- \* - Traffic Lights installed
- \* - Repaving
- \* - New shoulders
- \* - New pavement eliminates much of the frost problems



# 1990's - Road Congestion

# \* 21<sup>st</sup> Century -

- \* - Traffic Lights
- \* - Lower speed limits
- \* - Four lanes
- \* - Active transportation Lanes

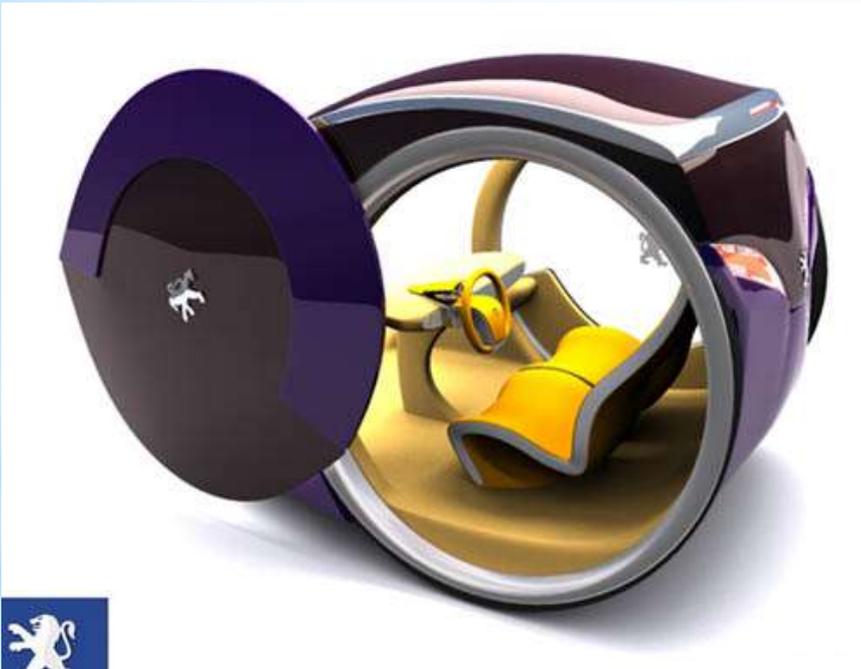


\* 2000 - 2015  
The Modern  
Hammonds Plains  
Road



# \*Paving of Road 2017

# \*The Future



## Depends on:

- Capital Funding
- Political fortitude
- Organized response from the residents
- Construction of alternative routes
- Changing of transportation patterns

\*2015 & Beyond