

A portrait of a man with dark, wavy hair, wearing a dark coat and a white cravat. The background is a textured, light-colored wash.

# **The Origins of Hammonds Plains and Upper Hammonds Plains (1749-1820)**

## **The Story of the Early Years**



# **Mi' Kmaq Territory**

**Mi' Kmaq were in the  
Hammonds Plains area for  
centuries before European  
contact.**



# Mi' Kmaq Territory

**They travelled from winter encampment in area around Big Indian and Pockwoock Lakes to summer encampments on Bedford Basin. Might have been in Birch Cove area.**



# Mi' Kmaq Territory

**Travelled by river, most likely Sackville River, but certainly roamed the area around Hammonds Plains.**

A historical engraving showing a settlement. In the center, there is a row of several houses with gabled roofs and small windows. In the foreground, there is a large cross on a pedestal. The background shows a landscape with hills and a body of water. The text 'European Influence' is overlaid in red at the top.

# European Influence

**1605** – France creates  
first permanent  
settlement at Port Royal.



# European Influence

**During 17th century  
Acadian French create  
settlements in province.**



# European Influence

**During much of the 17<sup>th</sup> & 18th centuries a battle raged between France & Britain, for North American possession.**



## European Influence

**In 1710, during the War of the Spanish Succession, the English capture Port Royal, renaming it Annapolis Royal.**

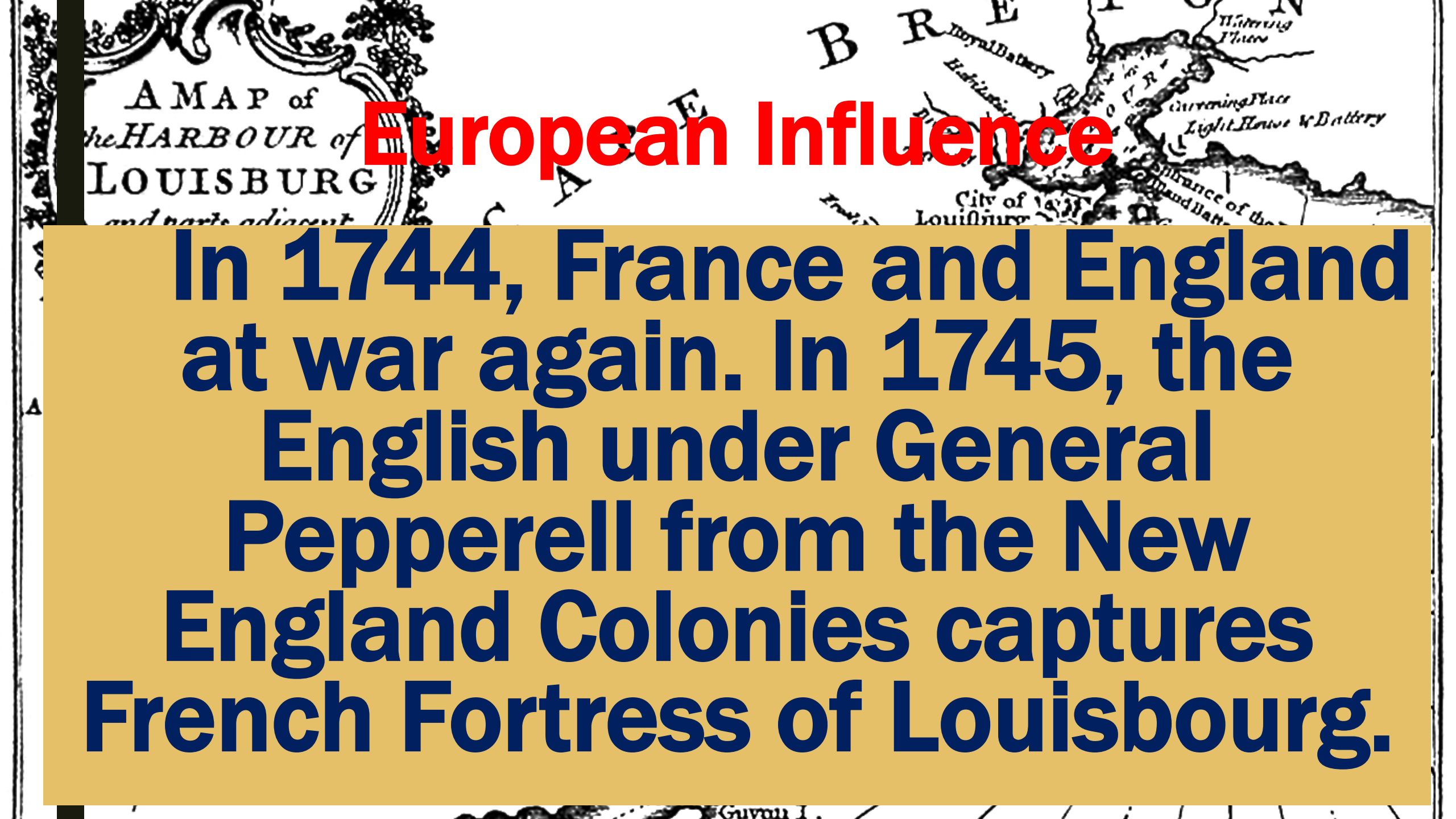




## European Influence

**Under terms of Treaty of Utrecht in 1713, English were able to lay claim to mainland Nova Scotia, while France controlled Cape Breton Island. Most of the French Inhabitants were allowed to stay in mainland NS.**

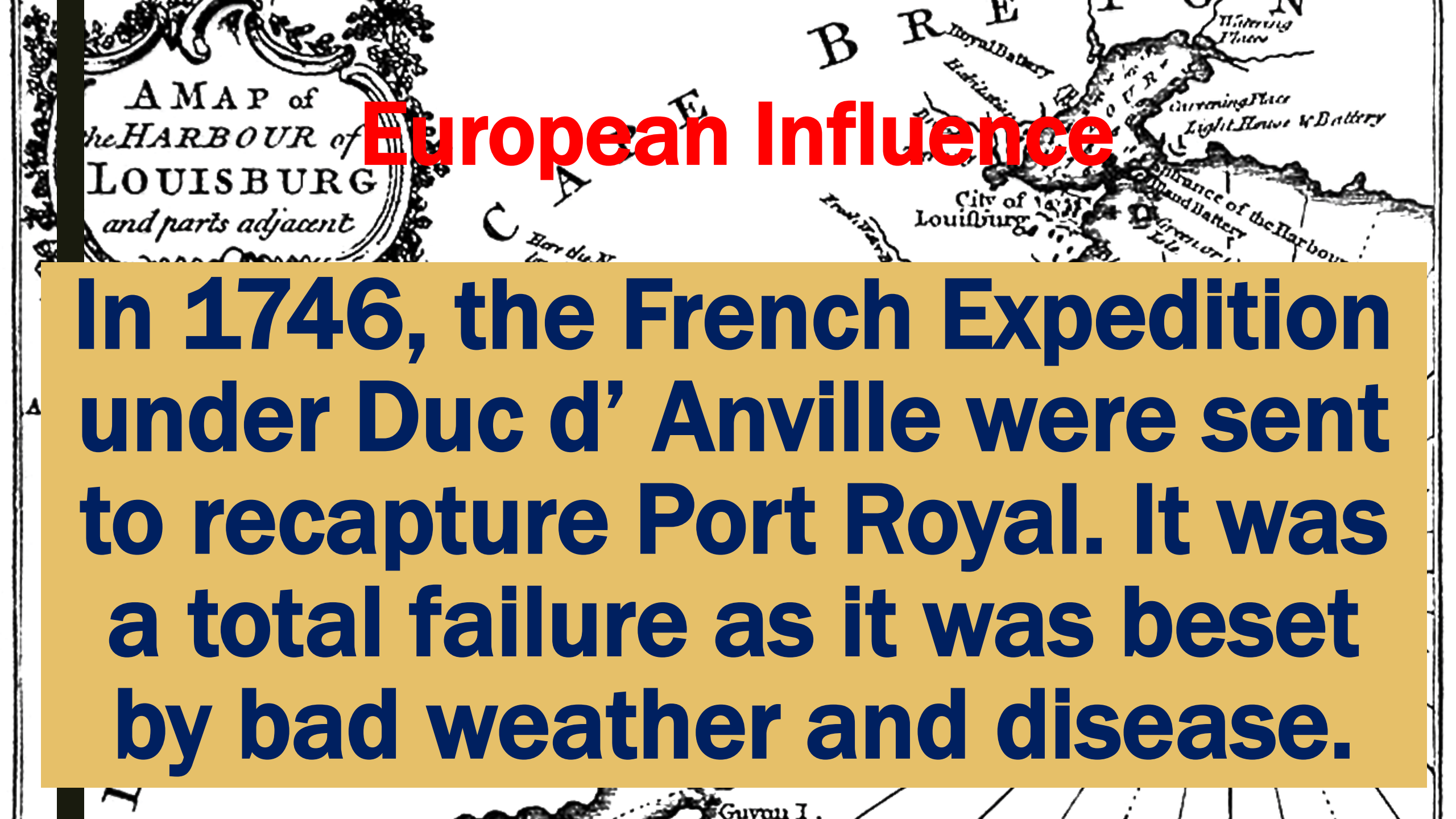


A historical map of the Harbour of Louisbourg, showing the city and surrounding fortifications. The map includes labels for 'Royal Battery', 'Habitation', 'City of Louisbourg', 'Light House & Battery', and 'Entrance of the Harbour'. The title 'A MAP of the HARBOUR of LOUISBURG and parts adjacent' is visible in the top left corner.

A MAP of  
the HARBOUR of  
LOUISBURG  
and parts adjacent

## European Influence


**In 1744, France and England at war again. In 1745, the English under General Pepperell from the New England Colonies captures French Fortress of Louisbourg.**

A historical map of the harbour of Louisbourg, Nova Scotia, showing various fortifications and landmarks. The map includes labels for 'Royal Battery', 'Habitation', 'City of Louisbourg', 'Light House & Battery', and 'Entrance of the Harbour'. The title 'A MAP of the HARBOUR of LOUISBURG and parts adjacent' is visible in the top left corner.

A MAP of  
the HARBOUR of  
LOUISBURG  
and parts adjacent

## European Influence

**In 1746, the French Expedition under Duc d'Anville were sent to recapture Port Royal. It was a total failure as it was beset by bad weather and disease.**

A historical map of the Harbour of Louisburg and parts adjacent. The map shows the coastline of the harbour, with various landmarks and structures labeled. The title 'A MAP of the HARBOUR of LOUISBURG and parts adjacent' is written in a decorative frame on the left side. The map includes labels for 'Royal Battery', 'Habitation', 'City of Louisburg', 'Light House & Battery', 'Entrance of the Harbour', 'Grand Battery', 'Green Island', 'Black Point', 'Widening Place', 'Light House & Battery', 'Entrance of the Harbour', 'Grand Battery', 'Green Island', 'Black Point', 'Widening Place', 'Light House & Battery'. The map also shows the 'City of Louisburg' and 'Royal Battery'. The map is oriented with North at the top.

A MAP of  
the HARBOUR of  
LOUISBURG  
and parts adjacent

## European Influence

The expedition landed in Bedford Basin, with many of the crew dying. There they connected with local Mi'kmaq, who contacted their diseases and reduced the Mi'kmaq numbers in the area.

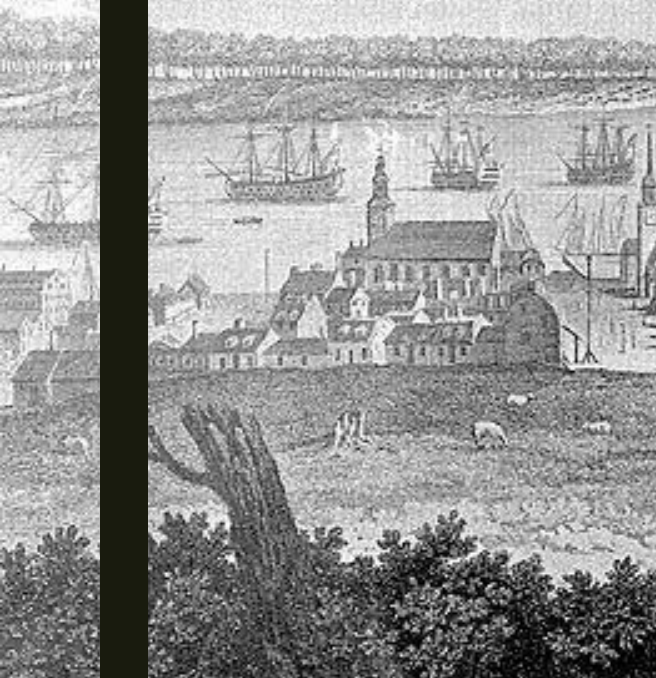
# European Influence

**In 1748, under the treaty of Aix-la-Chapelle, Louisbourg was given back to the French in exchange for territory in India.**



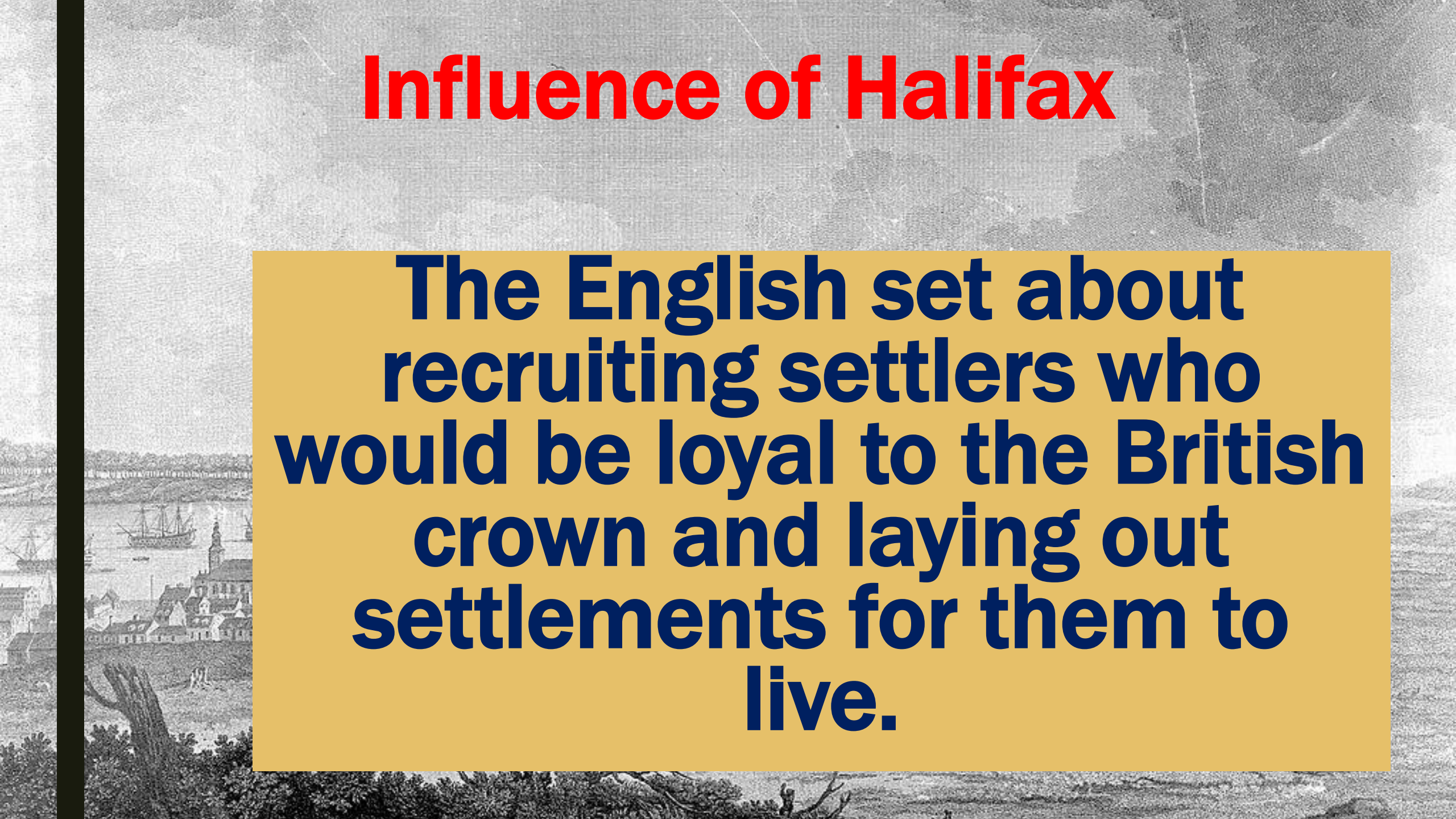
# Influence of Halifax

**In 1749, The English founded Halifax as their military stronghold to combat the French at Louisbourg.**



# Influence of Halifax

**The English set about recruiting settlers who would be loyal to the British crown and laying out settlements for them to live.**





# Influence of Halifax

**Many of the new settlers remained in Halifax until 1753, when it was safe to build settlements free from fear of Mi' Kmaq attack.**

# Influence of Halifax

**One of the first  
settlements was in  
Lunenburg.**



# Influence of Halifax

## 1755 – Expulsion of the Acadians.

**The English expel the Acadian population because they didn't trust their allegiance to the British crown. This ushered in an era of attacks by the Mi' Kmaq, who were generally allied with the French.**

# **Influence of Halifax**

**The British saw a need for a road to be created from Halifax to Lunenburg for the purpose of transporting troops in time of combat.**

# Influence of Halifax

**Joseph Pernette** in 1757 made a proposal to build this road and was given the contract to cut a 10 foot wide road from Lunenburg to Halifax (head of Bedford Basin to Mush-a-Mush – Mahone Bay), avoiding wetlands.

# Influence of Halifax

**There is some debate whether this road was ever completed, but there is evidence that a such a trail was cut out.**

# **Influence of Halifax**

**It was thought that Pernette's Road went from the head of the Bay, north of Stillwater Lake, up over Wallis Hill and then to Fort Sackville.**



# Influence of Halifax

**In 1763, the Treaty of Paris gave all of Nova Scotia to the English. This brought peace to the lands in Nova Scotia, especially in terms of Mi' Kmaq attacks.**





# Influence of Halifax

**In 1767, Chief Land Surveyor Charles Morris was ordered to create a road from Chester to Halifax.**



# **Influence of Halifax**

**It was thought he cut out a road that came from the head of the Bay at French Village to the Lower End of Wright's Lake to Jeffrey's Hill, through the Veith Tract, by Tomahawk Lake and then on to Springfield Lake, joining the Windsor Road there.**

# **Influence of Halifax**

**The Veith tract was the first land grant given out in the Hammonds Plains area in 1784.**

**Evidence suggest that at least several homes were built on this tract along the old Morris Road. Road was created in 1784-5's.**

# Influence of Halifax

## Question: Why two roads?

**It is believed roads served two different purposes. Pernette Road was for military transportation purposes while Morris road was for settlement.**

# **Influence of Halifax**

**The settlers at Annapolis Royal heard about the Morris Road and they commissioned a local surveyor (Elias Wheelock) to create a route from Annapolis Royal to connect with the Morris Road. The settlers actually started a road from the Annapolis end but did not get it completed.**

# **Influence of Halifax**

**From 1776 to 1783, the War of Independence waged on in the south. With the end of the war, thousands of loyalists flooded to Nova Scotia, to remain loyal to the British Crown. This produced the enormous need for land grants to house all the loyalists.**

# **Hammonds Plains is born**

**However, original settlers became alarmed and resentful of all the land being given to newcomers, when they had been here for decades and had developed their lands suffering great hardships.**

A portrait of a man with dark, curly hair, looking slightly to the left. The portrait is rendered in a style that looks like a woodcut or engraving, with fine lines and shading. The background is a light, textured yellow.

# **Hammonds Plains is born**

**A number of Halifax residents felt that they should be granted land, the same as the Loyalists.**



A portrait of John William Schwartz, a man with long, dark, wavy hair, looking slightly to the right. The portrait is partially obscured by the text overlay.

# **Hammonds Plains is born**

**John William Schwartz was one such prominent Halifax business person who petitioned for one thousand acres, along the new Annapolis Road.**

A portrait of a man with curly hair, likely a historical figure, is visible in the background. The text is overlaid on this image.

# **Hammonds Plains is born**

**His petition was eventually expanded to consist of 43 lots, consisting of 8230 acres with 42 land owners.**

A portrait of a man with curly hair, likely a historical figure, is visible in the background. The text is overlaid on this image.

# **Hammonds Plains is born**

**All grantees had to pay a yearly fee and fulfill the usual conditions of clearing land, erecting buildings and keeping cattle or face forfeit of land.**

A portrait of a man with long, curly, dark hair, looking slightly to the left. The portrait is rendered in a classical style, possibly a painting or engraving, with a soft, yellowish background.

# **Hammonds Plains is born**

**A water lot was added on Bedford Basin for a landing place of Fifty Rods (about 4 acres) a couple of months later.**

A portrait of Sir Andrew Snape Hamond, a man with long, dark, wavy hair, looking slightly to the left. The portrait is rendered in a classic, somewhat faded style, possibly an engraving or a painting. The background is a light, textured yellowish-brown.

# **Hammonds Plains is born**

**The grants were given the name 'Hamond Plains', after Lieutenant-Governor from 1781-82, Sir Andrew Snape Hamond.**

# **Hammonds Plains is born**

**All the original 42 land owners were Halifax Businessmen. Many had connections to the Dockyard, which gave them an inside track on selling lumber to the biggest customers.**



# **Hammonds Plains is born**

**The original owners saw these grants as a way to make money. Logs were floated down Nine Mill River to the Basin and then to the dockyard.**

A portrait of a man with dark, curly hair, looking slightly to the right. The image is partially obscured by text overlays.

# **Hammonds Plains is born**

**A rudimentary road was created from the settlement at Nine Mile River in Bedford to the Hammonds Plains grants.**



# **Hammonds Plains is born**

**Many of the original grantees did not fulfill the conditions of the grants and thus the crown took the lands from them. Others sold their granted land. By 1791, there were just 15 settlers listed on the first Poll Tax for the community.**



# **Hammonds Plains is born**

**During the very early 1800's a new group of land owners started buying land and making homes in the western end of the original grants.**

## **Hammonds Plains is born**

**A group of 5-6 settlers (ex loyalists from New England) nicknamed the area Yankeetown and the name stuck. Among those thought to be in this area was Ebenezer Smith, Jacob Haverstock, John Hays.**

# **Hammonds Plains Develops**

**During the 1790's and early 1800's, the Chester Group (led by Amos Melvin and Robert Thomson) buy up several of the original grants and start to establish the village of Hammonds Plains.**

A portrait of a man with dark, curly hair, looking slightly to the left. The portrait is rendered in a style that looks like a woodcut or engraving, with fine lines and shading. The background is a plain, light color.

# **The Annapolis Road**

**During the late 1790's, talk started of a new Annapolis Royal to Halifax road.**

# **The Annapolis Road**

**Road was to be developed for creating new settlements, as a military route connecting the main garrisons of mainland Nova Scotia, and as a quicker route to get mail to Quebec City.**

# **The Annapolis Road**

**The plan was that it go through Hammonds Plains. Up until that time only a rudimentary road existed through the H P grants to St. Margaret's Bay. The new road was to be 100 feet wide through H P.**

# **The Annapolis Road**

**The rationale for this proposed road to go through Hammonds Plains was that Hammonds Plains already had a road from Bedford and the existing road could be easily connected directly to Annapolis Royal by heading northwest at the St. Margaret's Bay turn.**



A background image of a man's face with curly hair, looking slightly to the left. The image is in a sepia or aged tone.

# **The Annapolis Road**

**In 1816-17 a road was surveyed and cut out from the Chester to Bedford Basin that went from Hammonds Plains.**

A faint, sepia-toned portrait of George Washington is visible in the background of the slide. He is shown from the chest up, with his characteristic powdered hair and a serious expression.

# **The Annapolis Road**

**Many challenges presented itself with the surveying, including weather, ill equipped workers and lack of government money.**

A faint, sepia-toned portrait of George Washington is visible in the background, showing his head and shoulders with his characteristic powdered hair.

# **The Annapolis Road**

**A road was cut out during this time but disagreements over money caused it not to proceed the way it was first intended.**

A portrait of Lord Dalhousie, a man with long, wavy, dark hair, looking slightly to the left. The portrait is rendered in a classic, somewhat faded style, possibly a reproduction of an oil painting or engraving. The background of the portrait is a light, textured yellowish-brown.

# **The Annapolis Road**

**In 1816, Lord Dalhousie became the Governor of Nova Scotia. He was a big supporter of the new Annapolis Road. He poured money into the road project.**

A faint, sepia-toned portrait of George Washington is visible in the background of the slide. He has long, wavy hair and is looking slightly to the left.

# **The Annapolis Road**

**World Events then affected the project - In 1815, Napoleon was finally defeated and peace came to the British Empire.**

A faint, sepia-toned portrait of George Washington is visible in the background. He is shown from the chest up, facing slightly to the left. His hair is powdered and styled in a large, wavy fashion. He is wearing a dark coat over a white cravat.

# **The Annapolis Road**

**The peace left England flooded with war veterans and unemployment became a big problem.**

A portrait of a man with long, curly, dark hair, looking slightly to the left. The background is a light, textured yellow. The man's face is partially obscured by the text overlay.

# **The Annapolis Road**

**Able-bodied folks were urged to go to the New World and establish a new life. The discharged soldiers were given land grants in Nova Scotia.**



# **The Annapolis Road**

**One such grant was the Wellington Grant, located along the proposed Annapolis Royal Road, just north of Wright's Lake (grants would be issued if they settled the land and stayed for 7 years).**



# **The Annapolis Road**

**In 1816, the Province granted the Chesapeake Blacks, a large piece of land north of the Hammonds Plains grants, along the new road.**

# **The Annapolis Road**

**The 'Chesapeake Blacks' was the name given to 'refugee slaves from the plantations around Chesapeake Bay' who were enticed by the British during the War of 1812 (under Admiral Cochrane) to escape the plantations with the promise of no more slavery under the British flag.**

# The Annapolis Road

A historical painting depicting a landscape with a dirt road. In the foreground, a person is riding a horse. The background shows a field with trees and a distant building. The overall scene is rendered in a soft, painterly style with a warm, slightly hazy atmosphere.

**The British loaded them on their ships and took them to Halifax.**

# The Annapolis Road

**With the big influx of new refugees, the Nova Scotia government had major challenges as to how to house them all.**

# **The Annapolis Road**

**After much debate, it was decided to house many of the Black refugees in three settlements near Halifax (Preston, Beechville, Cobequid Road).**

# **The Annapolis Road**

**However, some of the Black settlers themselves selected a fourth settlement, which was located just north of the Hammonds Plains grant.**

# **The Annapolis Road**

**The British government paid for surveying, laying out of the road in the community, moving their baggage, setting up a supply depot to provide food & clothing, axes, a farming hoe, potatoes and seeds and providing each community saws, grindstone and tools.**

# **The Annapolis Road**

**The Upper Hammonds Plains grants ended up to create a settlement of 500.**

**The lands were expropriated from existing land owners, with most of the original land owners given other lands in exchange.**



# **The Annapolis Road**

**The grants were portioned out into 10 acre lots, but the lots were not officially issued until the new settlers had fulfilled the normal conditions for acquiring a grant (which was to become sustainable on the lands).**

# The Annapolis Road

Interesting to note that the grant was not classified as a encompassing grant. Instead the lots were to be given out one at a time. Therefore no official name was given to the original settlement.

# The Annapolis Road

**The government hired workers to construct homes before the new settlers arrived at their new lots.**

# **The Annapolis Road**

**The British government promised to build a school and provide free education for the new settlers.**

# **The Annapolis Road**

**Most of the new settlers were not able to meet the conditions of the grant, mostly due to the fact they were unable to grow sufficient crops.**

# The Annapolis Road

**However, Governor Dalhousie by 1820, ended up giving the original settlers a licence to occupy the lands if ‘their conduct was industrious and peaceful and they were loyal to the crown’.**

# **The Annapolis Road**

**Food rations were allotted to the new settlers until the 1820's. Poverty was very common and it was very difficult for the new settlers even to survive. 1800's racism was a way of life for the new settlers adding to the challenges.**

# **The Annapolis Road**

**In addition, a scarlet fever type disease inflicted the community in 1826-27, causing 40 deaths. Some 27 families decided to go to Trinidad between 1827 and 1838. The 1838 census listed only 196 African Canadian settlers in the H P area.**



A portrait of a man with long, curly, dark hair, looking slightly to the left. The background is a light, textured yellow. The portrait is partially obscured by a large yellow text box in the lower half of the image.

# **The Annapolis Road**

**The settlers at Wellington were ill equipped for the difficult weather conditions (1816 was a very cold year and crops were ruin because of it).**

A portrait of a man with curly hair, likely a historical figure, is visible in the background. The man has a serious expression and is looking slightly to the left. The portrait is rendered in a style that looks like a woodcut or engraving.

# **The Annapolis Road**

**Many of the grantees of Wellington left. By 1822, only 14 residents were left to receive their grants.**

A background image featuring a portrait of a man with thick, curly, dark hair and a serious expression. The portrait is rendered in a style that looks like a woodcut or engraving, with fine lines and shading. The man's face is the central focus, looking slightly to the left of the viewer. The background of the portrait is a light, textured yellowish-brown.

# **The Annapolis Road**

**In 1818, a group of Irish settlers were granted lands just west of Wellington. They established a community to be known as Kemptown.**

A portrait of a man with curly hair, likely a historical figure, is visible in the background. The man has dark, wavy hair and is looking slightly to the left. The background is a light, textured yellowish-brown.

# **The Annapolis Road**

**During the 1800's, Wellington and Kempton became known as one – Kempton.**

A background image featuring a portrait of a man with long, curly, dark hair and a serious expression. The portrait is rendered in a style that looks like a woodcut or engraving, with fine lines and shading. The man's face is the central focus, looking slightly to the left of the viewer. The background of the portrait is a light, textured yellowish-brown.

# **The Annapolis Road**

**Life was very tough for the new settlers the Kemptown area. It was isolated and the road was not much more than a horse trail.**

A background image of a man's face with curly hair, looking slightly to the left. The image is in a sepia or aged tone.

# **The Annapolis Road**

**Many of the original Irish Settlers moved away before 1830. However, by the 1851 census, it still listed 88 folks as living in Kempton.**

# **The Annapolis Road**

**Lord Dalhousie poured significant money into the Annapolis road. Road upgrades were done from Bedford to Kemptown, but little attention was given to the section connecting Kemptown to Chester.**

# The Annapolis Road

A portrait of a man with dark, wavy hair, wearing a dark coat and a white cravat. The portrait is rendered in a style that looks like a woodcut or engraving, with fine lines and shading. The background of the portrait is a light, textured yellow.

**During the 1830's, as a worldwide depression hit, money dried up in support of the road.**



# **The Annapolis Road**

**In 1840, the government decided to open a new road that would be more direct to Halifax from St. Margaret's Bay (Forerunner of #3 Highway). This ended the dream of the 'Annapolis Road'.**

# The Annapolis Road

First mills in the area were created in early 1800's – Christian Schmidt (1805-Nine Mile River), John English Mill (1818-19), Shaffer, Lunn, Leighteizer and Wright establish mill on Pockwock Lake (1823).

# **The Annapolis Road**

**The forestry industry soon led the Hammonds Plains area to becoming a sustainable area.**

# **The Annapolis Road**

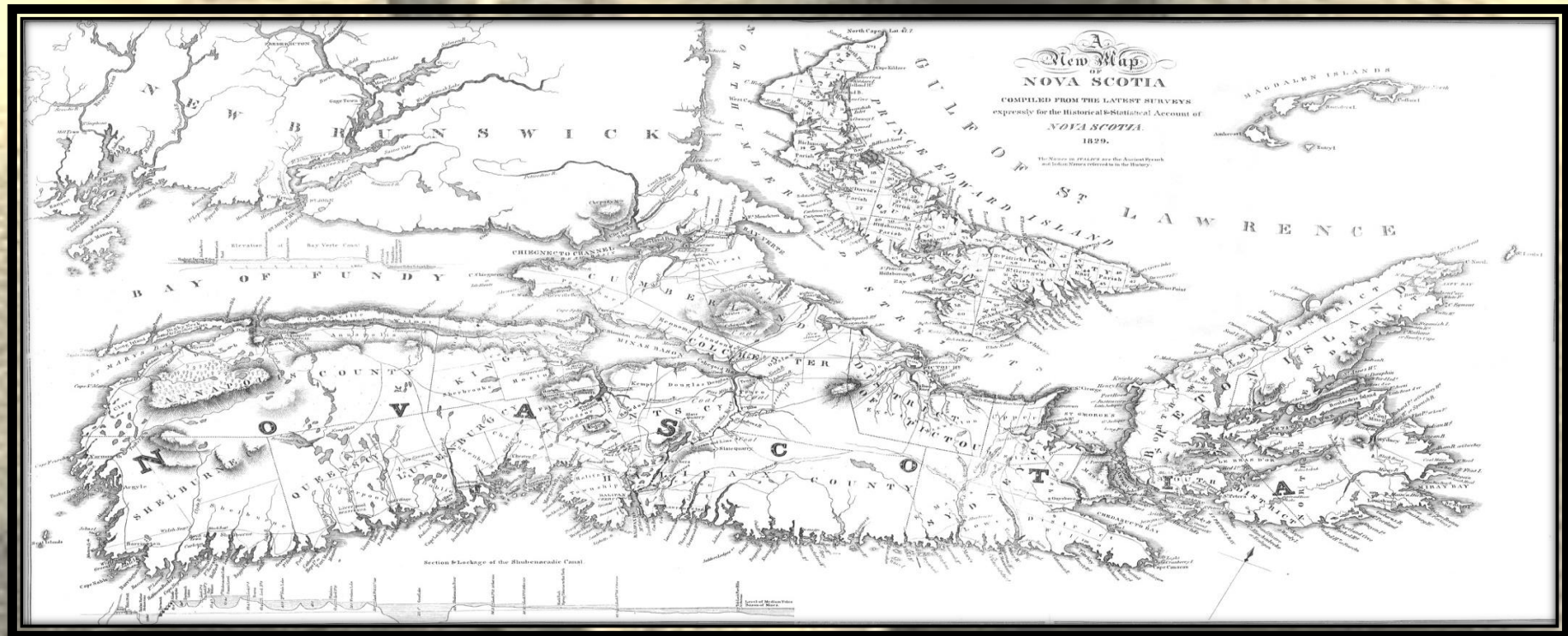
**The 1820-30's saw the development of a community (schools, organized religion places, a blacksmith shop, grist mill, inn).**

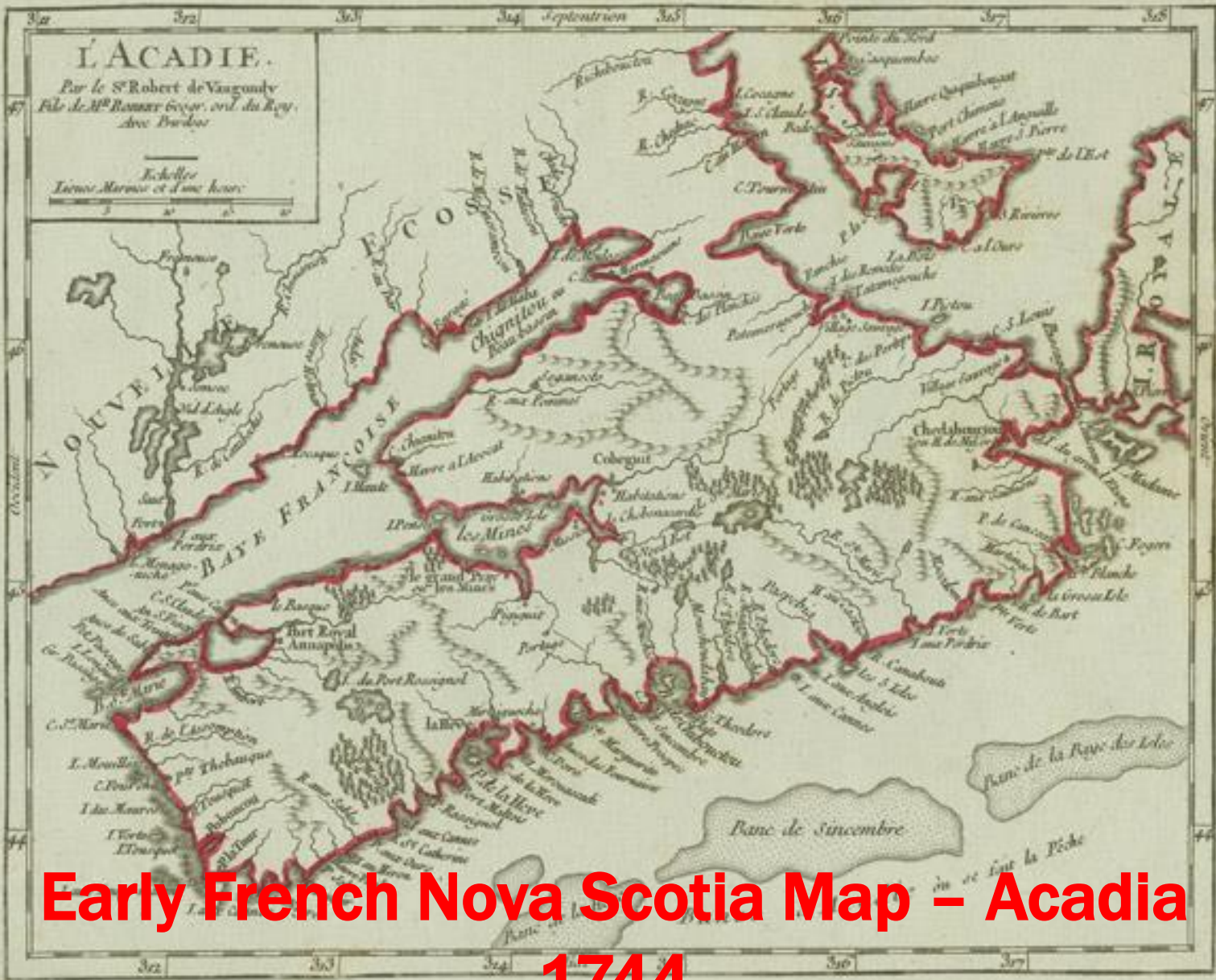
A portrait of a man with dark, wavy hair, wearing a dark coat and a white cravat. The background is a textured, light-colored wash.

# **The Origins of Hammonds Plains and Upper Hammonds Plains (1749-1820)**

## **The Story of the Early Years**

# Early Hammonds Plains in Maps





**Early French Nova Scotia Map – Acadia  
1744**



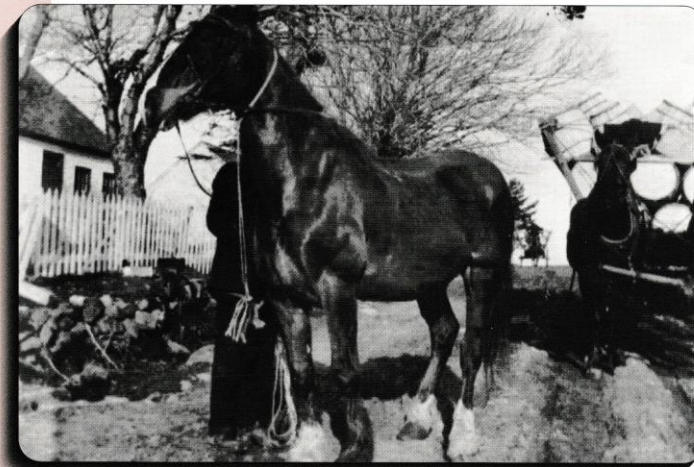
**Early Nova Scotia Map**



# HAMMONDS PLAINS

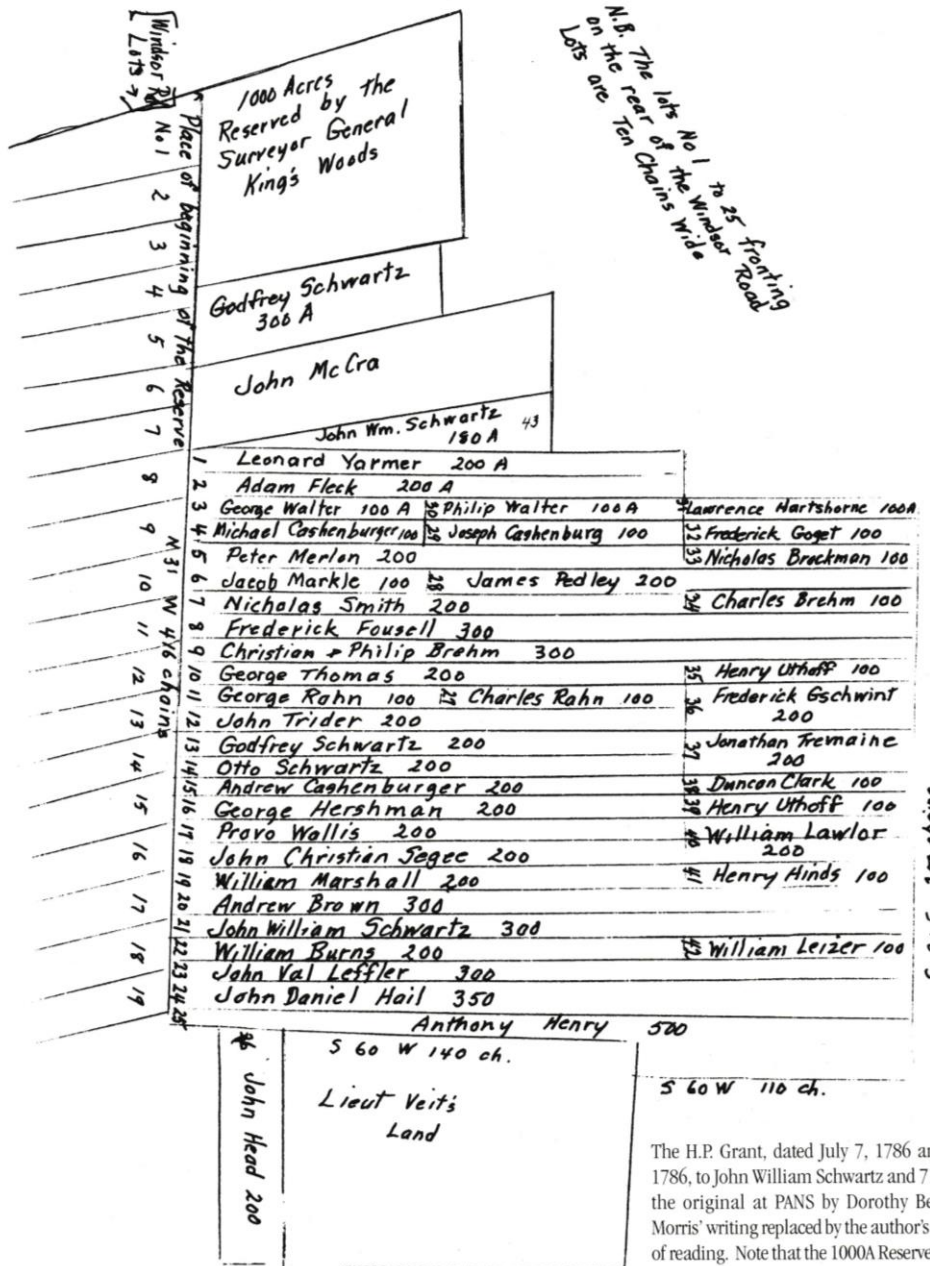
The First

100 Years

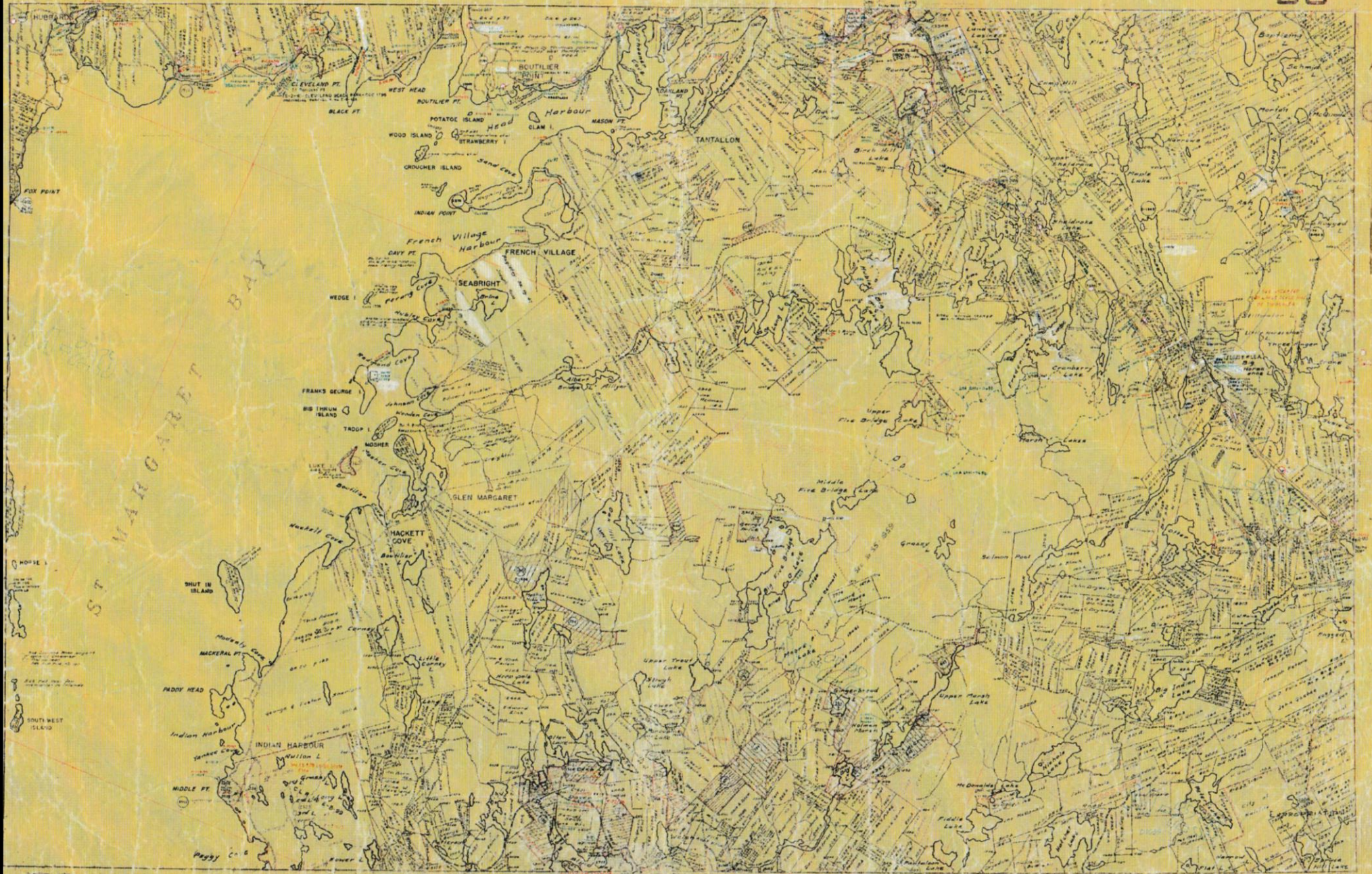


Dorothy Bezanson Evans

# The Original Land Grants



The H.P. Grant, dated July 7, 1786 and registered July 11, 1786, to John William Schwartz and 71 others. Traced from the original at PANS by Dorothy Bezanson Evans, with Morris' writing replaced by the author's handlettering for ease of reading. Note that the 1000A Reserved for the King's Woods is near Bedford Basin.

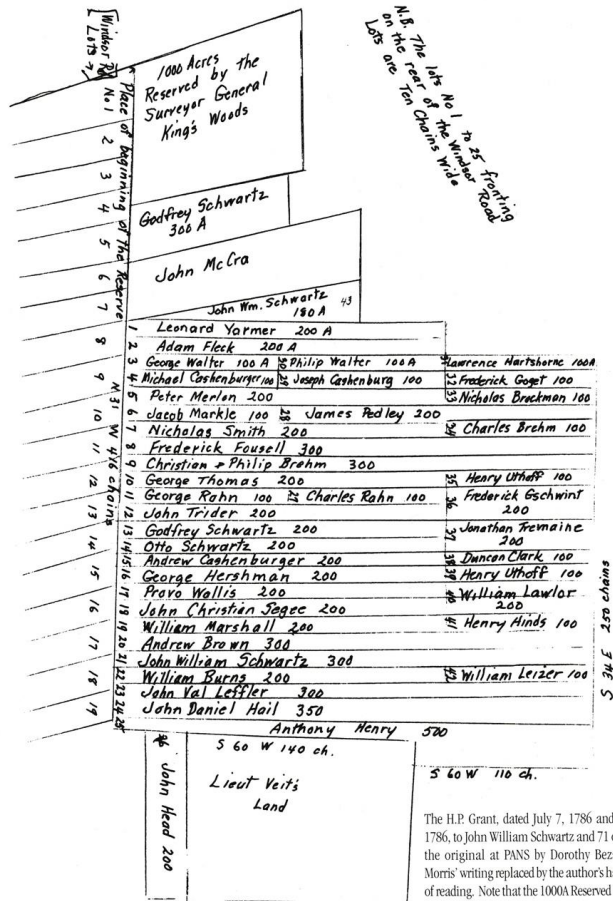




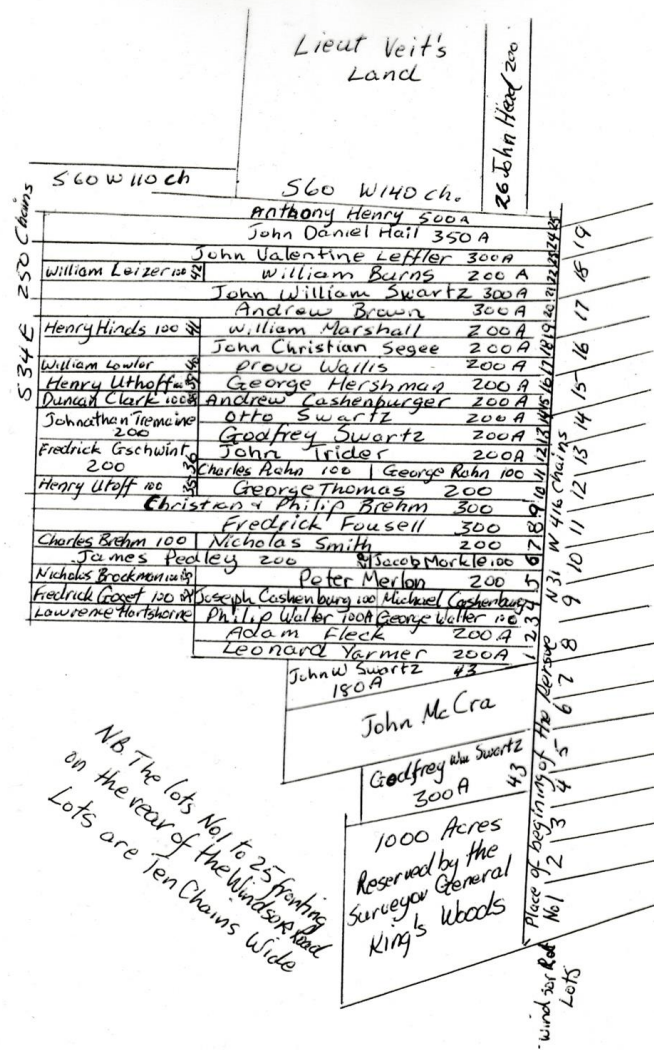
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NB The lots No 1 to 25 fronting on the rear of the Windsor road are Ten Chains wide

# The Original Land Grants

Lieut Veit's Land

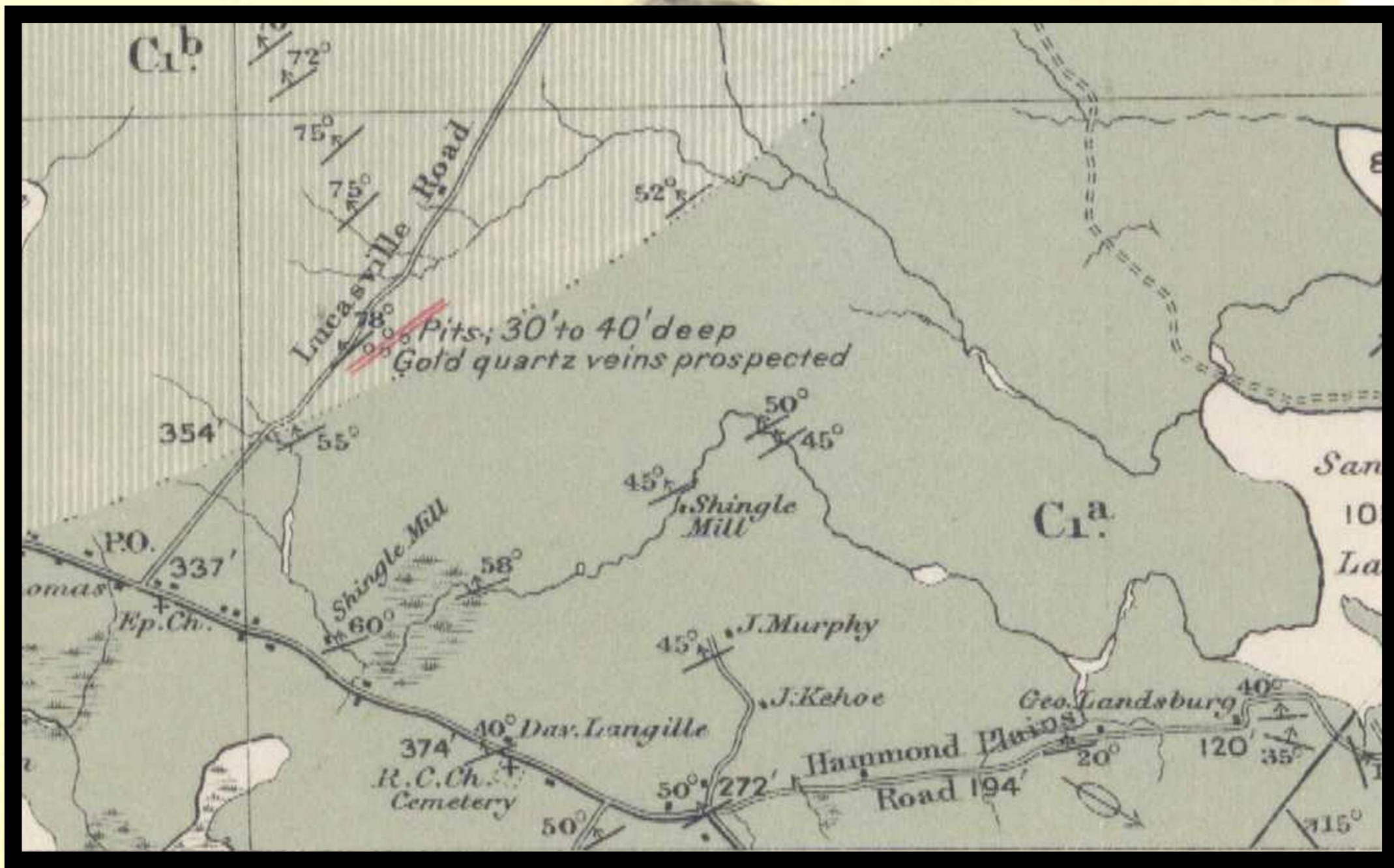
560 W 110 ch		560 W 140 ch.		26 John Heer 200
Anthony Henry 500A		John Daniel Hail 350 A		
250 Chains	William Leizer 100	John Valentine Leffler 300A	William Burns 200 A	19
	Henry Hinds 100	John William Swartz 300A	Andrew Brown 300A	17
S 34 E	William Lowler	William Marshall 200A	John Christian Segee 200A	16
	Henry Uthoff	George Hershman 200 A	Provo Wallis 200 A	15
	Duncan Clark 100	Andrew Cashenburger 200 A	Otto Swartz 200 A	14
	Jonathan Tremaine 200	Godfrey Swartz 200A	John Trider 200A	13
	Fredrick Gschwint 200	Charles Rahn 100	George Rahn 100	12
	Henry Uloff 100	George Thomas 200	Christian & Philip Brehm 300	11
	Charles Brehm 100	Fredrick Fousell 300	Nicholas Smith 200	10
	James Peasley 200	Nicholas Brockman 100	Peter Merlon 200	9
	Fredrick Cozet 100	Joseph Cashenburg 100	Michael Cashenburg 100	8
	Lawrence Horshorne	Philip Walter 100A	George Walter 100	7
		Adam Fleck 200A	Leonard Varmer 200A	6
		John W Swartz 180A		5
		John McCra		4
		Godfrey Wm Swartz 300A		3
		1000 Acres Reserved by the Surveyor General King's Woods		2
				1

Place of beginning of the Reserve  
wind sor Red Lots

NB The lots No 1 to 25 fronting on the rear of the Windsor Road Lots are Ten Chains Wide



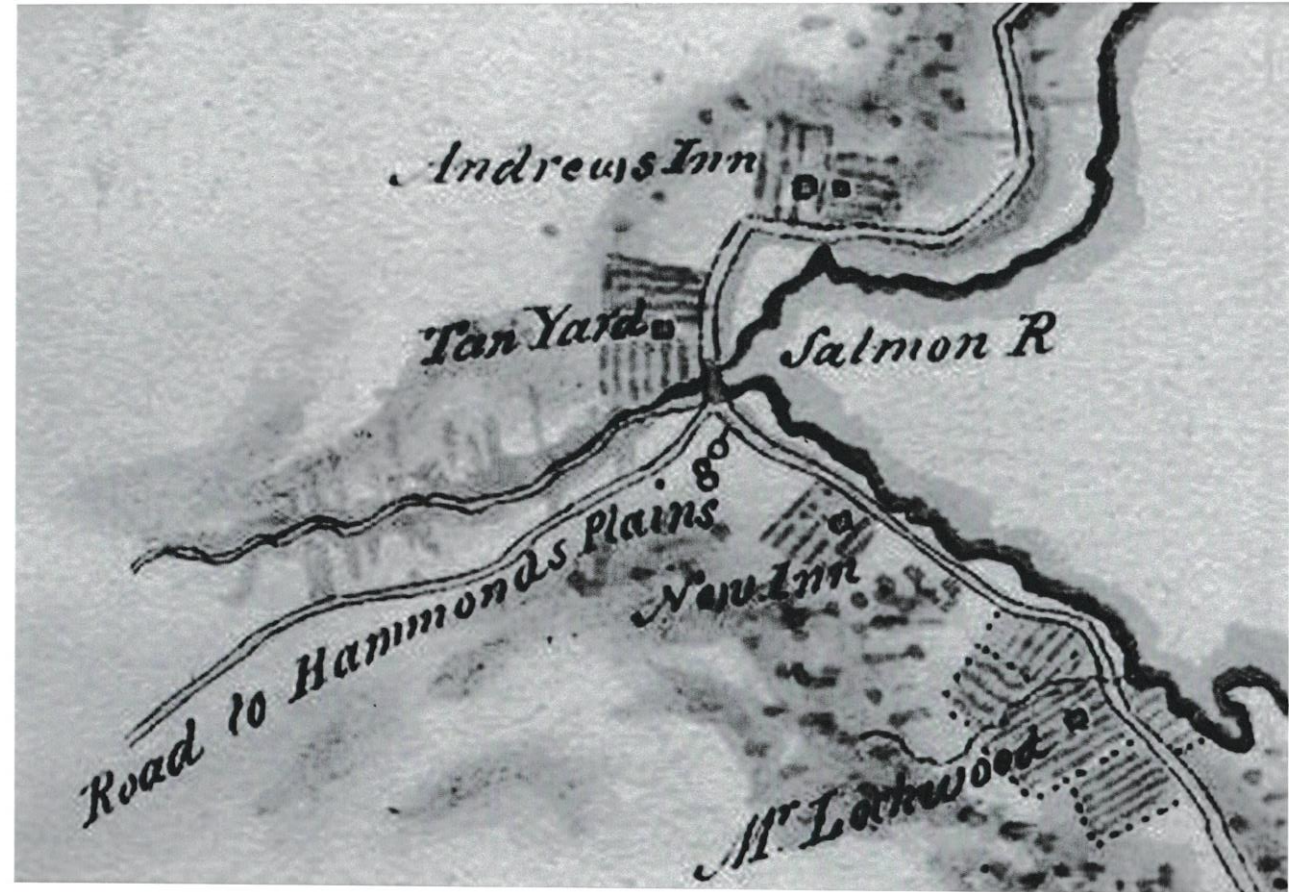




**Lucasville Gold Pits**

## The Hammonds Road from Bedford - 1817

### Woolford's Surveys: The Roads from Halifax to Windsor and Truro, 1817-18



Woolford identifies the road to Hammonds Plains; a tan yard; the Sackville River and bridge; the army barracks in Bedford; three inns — Housen's, New, Andrews and Fultz's; and properties belonging to the Rev. Benjamin Gerrish Gray, William Sabatier and a Mr. Robinson. Sabatier's house survives today as the Scott Manor House. Although Ten Mile House, later the residence of the cartographer A.F. Church, dates from the 1790s, it is not identified on this map.

A portrait of a man with dark, wavy hair, wearing a dark coat and a white cravat. The background is a textured, light-colored wash.

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## **The Story of the Early Years**