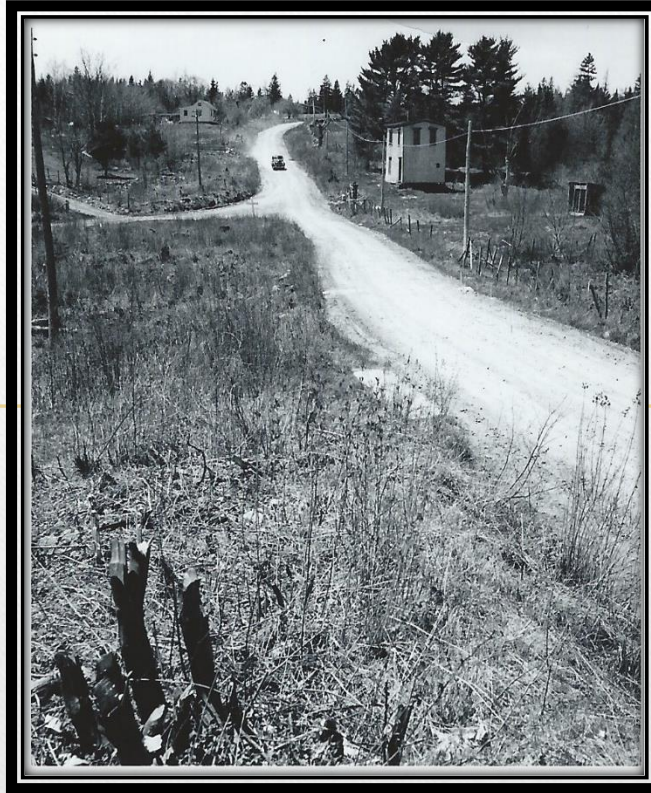
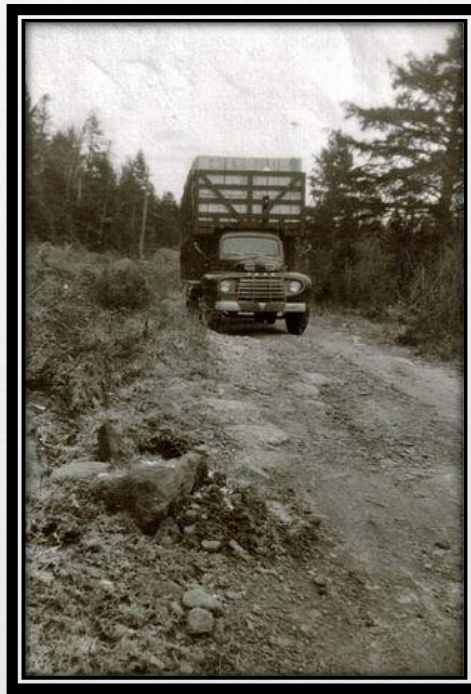


The Ups and Downs of a Turbulent Main Street



The History of the Hammonds Plains Road

**“The Hammonds Plains Road
has been a community talking
point since day 1”**



A section of the road
in early 1950's.

Let's Look at the Journey from a Trail to a Modern Highway



The idea of a transportation route through the Hammonds Plains area has its roots soon after Halifax was founded in 1749



- **The Mi' kmaq Nation however, did roamed the Hammonds Plains area for centuries before, although no clear evidence of a formalized trail ever existed.**



- **Mi' kmaq did transfer from winter encampments near Pockwock Lake to summer residences at Bedford Basin, but most likely mostly travelled by water – Sackville River.**



First Trails

Evidence exists that with the founding of Halifax, a footpath (horsepath) of about 3.5 meters wide, was cut out from Halifax (via the Windsor Road) to Lunenburg in the 1750's. Part of it was in the Hammonds Plains area, passing by Tomahawk Lake.



1784 - The Dream of a Road

- 1784 – Governor Parr orders a road cut in a straight line cross country from Halifax to Annapolis Royal (as a mail route). Road to go through H P area.



1786 -Hammonds Plains is created

- Original Hammonds Plains Land Grants are issued in 1786 to 42 land owners. Part of grant was the promise of a road from Sackville River to St. Margaret's Bay going through the grants. Promise never fulfilled.



Hammonds Plains – Beginnings

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



**However before 1800, a
road was carved out
from the Hammonds
Plains Grants to Nine Mill
River Settlement.
(Papermill Lake Area) by
permanent residents.**

The Promise of Prosperity

- Early 1800's

Governor renews
plan for Annapolis -
Halifax Road – to
go through
Hammonds Plains
Land Grants



The Annapolis Road

- The Hammonds
Plains grants
considered attractive
because of the
government promise
of the new Halifax to
Annapolis Road.



The Best Laid Plans of Mice and Men

- However, the plans had a difficult time going from the dream stage to reality.



Change is a Coming

- By the early 1800's, many of the original land grantees had either sold their lots off or their lots were taken away by government because inactivity. New owners were more interested in establishing village of permanent residences.



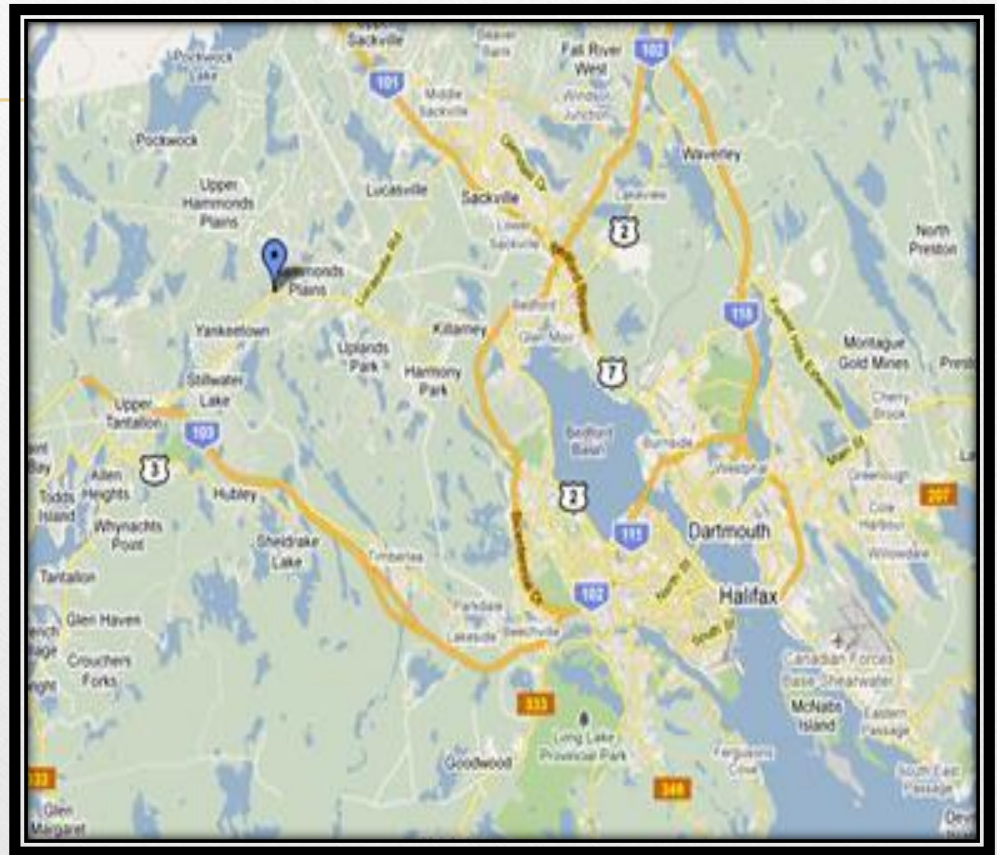
1811-14 – Words Finally Lead to Actions

- 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).



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

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.



1815 – War of 1812 ends and Napoleon is defeated

- In support of Governor's decision, the end of wars involving Britain brought a great flux of immigrants to Nova Scotia, who needed land. Thus roads were needed to create these new land grants.



1816 – The Chesapeake Blacks arrive in Upper Hammonds Plains

- 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.



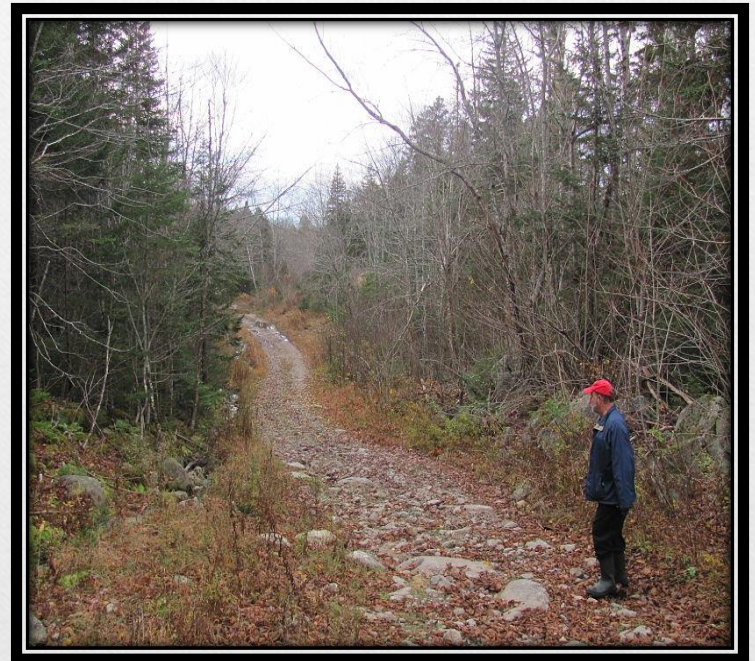
Dalhousie's Contribution

- 1816 – Lord Dalhousie becomes Governor of Nova Scotia. He was a 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.



Dalhousie's Plan

- Lord Dalhousie called for the creation of three new settlements along the road – Wellington, Sherbrooke and Dalhousie. Wellington was a settlement to be created near the head of Wright's Lake.



The Road is a Reality!

- By the 1820's a road complex had been created from Bedford basin, along Nine Mile River, through Hammonds Plains, Jeffrey's Hill (Upper Hammonds Plains), Wellington (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.



Upkeep of the Road

- Early 1800's, each community in NS appointed a Road Commissioner – who was responsible for local road upkeep. (residents within the community vied for the job). Funds were given to each commissioner by governor.
- **Problem** – most commissioners spent all the money fixing roads immediately around their properties.



Pony Express uses Hammonds Plains Road?

- There is evidence that Hammonds Plains road was used by the Pony Express for mail delivery – 1820's+



The Coming of Carriages

- 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.



Backwards We Go

- 1830's – a time of economic downturn and therefore, less emphasis on the road system in NS. Little improvement done on the road during this decade.



However ...



A New Road is Added

- 1831- Lucasville road was opened, connecting Hammonds Plains to Sackville (There was probably a trail there previously)



Carriages become Mainstream

- 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.



A Big Road Block

- During the 1840's the NS 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.



Our 18th Century 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)*

Hammonds Plains Road Issues— 18th Century

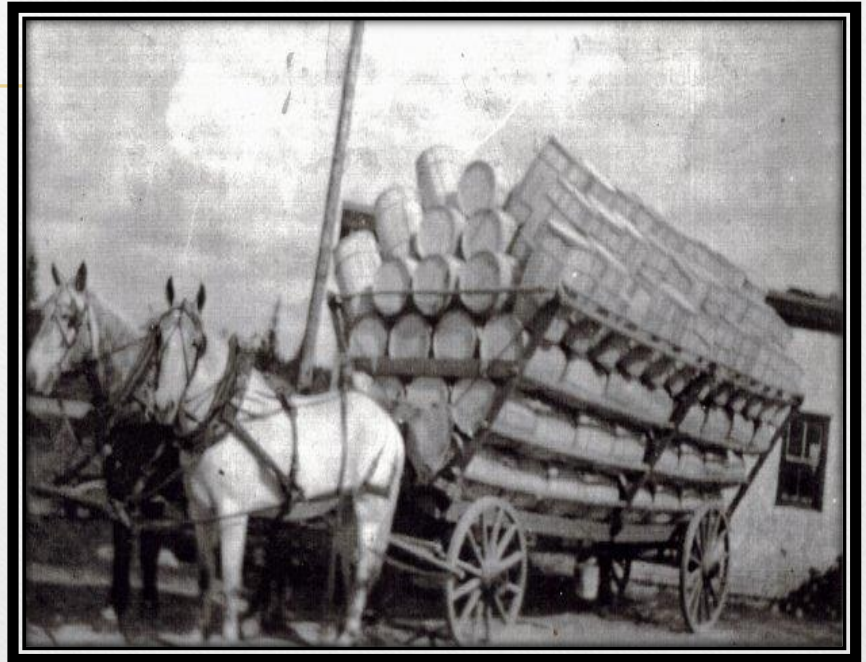
- Muddy Surfaces during wet times.
- Wheel malfunctions.
- Travel during winter had to be done by sleigh.
- Rough rides because of the ruts.
- Watch out for those barrel wagons.
- Hills.



Hammonds Plains Road – Late 1800's

Supporting Commence

- After 1850, lumber mills and cooperage shops became more common in H P. They needed to move their product.

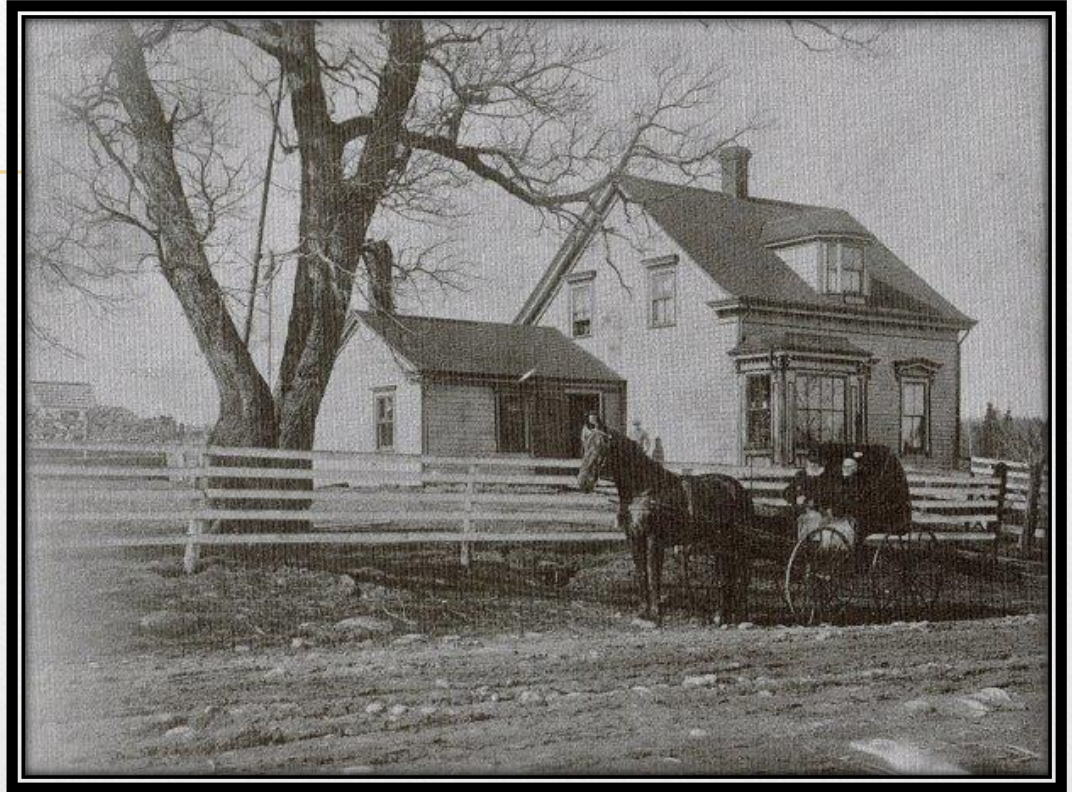


Load of barrels outside Hammonds Plains Cooper Shop ready to travel to market.

Wagon's Rule

- 1880's – 1890's

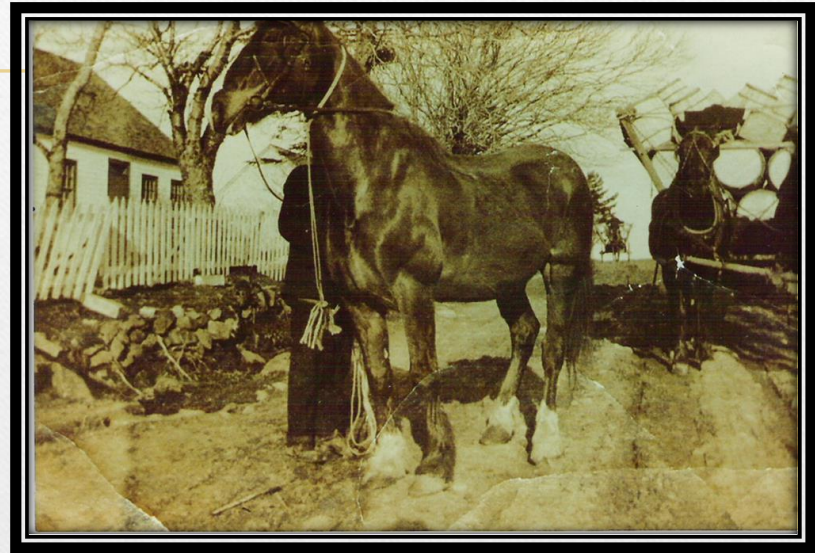
Wagon's rule
the roads in
Hammonds
Plains



Henry & Sarah Haverstock with their buggy on Hammonds Plains Road
– Late 1800's

We' ve part of Halifax County

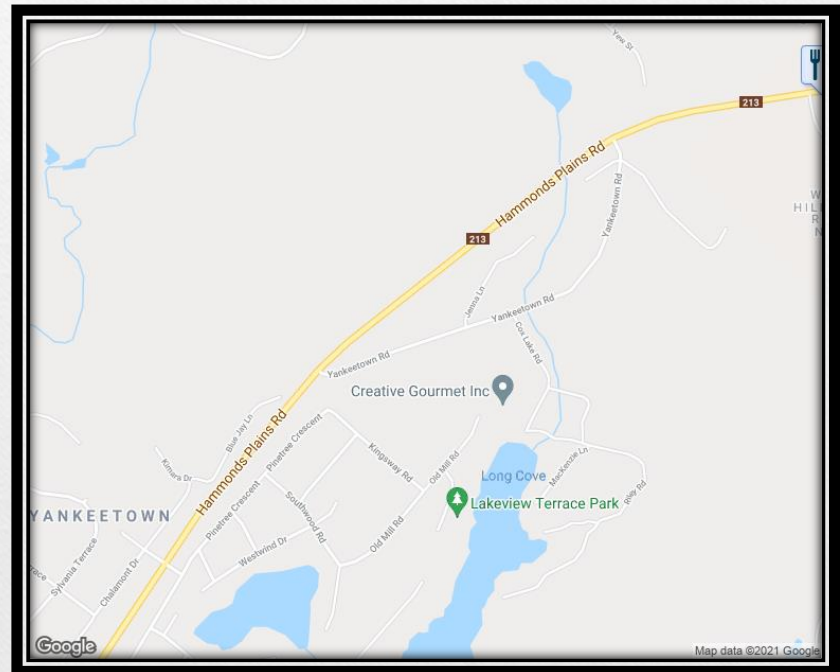
- 1880 – Hammonds Plains becomes a district in newly incorporated Halifax County. Taxes are collected for roads. Hammonds Plains divided into Road Districts, each appointing an Road Overseer, who is responsible for road upkeep.



Horses and barrel wagon outside Samuel Thomson Homestead– late 1800 's.

Yankeetown Road is Changed


- 1880's – A new road through Yankeetown is created.



We Enter the 20th Century

- 1900- The 20th Century brings huge changes in the development of the Hammonds Plains road.

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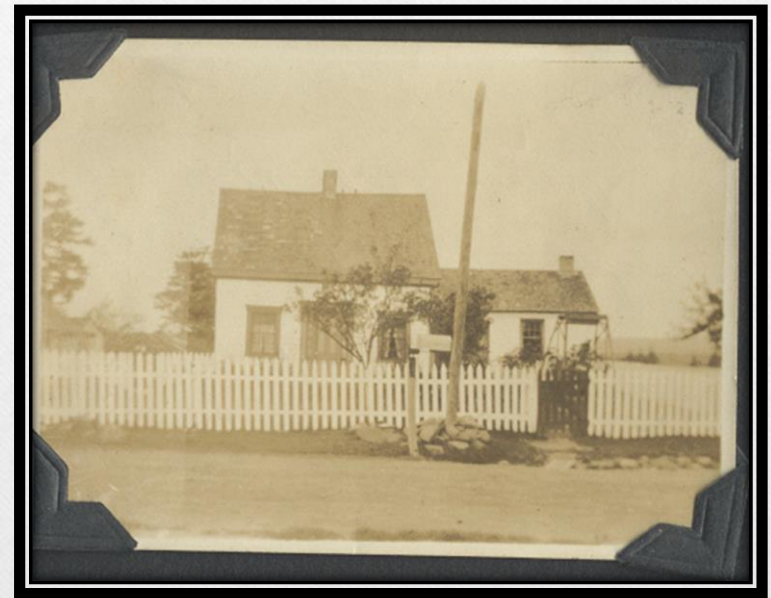
101



Hammonds Plains Road at turn of 20th Century – Road is behind fence

The Telephone Pole Arrives

- 1902 - Telephones were installed in Hammonds Plains ... leading to lines being put up along the road.



Telephone Pole Outside McEachern Home on
Hammonds Plains Road

The Changing Landscape

- Early 1900's – Roads are improved provincewide to handle increased traffic demands ... as the automobile appears (leading to lots of conflict between horse vs car).



The Motor Vehicle is Here!

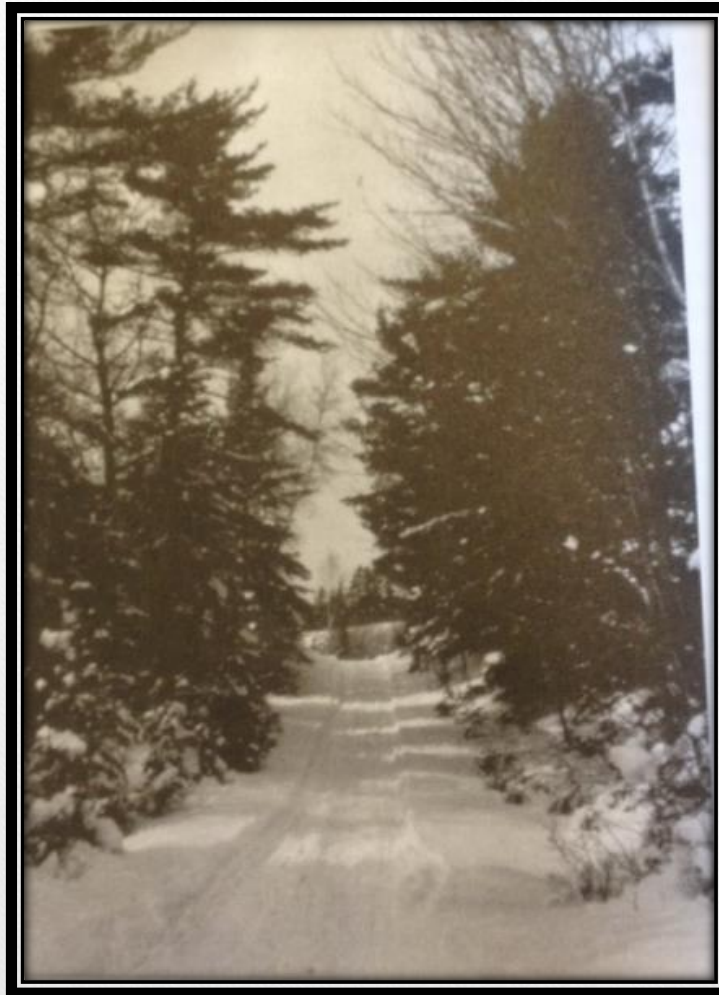
- 1910-20 –

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. Gravel is put on Hammonds Plains Road.



Believed to be first car owned by a Hammonds Plains resident – Hal Thomson

Hammonds Plains Road c. 1915



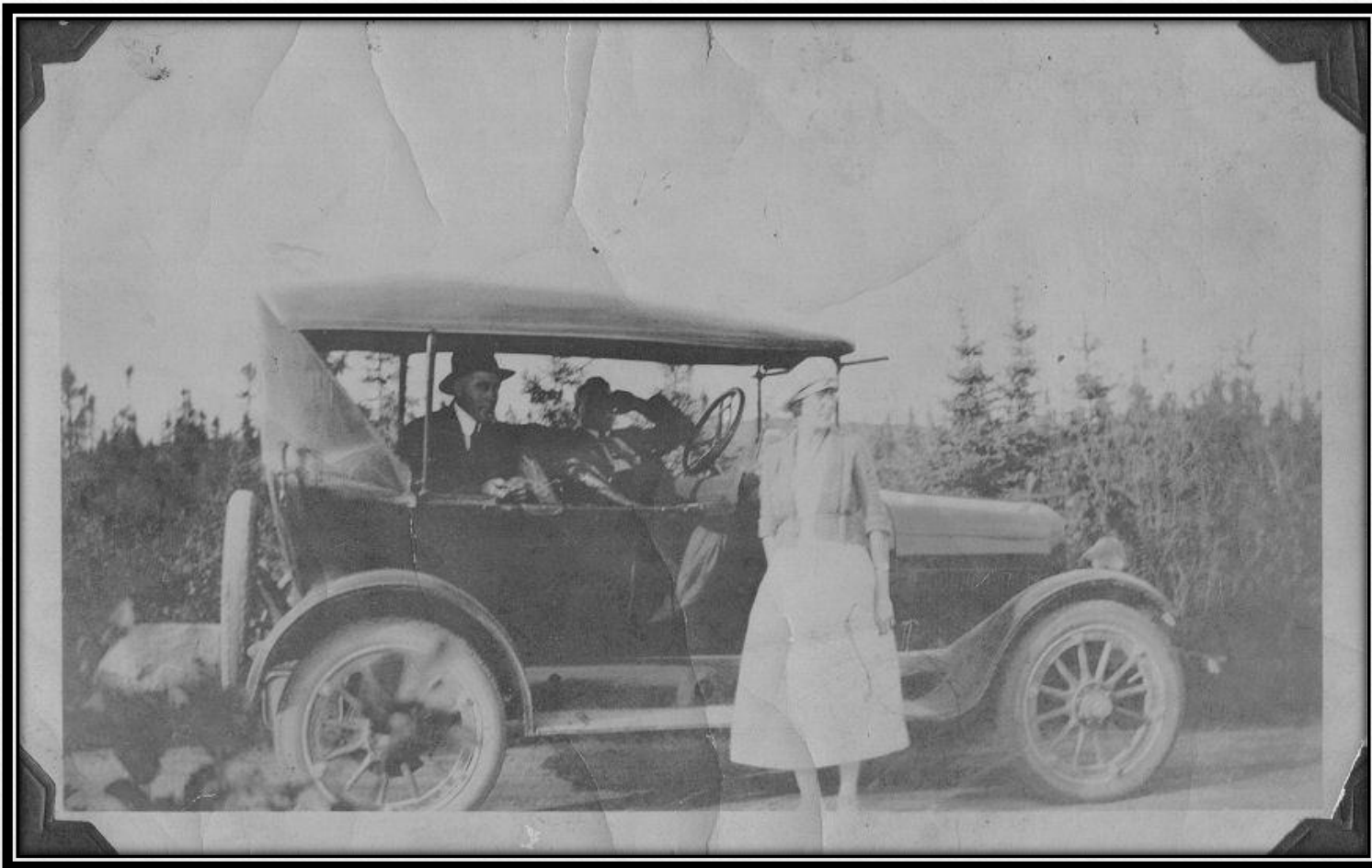
The Roaring 20's

- 1920's – Hammonds Plains Road was upgraded to handle cars.
- - Gravel was added
- - Road was widen
- - Bridges were updated
- - Road made passable for winter conditions



Hammonds Plains goes beside the old mill at Mason's Pond

The 1920's



Cliff & Olive Haverstock going for a ride in Hal Thomson's auto

The 1920's



In front of 1814 Hammonds Plains Road – Giles Hill in background

The 1920's



The road goes in front of Forester's Community Hall

The 1920's



The road going pass Rhozo's & W. G.'s Box Shop – 1407 Hammonds Plains Road

The 1920's



Pockwock Road near Maplewood Subdivision site c. 1920's

The 1920's



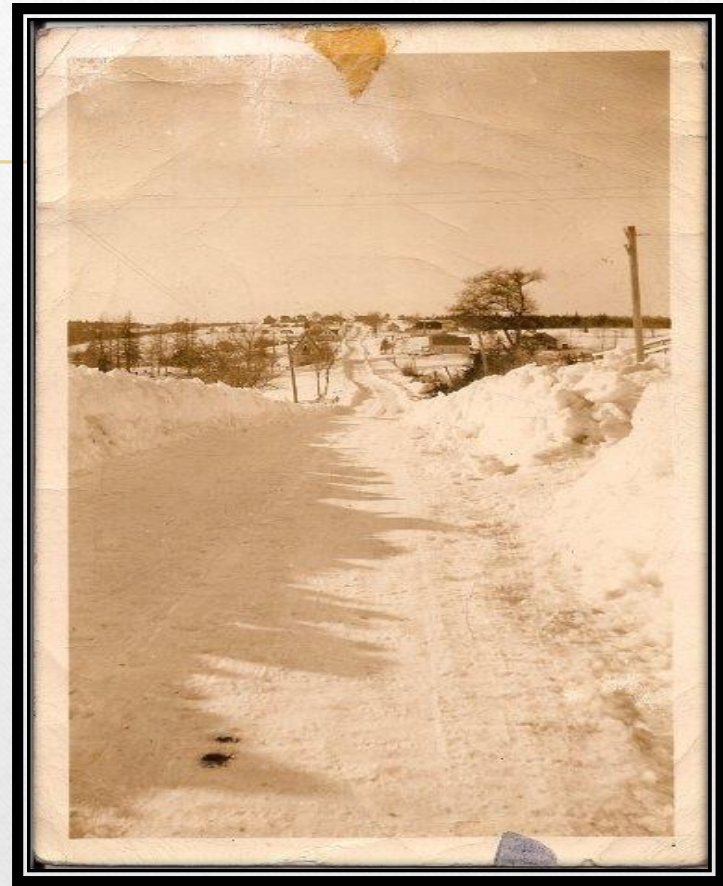
Kempton becomes a ghost town

- 1920's- Last permanent residents leave Kempton. Road is only maintained to Wright's Mill.



No More Candles

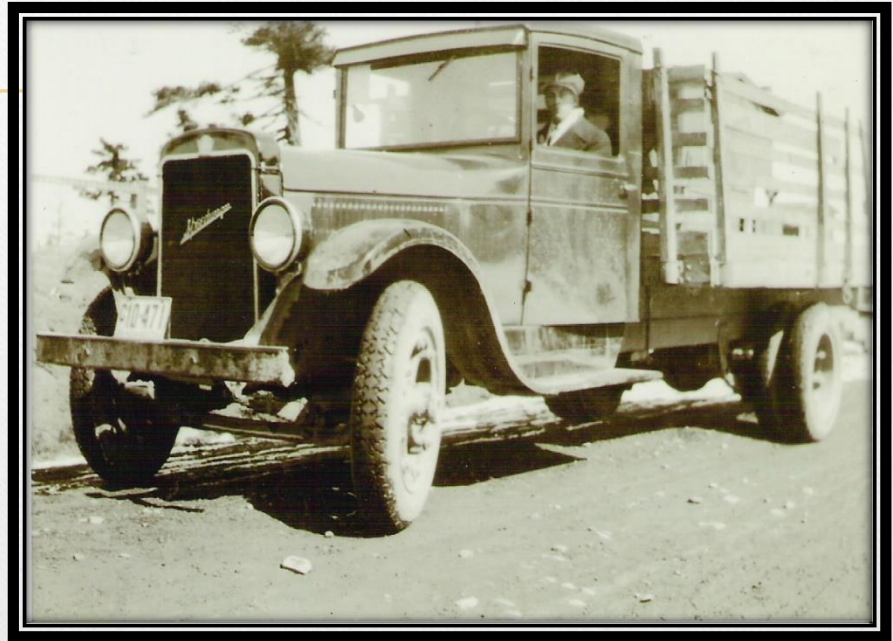
- 1932 – Power Lines are installed along Hammonds Plains road, as electricity arrives.



Electricity Poles along the Hammonds Plains Road

Truck Power

- **1930's** – Trucks replace horses in transporting goods in Hammonds Plains.



Believed to be first truck owned by Hammonds Plains
Business – Thomson Family

Let's Open the Road

- Until 1947 - Roads is kept open in winter by residents. Community has it's own plow truck.



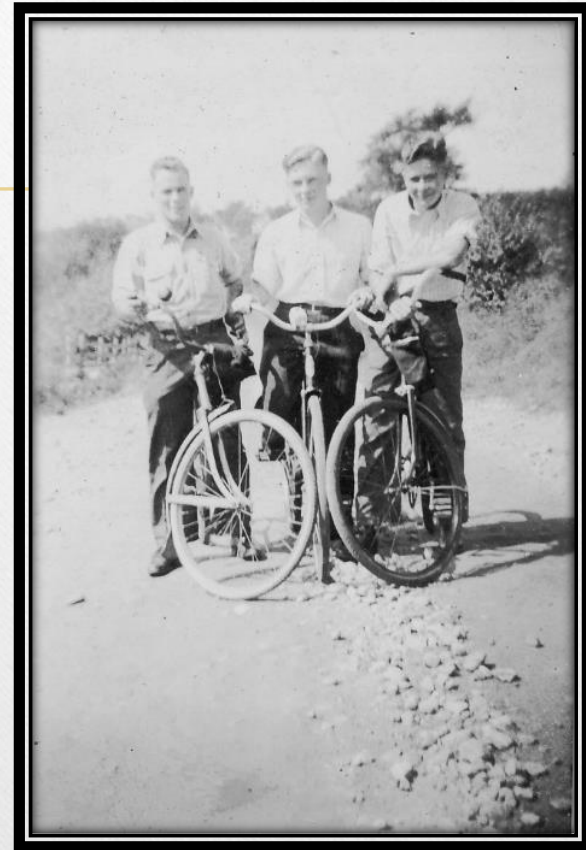
Community Plow at work – note all the helpers on the back who had to shovel the bigger drifts.

Plowing the Road – 1940's



Pedal Power

- 1940's - Bicycles were also a common sight on the HP road, among the youth.



Clyde, Donald & Lloyd Haverstock
ready to pedal the Hammonds Plains
Road

Did You See those Soldiers on the Road?

- WW2 — World War 2 brought some different sights to the HP Road:
- - Soldiers marching during training exercises.
- - Dug out bungers along the road.



Catch that Bus

- 1947 – Bus Service is introduced



Pender's Bus from 1940's

Here Comes the Snow Plow!

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



The Hammonds Plains Road in winter – 1940's

I think we have a Problem Here!



A section of the Hammonds Plains Road during the spring muddy season

It's Time for a Modern Highway

- 1950's – The modern era for the Hammonds Plains Road rings in.
- Highway is named Route 213



Truck on road between Yankeetown & Stillwater Lake – Early 1950's

The Journey to a Modern Highway

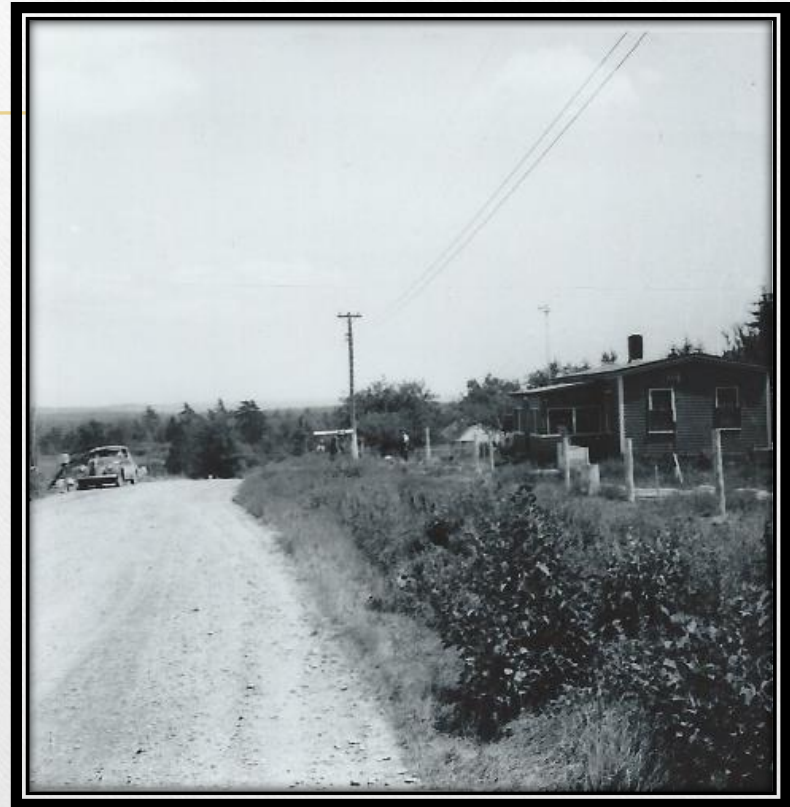
- Early 1950's –
Nova Scotia
Government
announces
Hammonds Plains
Road will be
upgraded to a
modern highway
(from Bedford to
Upper Tantallon)



The road around Mason's Pond before road was upgraded

The Journey to a Modern Highway

- 1954 – Funds are released to upgrade Hammonds Plains Road. It would take 5+ years to finish project.



The old road (with no ditches).

The Paving Project

- Project Done in Stages

In 1955-56, the eastern end of the road was transformed with widening, new sections to straighten the road, filling in the boggy sections, and creating an appropriate drainage system with new ditches and culverts.



View of Hammonds Plains Road in 1955 with the widening underway.

Road Construction Blues



The Hammonds Plains Road being upgraded - 1955

The Magic Road Gold Arrives

- 1957 – The New Modern Road takes Shape with paving from Bedford to English Corner



June 1957 – Paving of the section of the road in front of 1482
Hammonds Plains Road

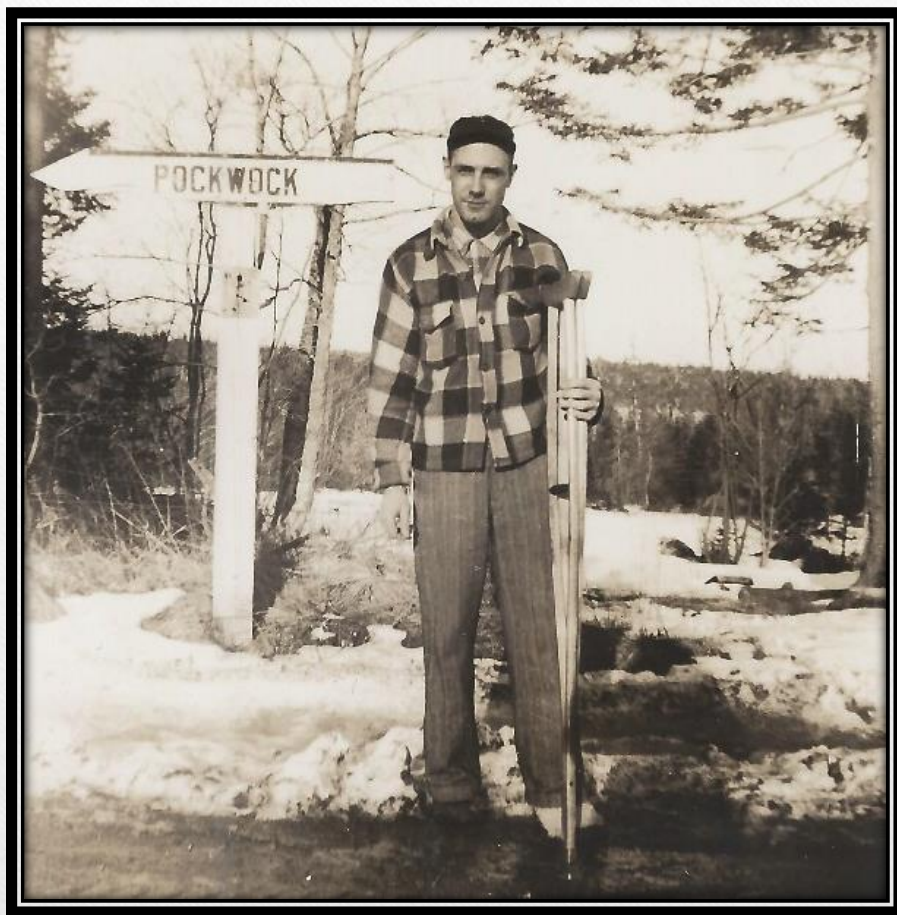
The New Mason's Pond Turn

- Significant part of project was to create a new turn round Mason's Pond, so to bypass sharp turn in front of old mill



The new section at Mason's Pond, with view of the old section

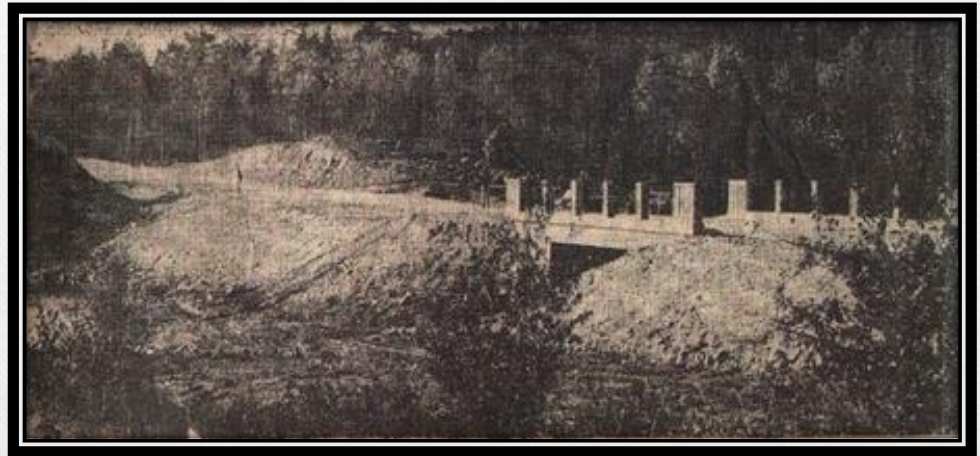
Not Pockwock Road's Time



The Pockwock Road Sign at English Corner – 1950's

The Western End

- 1958-59 – The Western end of the road is completed, with Yankeetown Bypass and new Stillwater Lake Bridge as main features.



New bridge being constructed over Stillwater River - 1957

The Project is Finished

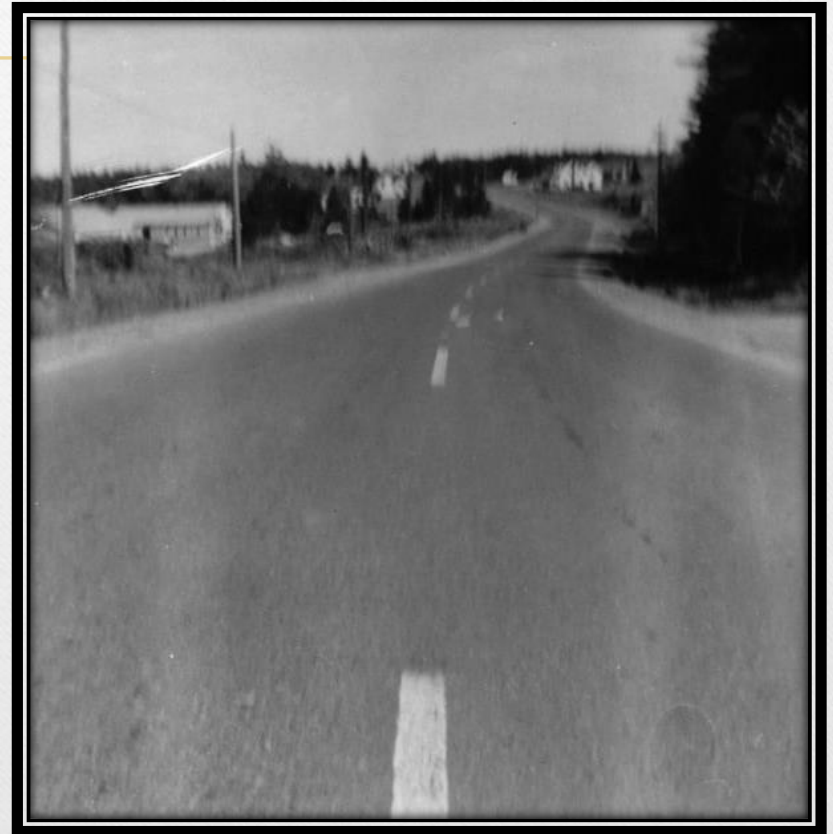
- 1959 – The project is concluded with new train overpass being constructed at Tantallon end.



Upper Tantallon Railway Overpass – To-day

We Got Ourselves a Modern Highway!

- **Hammonds Plains Road soon after it is paved.**



A New Connection

- The Bi-Hi (102) is built in early 1960's, intersecting the Hammonds Plains Road at Bedford end



Interchange being built on Hammonds Plains Road supporting new Bi Hi Project

Wow! This is Nice



The Bi-Centennial Highway during the early years

'Build It and They Will Come'

- 1960's – Era of rapid traffic increase with subdivisions starting.



Boy Scouts marching along Hammonds Plains Road
- 1967

Road Issues Remain

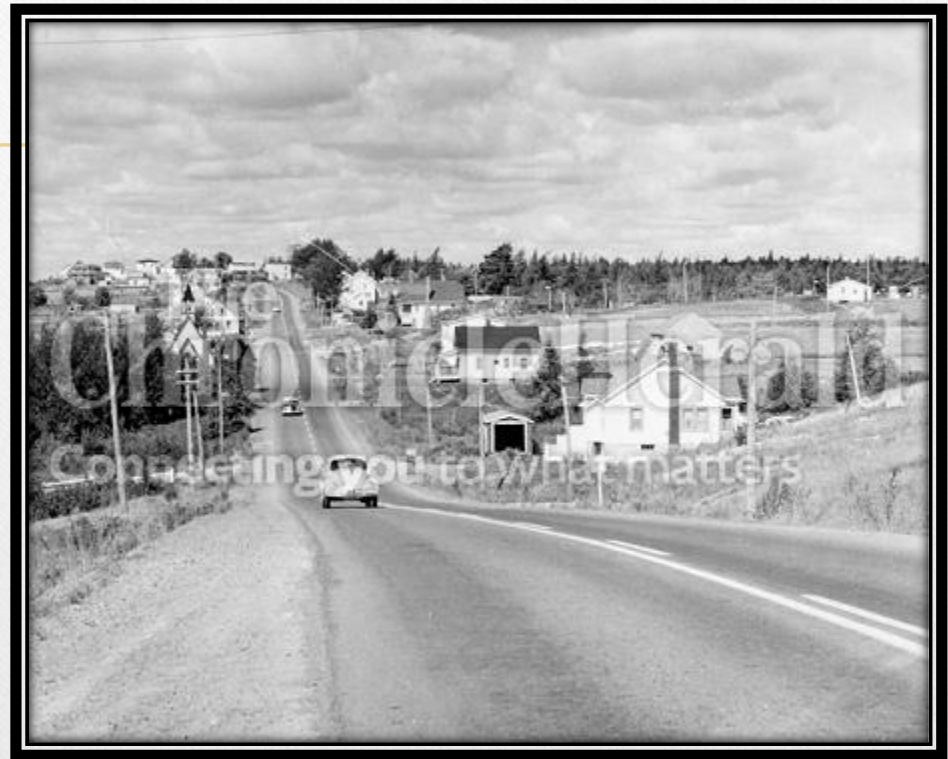
- 1960's - 1970's -

After the paving, issues remain include heaving road in places of the due to spring frost and snow plowing during winter storms.



Where is All this Traffic Coming From?

- 1970's – 80's –
Significant
Increase in Road
Traffic, leading
to community
discussions
about the issue.



Hammonds Plains Road from 1970's

Pockwock Road Gets a Refresh

Pockwock
Road is paved
in mid 1970's.



Pockwock Road after it was paved

Vehicles Everywhere!

- By the 1990's road congestion was becoming a big problem.
-

- As a result ...

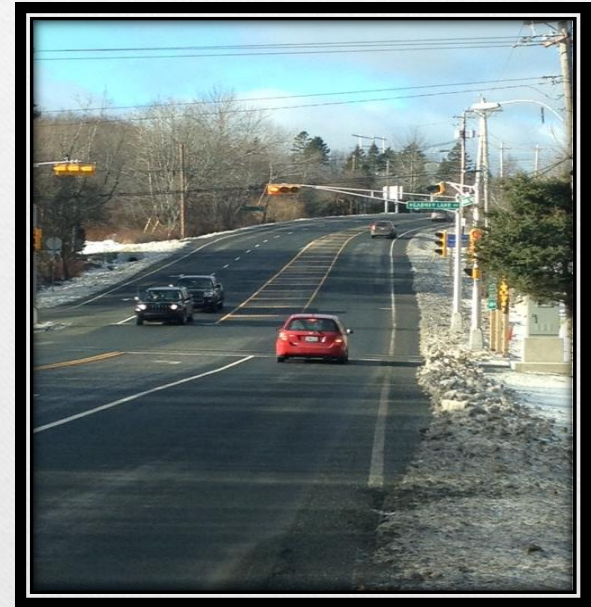
- - Traffic Lights were installed
- - Repaving done
- - New shoulders completed
- (New pavement eliminates much of the frost problems)



The Last 20 Years

Traffic has continued to increase, but improvements have been made to the road:

- New sets of traffic lights, with crosswalks
- Repaving
- Lower speed limits
- Turning lanes
- Four lanes at Bedford end
- Active transportation lanes



A Common Sight of the 2000's



The Shaving of Giles Hill - 2008



Re- Paving of Road – 2013-17



What's Next?



Is the flying car far off?



The Future of the Hammonds Plains Road depends on:

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