

**NOVA SCOTIA DEPARTMENT OF
TRANSPORTATION AND INFRASTRUCTURE RENEWAL**

**HIGHWAY 113
ARCHAEOLOGICAL ASSESSMENT
HALIFAX REGIONAL MUNICIPALITY**

FINAL REPORT

Submitted to:
Nova Scotia Department of Transportation and Infrastructure Renewal
and the
Special Places Program - Heritage Division

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HIGHWAY 113 ARCHAEOLOGICAL ASSESSMENT HALIFAX REGIONAL MUNICIPALITY

1.0 INTRODUCTION

The Nova Scotia Department of Transportation and Infrastructure Renewal (TIR) is proposing to construct Highway 113 to connect Highway 102 and Highway 103 (**Figures 1 & 2**). Highway 113 will be a new four-lane controlled access highway, designed to enable motorists travelling between Highways 102 and 103 to bypass the Halifax urban core, thereby reducing travel time and alleviating traffic on Hammonds Plains Road.

Cultural Resource Management (CRM) Group was retained by Dillon Consulting Limited, on behalf of TIR, to undertake archaeological assessment of the Highway 113 Right-of-Way (ROW) in 2009 as part of an overall environmental assessment study. The 2009 archaeological assessment was intended to re-evaluate the results of an earlier archaeological assessment, conducted in 1999 (WGA 2000). The 2009 archaeological assessment was managed by W. Bruce Stewart, President and Senior Consultant of CRM Group. Fieldwork was directed by Staff Archaeologist Mike Sanders and undertaken in April and May of 2009. The fieldwork was conducted according to the terms of Heritage Research Permit A2009NS19 (Category “C”) issued to Sanders by the Special Places Program – Heritage Division (SPP-HD).

This report describes the archaeological assessment, presents its results and offers resource management recommendations.

2.0 STUDY AREA

The Highway 113 ROW, located in Halifax Regional Municipality, extends between Highway 102 and Highway 103 (**Figure 1**). The proposed route extends eastward from Highway 103, just northwest of Exit 4. Running between Upper Sheldrake Lake and Sheldrake Lake and between Maple and Frasers lakes, the ROW passes south of Ragged and Ash lakes and north of Kearney Lake. Crossing Kearney Lake Road, it connects with Highway 102 approximately 1 km south of Exit 3.

The majority of the study area consists of undeveloped woodland with intermittent wetlands, bedrock ridges and boulder fields. When the Highway 113 ROW was addressed by archaeological assessment in 1999 (WGA 2000), the ROW was generally ascribed low potential for heritage resources. However, high potential was ascribed to two specific areas. The most westerly these areas was that portion of the ROW within 100 metres of the unnamed stream between Maple Lake and Frasers Lake (Maple Run). This area was ascribed high potential because it was considered a possible thoroughfare for Precontact travel. The other area was the Blue Mountain Hill segment of the ROW. Blue Mountain Hill was ascribed high potential as a possible vantage point for Precontact inhabitants. During the 1999 assessment, no areas of high archaeological potential were identified on the basis of historic resource potential. However, the ROW borders or intersects several historic roadways, including St. Margarets Bay Road, the original Lunenburg Road, the original Annapolis Road and Kearney Lake Road.

3.0 METHODOLOGY

The objective of the 2009 archaeological assessment was to evaluate archaeological potential within the Highway 113 ROW, re-evaluating and expanding upon the results of the 1999 archaeological assessment. To achieve this objective, the 2009 assessment involved both background research and field investigation.

Background Research

The background research component of the 2009 archaeological assessment was designed to investigate the land use history of the study area and its immediate environs. Conducted by CRM Group Historian and Archaeologist Sara Beanlands, it involved a review of the 1999 archaeological assessment (WGA 2000) and examination of historical records available at Nova Scotia Archives and Records Management and the Nova Scotia Land Information Centre. The documents examined included legal survey records, census records and historic maps, as well as local and regional histories. Due to the extent of the ROW, the review was only cursory. The results of the research, when combined with environmental data from modern topographic maps and air photos, were used to ascribe archaeological potential (high or drawn) across the study area.

Field Investigation

Archaeological reconnaissance of the Highway 113 ROW was undertaken by Mike Sanders with the assistance of Archaeological Technicians Sarah Kingston and Shannon McDonnell between April 20 and 28, 2009. The team walked the entire ROW, examining ground conditions to further evaluate and delineate areas of high and low archaeological potential. Areas of high archaeological potential were identified on the basis of exposed archaeological features, signs of historic land use (*e.g.* levelled ground, anomalous mounds or depressions, structural features, artifact exposures, vestige populations of domestic plants) and the presence of environmental conditions recognized as being conducive to past settlement - relatively flat, dry land close to transportation routes such as watercourses or early roads. The reconnaissance was undertaken soon after the spring snow melt and before the emergence of spring foliage. This timing facilitated ground surface inspection and GPS positioning.

Following reconnaissance, confirmed areas of high archaeological potential were subjected to systematic sub-surface testing, designed to locate and identify archaeological resources. The shovel testing was undertaken by Mike Sanders with the aid of Technicians Guy Allen-Hermanson, Sarah Kingston, Shannon McDonnell and Cameron Milner. At each area of high archaeological potential, test pits measuring 40 centimetres in diameter were excavated by shovel through the topsoil and into subsoil at five metre intervals (*Plate 1*). The extracted soil was screened through 6 millimetre mesh hardware cloth to enhance and standardize artifact recovery (*Plate 2*). Once the backdirt was screened, it was returned to the hole, tamped and capped (where possible) by the original sod plug.

All field activities during the reconnaissance and testing were recorded in the form of fieldnotes, photographs and site plans.



PLATE 1: Shovel testing on the eastern side of Maple Run. Facing southwest.



PLATE 2: Screening on the eastern side of Maple Run. Facing southwest.

4.0 RESULTS

4.1 Background Research

The following discussion details the environmental and cultural setting of the study area. This background study was designed to provide an initial evaluation of archaeological potential within the ROW and assist in the interpretation of any resources encountered during the field component of the assessment.

4.1.1 Environmental Setting

A number of environmental factors, such as water sources, soil types, physiographic features and vegetation, have influenced settlement patterns and contribute to the archaeological potential of the area.

Water Sources

The Highway 113 study area is in the vicinity of several lake systems; in particular, the western edge of the study area follows a section of the shoreline of Upper Sheldrake Lake. In addition, there are numerous brooks and associated tributaries which intersect the study area, including Black Duck Brook, Stillwater Run and Fishers Brook. Proximity to water, for both drinking and transportation, is a key factor in identifying Precontact and historic Native, as well as early Euro-Canadian, archaeological potential.

The section of the Upper Sheldrake Lake shoreline and areas along Maple Run and Black Duck Brook (**Figures 1 & 2**), were ascribed high potential for Precontact and/or early historic archaeological resources. In the case of Upper Sheldrake Lake and Maple Run, the potential was elevated by the fact that those water bodies are elements of extensive waterways that likely served as avenues for early travel and transport

Topography

The Highway 113 study area is located within the greater terrestrial region known as the Atlantic Interior – Granite Uplands District – South Mountain Unit (Davis & Browne 1996: 44, 81). As such, it is generally low in elevation, with limited relief. However, elevation within the study area ranges from approximately 55 metres to 150 metres above sea level. Large glacial erratics are common across the ground surface which is mainly covered with a thin layer of moderately coarse granite till (Davis & Browne 1996: 81). Elevated areas within the study area, such as the northern slope of Blue Mountain Hill (**Figure 1**), may have provided important vantage points for viewing the lakes and surrounding area, and for sighting large game. Therefore, the northern slope of Blue Mountain was ascribed elevated potential for Precontact and/or early historic archaeological resources.

Soils

The study area is covered primarily by *Gibralter* soils – well drained, gravelly, sandy loams derived from granite. The soil is described as shallow, extremely stony, heavily leached, very acidic, and, therefore, unsuitable for agriculture (Davis & Browne 1996: 81; MacDougall *et. al.* 1963: 34).

Vegetation

The forest growth within this ecological region, where the till is deep enough, is characterized by a mixture of deciduous and coniferous species including Red Spruce, Eastern Hemlock, White Pine,

Balsam Fir and Red Maple, with scattered Red Oak (Davis & Browne 1996: 81). Vegetation within the study area consists of mixed coniferous in low wet areas to a mix of coniferous and deciduous in more elevated and well drained areas.

Based on the environmental setting, the following areas were ascribed high archaeological potential: the shoreline of Upper Sheldrake Lake; and, areas along Maple Run and Black Duck Brook. The northern slope of Blue Mountain Hill, an area of higher elevation, was ascribed high archaeological potential (**Figure 1**). The remainder of the study area was also ascribed diminished potential for encountering Precontact and/or early historic archaeological resources.

4.1.2 Native Land Use

The land within the study area was once part of the greater Mi'kmaq district known as *Eskikewa'kik*, meaning "skin dressers". The rivers in the vicinity of the study area would have been important transportation routes and a resource base for the local Mi'kmaq and their ancestors for millennia prior to the arrival of European settlers. However, the study area is relatively far removed from the larger river systems found in the surrounding area and, therefore, would have been less suitable as a location for long-term settlement.

A review of the Maritime Archaeological Resource Inventory, a provincial archaeological site database maintained by SPP-HD, determined that there are no registered archaeological sites within the immediate vicinity of the study area. The lack of archaeological data for the area may reflect a lack of archaeological investigation, rather than an absence of archaeological sites. The closest registered Precontact archaeological site, the Bedford Barrens Petroglyph site (BeCw-2), is located approximately 3 kilometres northeast of the eastern edge of the ROW. The site was reported by local resident Michael Ross in 1983 and recorded by Ruth Whitehead and Brian Molyneaux in 1990 (Molyneaux 1993:191). It has been suggested that there may have been a Mi'kmaq settlement located near the Petroglyph site. In any case, a Native presence on the Barrens during the first part of the twentieth century has been confirmed (Molyneaux 1993: 202-203). The age, origin, nature, meaning and function of the petroglyphs have not been established, nor has any association with a specific Mi'kmaq settlement been determined.

Based on the Native land use study and the absence of registered Precontact archaeological sites within the immediate vicinity of the study area, it was determined that there was low potential for encountering Precontact archaeological resources within the study area, except for those areas of high potential previously noted.

4.1.3 Property History

Although there was an Acadian presence at the mouth of Halifax Harbour in the seventeenth century, permanent European settlement in Halifax dates to the 1749 arrival of the British. The original Halifax town plot, established by the British in 1749, was located approximately 12 kilometres east of the Highway 113 ROW. After 1749, British settlement extended rapidly along the shores of Halifax Harbour. By the end of 1749, development at the head of Bedford Basin was spurred by the establishment of both Fort Sackville and the Windsor Road (Bedford Highway and Highway 1) (Tolson 1979: 29-33). Inland expansion of settlement, into the vicinity of the Highway 113 ROW, was comparatively slow and remained concentrated along the Lunenburg Road, the Annapolis Road and their off-shoots.

The Lunenburg Road was constructed in 1757 (Halifax *et al.* 1757) along the general alignment of an earlier trail (Anonymous *ca.* 1755), probably created by the Mi'kmaq centuries before the arrival of European settlers. Although several historic maps provide a basic impression of the original road alignment (*e.g.* Montresor 1768; **Figure 3**), it is speculated that the Lunenburg Road passed through the Highway 113 ROW west of Maple Run. Much of the Lunenburg Road was abandoned when the St. Margaret's Bay Road, now Trunk 3, was constructed in 1840 (Withrow 1997: 8).

The historic Annapolis Road, constructed in 1784 (Anonymous 1787), also followed the alignment of an earlier Mi'kmaw trail (Shea 1980: 41; Evans 1993: 15). Its original course is reflected in two distinct but separate sections of active roads on either side of the Highway 113 ROW: the alignment of Kearney Lake Road southeast of Kearney Lake; and, Pockwock Road northwest of English Corner. The shared alignment of these surviving road segments suggests that the Annapolis Road would have passed through the eastern end of the Highway 113 ROW in the vicinity of the Black Duck Brook valley.

The segment of Kearney Lake Road intersected by the Highway 113 ROW was established in the late 1700s or early 1800s as a shortcut between Kearney Lake and Hammonds Plains (Shea 1980: 41). According to depictions on historic maps, this shortcut became an accepted realignment of the Annapolis Road by the 1860s (*e.g.* Church 1865) (**Figure 4**).

Although the study area is situated near a number of historic settlements, including Hammonds Plains to the north, Bedford to the northeast and Timberlea to the south, examination of several historic maps showed no evidence of historic settlement within the Highway 113 ROW (Church 1865; Faribault 1908) (**Figure 4**). It is speculated that uneven terrain, bedrock exposures and poor soil quality inhibited historic settlement within the area of the Highway 113 ROW. Timber within the ROW may have been harvested repeatedly, but the logs were likely transported outside the ROW for processing, as mills were located in each of the surrounding communities (Faribault 1908). For example, the Acadian Paper Mill (BeCw-3), established in 1819, was located at the outlet of Paper Mill Lake, approximately one kilometre east of the ROW.

An examination of historic mapping revealed that the study area occupies portions of at least 10 historic land grants. A sample, consisting of 5 grants, selected from areas ascribed elevated archaeological potential based on the environmental setting and proximity to historic roadways, was subjected to additional historical research (**Figure 5**). The sample included: Lot #1: John Peter Boutilier *et. al.* (650 Acres); Lot #2: Thomas Robinson (37 Acres); Lot #3: Norman Boutilier (50 Acres); Lot #4 Francis Lequire *et. al.* (500 Acres); and, Lot #5: Richard Holmes (500 Acres) (Land Grant Index Sheet #56 and #66). The period during which the selected properties were granted ranged from 1773-1902. Although the specific lands crossed by the Highway 113 ROW were granted during this period, they were not necessarily settled.

Lot #1 was granted to John Peter Boutilier, John Boutilier and Jacob Boutilier in 1823 (Crown Grant Book K: 84). All were sons of French-speaking Protestant, James Boutilier (1760-1841), an early resident of the St. Margaret's Bay area (Withrow, 1997: 105). The three brothers owned farms at

St. Margaret's Bay as well. Apparently, they had already cut a road into the property prior to 1823, suggesting they may have been using the land before it had been granted (PANS 1967: 674).

Lot #2 was granted to Thomas Robinson, a Livery Stable Keeper from Halifax, in 1902 (Crown Grant Book 72: 295). A survey report dated 1902, recorded that the lot had not been improved upon, that it was covered with a small growth of White Birch, and that there were no mill sites standing on the property at that time (Petition No. 22270, Plan 19993).

Lot #3 was granted to Norman Boutilier, a farmer from St. Margaret's Bay Road, in 1881 (Crown Grant Book 53: 401). A survey report dated 1880, recorded that the lot had not been improved upon, that the rocks were granite, and that there were no mill sites standing on the property at that time (Petition No. 14897, Plan 13629).

Lot #4 was granted to yeomen Francis Lequire and Joseph Rockett, both of Halifax, in 1818 (Crown Grant Book 14: 60).

Lot #5 was granted to Richard Holmes in 1773. The property, described as "Lott Number One on the South West side of the Windsor Road", was granted on the condition that the land would be improved, settled and maintained. Specifically, the grant required that "within one year from the date hereof to clear such part of the aforesaid road as shall be in Front of his aforesaid Lott of all the Woods and under Brush growing thereon for the space of Fifty feet from the bounds of said Lott to the center of said road, and shall forever hereafter keep the same free from Wood and under Brush . . . to Build on the aforesaid Lott of Land one good Tenatable House to contain Twenty feet in length and Sixteen feet in Breadth and to settle on his said Lott One Family at least with proper stock and materials for the improvement of the said Lott within one year from the date hereof" (Crown Grant Book 11: 214).

Based on the property history, segments of the Highway 113 ROW adjacent to historic road alignments were ascribed high archaeological potential. These segments included areas adjacent to St. Margarets Bay Road and Kearney Lake Road. It also included areas adjacent to early roads located during the course of fieldwork, such as the original alignment of the Lunenburg Road west of Maple Run or the original alignment of the Annapolis Road in the vicinity of the Black Duck Brook valley. The remainder of the Highway 113 study area was ascribed low potential for encountering historic archaeological resources.

4.1.4 Archaeological Potential

Based on the various components of the background study, including environmental setting, Native land use and property history, eight specific locations within the Highway 113 study area were ascribed high potential for encountering Precontact and/or historic archaeological resources. These included the section of the Upper Sheldrake Lake shoreline and areas along Maple Lake Run and Black Duck Brook. The northern slope of Blue Mountain was also ascribed high potential due to the possible vantage point it could have provided. Areas proximal to St. Margaret's Bay Road (now Trunk 3) and Kearney Lake Road were ascribed high potential for encountering historic archaeological resources, as were areas proximal to the early roads located during the course of fieldwork, such as the original alignment of the Lunenburg Road west of Maple Run or the original alignment of the Annapolis Road in the vicinity of the Black Duck Brook valley. The remainder of the study area was ascribed low potential for encountering Precontact and/or early historic archaeological resources.

4.2 Fieldwork

Archaeological reconnaissance confirmed the existence of four localized areas of high archaeological potential within the Highway 113 ROW, each of which was previously identified as an area of concern on the basis of background research. Although shovel testing was undertaken within each of the four areas (see Section 4.2.1), no archaeological resources were identified.

Archaeological reconnaissance within the ROW also identified historic road segments that probably represent the original alignment of the Lunenburg Road and the original alignment of the Annapolis Road – two roads leading out of Halifax that were established during the eighteenth century. The road segments did not require archaeological testing or registration as archaeological sites, but did warrant interpretation and documentation (see Section 4.2.2).

Based on the results of archaeological reconnaissance, the remainder of the ROW was ascribed low archaeological potential. This includes several areas that had previously been ascribed high archaeological potential on the basis of background research. The areas of high archaeological potential eliminated on the basis of field reconnaissance were as follows:

- St. Margarets Bay Road – the adjacent sections of the Highway 113 ROW had already been affected by modern ground impacts caused by the construction of the Highway 103 interchange at Exit 4 and the New Connector Road
- Lunenburg Road – except for a cabin site described in Section 4.2.2, the surrounding ground surface within the Highway 113 ROW was too uneven to have significant archaeological potential
- Blue Mountain Hill – the hill area within the ROW was too steep, rocky and uneven to have significant archaeological potential
- Kearney Lake Road – the adjacent sections of the Highway 113 ROW were too steep, rocky and uneven to have significant archaeological potential
- Annapolis Road – the adjacent sections of the Highway 113 ROW were too steep or wet and rocky to have significant archaeological potential

4.2.1 Shovel Testing

Upper Sheldrake Lake Point

On April 28, 2009, archaeological reconnaissance confirmed the existence of an area of high archaeological potential where the highway ROW meets the wooded southern shore of Upper Sheldrake Lake. Specifically, the area of concern was an unnamed promontory at the centre of the southern shoreline (**Figures 2 & 6; Plate 3**). It was identified as Upper Sheldrake Lake Point for the purposes of the archaeological assessment.

Upper Sheldrake Lake Point has a broad surface that is relatively elevated, flat and dry. As it also offers a broad view of the lake to the north and immediate access to potable water, it would have been a practical location for past encampment(s). The appeal of the point is further increased by the fact that it is just 90 metres from the near-point between Upper Sheldrake Lake and Sheldrake Lake – a probable early portage route requiring a ‘carry’ of less than two hundred metres.



PLATE 3: Upper Sheldrake Lake Point (left). Facing northwest.

CRM Group conducted shovel testing at Upper Sheldrake Lake Point on May 8, 2009. Although 112 test pits were excavated at five metre intervals across the point (**Figure 6**), no artifacts or archaeological features were encountered. The soil throughout the testing area, beneath the surface layer of moss and tree roots, generally consisted of 15 centimetres of peat moss and/or dark brown loam (topsoil) underlain by light grey to orangish brown silty sand (subsoil).

Ca. 1950 Cabin Site Including HWY 113-9

On April 28, 2009, archaeological reconnaissance identified a concentration of cultural features within the Highway 113 ROW south of Maple Lake (**Figures 2 & 7**). The features include a bulldozed plateau on the east side of the suspected Lunenburg Road, a midden of mid-twentieth century bottles and cans (**Plate 4**) and a water-filled pit feature (HWY 113-9) (**Plates 5 & 6**).

The pit feature (HWY 113-9) consists of a basin-shaped pit, approximately 2.0 metre wide by 1.2 metre deep, surrounded by low mounds of fieldstones – stones likely transferred from the pit area. The mounds form a roughly rectangular outline with outer dimensions of approximately 4.0 metres in length (north/south) by 3.8 metres in width (east/west). The feature is situated in a natural wet spot, at the base of a slight swale. It is located at GPS coordinates 20T 437 723 E, 4 947 895 N (NAD 83). It is 60 metres east of an intersection between the suspected Lunenburg Road and a possible St. Margarets Bay Road connector (see Section 4.2.2).

On the basis of visual inspection, the plateau and the nearby trash midden were identified as modern features, presumably representing the mid-twentieth century location of a cabin. The pit feature (HWY 113-9), which exhibited no outward signs of being modern, was considered a potential archaeological feature requiring further investigation.

On May 7, 2009, the area around the pit feature (HWY 113-9) was subjected to shovel testing. The testing, which involved the excavation of 67 test pits at 5 metre intervals, extended outwards from the feature for a distance of up to 30 metres (**Figure 7**). The testing area included the midden and a portion of the plateau.



PLATE 4: Mid-twentieth century midden near HWY 113-9.



PLATE 5: Probable well (HWY 113-9), facing north.



PLATE 6: Removal of forest litter from probable well (HWY 113-9), facing southwest.

None of the 67 test pits yielded artifacts or traces of archaeological features. Five pits dug in the vicinity of the plateau and the midden were ‘positive’, but yielded only modern material. This material, which was not retained, consisted of 4 sherds of bright green bottle glass, 2 ketchup bottles, 3 sherds of window glass, 6 whole or partial tin cans (including 2 marked Fina Universal Oil and 1 marked “Club Chewing Tobacco”), 1 bottle cap, 1 battery core and a mass of stove ash. The nature and distribution of this material supports the hypothesis that a cabin had been located on the plateau during the mid-twentieth century, and had been occupied for a brief period *ca.* 1950.

During the shovel testing program, the ground surface around the pit feature (HWY 113-9) was cleared of deadfalls and forest litter (**Plate 6**). This activity exposed a partially decayed wooden board that was lying horizontally at the southern edge of the pit, just above the water table. The *in situ* position of the board, along with the presence of an embedded wire nail (**Plate 7**), suggested that the board was a remnant of a wooden platform that had once covered the pit.

The presence of the modern wire nail and the relatively intact condition of the board suggests that the wooden structure covering the pit was contemporary with the other cultural material found on-site (*ca.* 1950). Since nearby archaeological testing did not yield artifacts or traces of archaeological features, it is reasonable to assume that the pit, like the wooden cover, was formed during the *ca.* 1950 site occupation. Given its size, shape and location in a natural wet spot, the pit likely functioned as a well.



PLATE 7: Board from the southern edge of HWY 113-9. Also visible is a wire nail (centre) that was removed for close inspection.

Maple Run West

On April 28, 2009, areas of high archaeological potential were identified within the Highway 113 ROW in the wooded area on the western side of Maple Run. Limited to relatively flat dry ground within 30 metres of the stream, the areas of high archaeological potential consisted of narrow flats at the top and bottom of a steep rise. The lower area included a small 'island' separated by a branch of the stream. The upper area consisted of a small oval plateau overlooking the stream valley (*Plate 8*). Also of interest was a linear ridge that extends northwest from the plateau, parallel with the Maple Run. This esker-like landform, being close to the stream, yet higher, drier and less stony than its surroundings, may have been used for Precontact burials. It is geographically similar to Precontact burial sites identified elsewhere in Nova Scotia, such as the Whites Lake Site (BdCw-1), located near the Prospect River (Davis 1991:57-67), and Site 27 (BaDf-61), beside the Mersey River (Maritime Archaeological Resource Inventory).



PLATE 8: Shovel testing of elevated plateau on western side of Maple Run. Facing south.

On May 5, 2009, the flat areas of high archaeological potential were subjected to shovel testing (**Figure 8**). This testing was conducted at 5 metre intervals across the ROW wherever the ground was relatively flat and dry. The testing, which involved the excavation of 36 test pits, yielded no artifacts or traces of archaeological features. The soil stratigraphy exposed by the testing typically consisted of 10 centimetres of humus and dark brown loam (topsoil) overlying grey silty sand (subsoil).

Shovel testing was not conducted on the esker-like ridge. Based on the nature of the topography, it was determined that controlled mechanical stripping under the direction of an archaeological monitor would be a more efficient and effective method of addressing the potential for Precontact burials (see Section 5.0).

Maple Run East

During archaeological reconnaissance conducted on April 24, 2009, an area of high archaeological potential was confirmed in the wooded area on the eastern side of Maple Run (**Plates 9 & 10**). The area consisted of low dry ground extending eastward from the stream edge to the base of a steep rise, a maximum distance of 30 metres (**Figure 8**). The area extended the full width of the ROW along the stream.

On May 4, 2009, the area of high archaeological potential on the eastern side of Maple Run was subjected to shovel testing (**Plates 1 & 2; Figure 8**). The testing, which involved the excavation of 50 test pits, yielded no artifacts or traces of archaeological features. The soil stratigraphy exposed by the testing was identical to the stratigraphy encountered during testing on the western side of the stream.



PLATE 9: Maple Run looking upstream (north) from the approximate location of the Highway 113 centreline.



PLATE 10: Maple Run looking downstream (south) from the approximate location of the Highway 113 centreline.

4.2.2 Historic Roads

Possible Lunenburg Road & Connector

An intersection of two historic roads was identified at the northern edge of the Highway 113 ROW north of Maple Lake Drive (**Figure 4**). One of the roads, running northwest/southeast, is believed to represent the original alignment of the Lunenburg Road, built *ca.* 1757 (Halifax *et al.* 1757). This identification is derived from examination of historic maps (*eg.* Montresor 1768) (**Figure 5**) and archaeological reports (*eg.* Sanders & Stewart 2006). Although largely overgrown by trees southeast of the intersection (**Plate II**), this road was once one of the three main roads out of Halifax – the others being the Windsor Road and the Annapolis Road. The Lunenburg Road likely passed between Maple Lake and Upper Sheldrake Lake to avoid the network of lakes and streams to the southwest.

The other road at the intersection can be followed approximately 150 metres south-southeast to the northern end of Maple Lake Drive, where it is now barricaded and truncated by residential development. Its alignment suggests that it was an early connector between the original Lunenburg Road and its replacement – the St. Margarets Bay Road (Trunk 3). Despite the barricade, it still serves as a connector to the old Lunenburg Road, allowing a portion of the latter to still function as a woods road and recreational trail northwest of the intersection.

Also branching off from the intersection is an all terrain vehicle (ATV) trail that runs southeast along a section of the Lunenburg Road before turning eastward toward Frasers Lake. Rough and winding, with sharp bends to avoid existing trees, it appears to be a relatively modern trail, rather than a long-established footpath.



PLATE 11: Suspected original alignment of the Lunenburg Road within the proposed Highway 113 ROW. Facing southeast, toward Halifax.

Possible Annapolis Road

During archaeological reconnaissance on April 20, 2009, a dirt road used as a trail for pedestrian and ATV travel was identified on the southwestern side of Black Duck Brook (**Plate 12**). Depicted on a 1908 map (Faribault 1908), this early road runs in a southeastward direction, parallel to the brook along the base of the steep slope that forms the western side of the brook valley. Its alignment, when projected to the southeast, would run along the southwestern shore of Kearney Lake, merging with Kearney Lake Road at the base of the lake. When projected to the northwest, it would merge with Pockwock Road at English Corner. Together, these projected intersections suggest that the road represents the original alignment of the Annapolis Road – a very significant eighteenth century road between the Windsor Road (now the Bedford Highway) at Birch Cove and, ultimately, Annapolis Royal.

As the road is bounded by a steep slope on one side and the rocky channel of Black Duck brook (**Plate 13**) on the other side, it has no associated areas of high archaeological potential. Thus, despite its tentative identification as a historic cross-province thoroughfare and its probable origins as a Precontact footpath, the road did not warrant archaeological testing or registration as an archaeological site.



PLATE 12: Suspected original alignment of the Annapolis Road within the proposed Highway 113 ROW. Facing northwest.



PLATE 13: Black Duck Brook within the proposed Highway 113 ROW, looking upstream (northwest).

5.0 RECOMMENDATIONS

As a result of our archaeological assessment of the Highway 113 ROW, CRM Group offers the following resource management recommendations.

1. Given that Precontact burials have previously been found at high points and esker-like ridges along waterways elsewhere in Nova Scotia, it is recommended that any ground impacts in the area of the narrow ridge on the western side of Maple Lake Run (**Figure 7**) be monitored by an archaeologist. Mechanical stripping of soil from the entire ROW portion of the ridge would likely take just a single day if conducted under the direction of the archaeological monitor. Tree clearing needed to prepare the area for this soil stripping should be undertaken in advance using a tracked vehicle while the ground is fully frozen; otherwise it should be done by hand (both cutting and clearing). These tasks should be scheduled to occur as early as possible in the construction sequence, in case a burial is found and mitigation becomes necessary.
2. It is recommended that the remainder of the Highway 113 ROW as described and illustrated in this report (**Figures 1 & 2**) be cleared of any requirement for future archaeological investigation.
3. It is recommended that signs be posted to mark the suspected original alignments of the Lunenburg Road and the Annapolis Road at the points where they are crossed by Highway 113.
4. It is recommended that any expansion of the impact zone beyond the study area described and illustrated report (**Figures 1 & 2**) be addressed by archaeological assessment prior to ground disturbance. This includes impact areas for access roads, alignment changes, borrow material excavation, staging areas, etc.
5. In the event that any archaeological resources or human remains are encountered during construction or other ground disturbance anywhere within the Highway 113 construction area, all work in the associated area(s) should be halted and immediate contact should be made with the Manager of Special Places (Robert Ogilvie: 424-6475).

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