

Analysis of Artifacts

Item # 21

Road from Money Pit beneath swamp to Joudrey's Cove "underwater wharf" or Island's west end

WHO FOUND	McGinnis, Smith & Vaughan
WHEN FOUND	1795
WHERE FOUND	Money Pit to Joudrey's Cove shore near large boulder and possible remnants of Stone "Wharf" or to west end of Island "British Colonist" article dated Jan 2, 1864 "they found that the remains of a tolerably well made road from it to the west shore of the island were still discernable"
FIRSTHAND/ SECONDHAND	
REFERENCES	British Colonist article dated Jan 2, 1864 "they found that the remains of a tolerably well made road from it to the west shore of the island were still discernable" Furneaux's, "The Money Pit Mystery", Pg. 15 & 95 (East to West down center of Island)
LOCATION TODAY	Portions still visible north of Money Pit.
ODDITY FACTOR	3
ASSESSMENT OF AUTHENTICITY	4: no archeological verification done. What is viewed today as being portions of this road are untracable back to any specific location historically and may not be an old road at all.
COMMENTS	Furneaux claims road ran East/West Crooker claims road ran from Money Pit to Joudrey's Cove.

28' in 1785, when it was surveyed and divided into plots by William Nelson, of whom nothing is known. A later copy of his survey, made in 1818, survives in the Registry of Deeds at Bridgewater, Nova Scotia. Several plots were allocated in 1785. Lot 18 (that purchased ten years later by John Smith), was taken up by Caspar Wollenhaupt, a merchant of Chester, and another came into the possession of Anthony Vaughan, the father of young Anthony. He sold it in 1790 to Nathaniel Melvin. Vaughan is described by Des Brisay as owning 200 acres of land on the western shore of the bay, on the mainland opposite Oak Island.

None of these landowners seem to have lived on the island or to have cultivated the ground. A road ran down the centre of the main part of the island, from west to east, which divided lots 1-14 on the north side from lots 21-32 on the south side. It may have been constructed at the time of the survey, or it may have existed prior to 1785.

The island was thus well known to the people of Chester. The town had been established in 1759, ten years after the foundation of Halifax, forty miles to the north. Judge Des Brisay records thirty families living in Chester in 1763 and 231 people in 1767.

Following the expulsion of the French 'Acadians', as they were known, at the end of the French and Indian War (1754-63), English, Scottish and German settlers came to Nova Scotia. Their numbers were augmented after 1782 by the influx of American Tories, the 'United Empire Loyalists', who were evacuated from New England at the close of the American Revolution, or the War of American Independence, as the British call it.

The name of the bay is believed to be derived from the French *mahonne*, a low-lying, fast type of sailing ship, originating in the Mediterranean and much used there by pirates. The name is first recorded in the coastal survey made in 1736 by the English navigator, Thomas Durrell. The bay is shown, but incorrectly named 'B. S^o. Marguerite', on the French *Carte De L'Accadie* drawn in 1744. The name may have been adopted to record the activities of the French pirates of Le Have, a port forty miles down the coast from Mahone Bay. This small French colony had been established in 1632. Their seamen preyed upon New England shipping about 1700-10. Another map, printed by Thomas Jeffreys (*History of the French Dominions in North and South America*, London 1760) and drawn in 1755 depicts Mahone Bay and shows islands at its head.

Mahone Bay had been surveyed three times. Charles Morris, the

file being identified as 'Smith's Island', the name given to Oak Island by Charles Morris in 1762.) The correspondence had ceased as abruptly as it had begun. My letter to Walton's address at San Diego, California, was returned with the note, 'Gone away'. I contacted him finally in 1971. He has asked me not to discuss the ideas he publicized in 1960, and for which he now claims priority. I respect his wishes, although, in my opinion, he did not then establish anything remarkable. He was on the right track, no more. Possibly he has since expanded his ideas to form a definite theory, about which he is reticent.

Gwynne-Evans, whom I met on his return to London, told me about his visit to the island, and his encounters with two other investigators, Colin Summers of Worthing, Sussex, and W. L. Johnson of Vancouver, British Columbia. Summers gave me a copy of the survey, linked to an air-photograph, which he and Gwynne-Evans had made. He also told me he had discovered that the 'road', observed in 1795, disappeared and ran beneath the swamp on the southern shore. Its continuation on the other side would have brought it directly to the stone triangle which was found in 1937. This suggests that the road had been constructed before the swamp encroached, possibly before 1785, when the road was employed as a boundary between lots. I have corresponded with Johnson since 1966. He has given me unstinted help, disclosing his own theories, and his reasoning. He is charge Engineer at Canada's largest hospital.

I now knew far more about the 'facts', and the many theories that had been advanced. One thing remained to be done. I flew to Nova Scotia in June 1966, and I went again in the following year.

Following my visits to the site, Reynish and I set out my information in the form of a Plan, illustrating the island's works. It occupied us for two years. We followed many false scents and winding trails, clue after clue crumbled into dust; realization of the truth came slowly.

I believe that I have largely solved the mystery. I qualify that statement because certain facts remain obscure. That is not surprising since work on the island was a clandestine operation and 'Mr. X' did not intend that we should penetrate his secrets.

These had, however, been partly revealed in 1937, due to Gilbert Hedden's curiosity about the people who had dug the Money Pit.