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dyke than those living at Grand Pre; and as to the cost we may form a partial estimate from what it cost to repair or rebuild it by the English settlers in 1770. The records of the commissioners of sewers for township of Cornwallis gave as the amount of rate for rebuilding the Grand Dyke, £954. 17s. 6d. to be levied on 1230½ acres. And in 1783 the dyke or aboiteau was rebuilt above the French dyke at a cost of £2,583. 15s. currency.

The site of the French aboiteau was where the present road crosses the stream on a wooden bridge, and the remains of the English dyke of 1783 are still to be seen a few yards west. At what time or in what year this dyke was first built we have no means of knowing, but it certainly could not have been many years before the deportation of the people who built it. For in the census of 1714, 40 years before, the population of Canard was only 77 souls, so that all this work of dyke building on the Canard River must have been done within a period of fifty years.

I can find no traces of dyking by the French on the "River de La Veille Habitation," or as Morris designates it River of the Nieux Habitans, although he reports 10 families settled there and five more on the Pero River, these people seem to have contented themselves with fencing the salt marshes for hay and cultivating the uplands for grain and vegetables. But probably they drew most of their living from the shad and herring fisheries for which these rivers were especially noted in those days as well as after the advent of the English settlers.

THE LOCATION OF THEIR ROADS AND VILLAGES.

There are still plain traces of a nearly straight and well defined road marked in places by willows, from Grand Pre to James Woodman's, north of the present high way, thence it apparently ran on the same location as the present road to "Mud Creek," and from thence to the Johnson Hollow, it seems most likely that the road is on the old French trail, but from there to Kentville it runs its general course not far from the railway, and beyond Kentville to Cambridge it is near the railway most of the time, further west I have not traced the old road to Port Royal. From Grand Pre to the landing, said to be near the railway bridge, the road was near the dyke, and there were numerous trails over the hills southwardly to the Gasperau, but the main road to Pesiquid followed the line of the road from the station