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NOTES ON AN ESKER IN THE INTERIOR OF DIGBY COUNTY,
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The guides to the interior of Digby and Annapolis Counties are familiar with a peculiar surface feature—to them, a landmark. It is well known also to the hunters and trappers, and is termed “The turnpike.” The description of it—like to a railway embankment or a turnpike road—seemed to the writer to suit well that of the glacial deposit known as an *esker*.

In the autumn of 1924, a visit was made to the locality. Mr. W. Spurr, of the “Colonial Arms” hotel served as efficient guide and companion. The short motor-ride along the Bear River hillside, amid scenery of wonderful beauty, to Bear River town, made a fitting beginning to the trip that promised much of interest and pleasure. A rough road was negotiated up the Bear River valley passing by Indian Path Hill, 625 feet above sea-level. Fourteen miles from “Colonial Arms” at the end of the car road, Lake Jolly lies spread before the observer at an altitude of 510 feet—*aneroid*. On the shore of the lake is the charred remains of what, a few years ago, was a clothes pin factory; and on the opposite side of the lake was later seen an old road *with wooden rails* by which timber had been conveyed through the woods. The water of the lake has been raised several feet by the dam built by the Bear River Light and Power Company, and the lower courses of streams entering the lake

have been drowned. Here our luggage was transferred from the car to a canoe, and here began the "pleasure in the pathless woods" and the "rapture by the lonely shore;" and the additional pleasure of the stealthy movement of the canoe over the waters. A mile over the lake, then about the same distance along *stillwater* up a stream course, followed by portage of about a quarter of a mile, and the canoe float Ninth Lake. The divide has been crossed, and the drain basin of the Sissiboo River is around and before. The lakes that lie ahead on the route are small and the connecting streams have usually too little water to float even a canoe. A short paddle across Ninth Lake, a portage to Eighth Lake, the glide across the lake and along a rivulet of a hundred yards or so, and Seventh Lake is reached. Over Seventh Lake, followed by a portage of about a quarter of a mile to Sixth Lake, across this lake about a mile and a portage of about the same distance as last one and the canoe is placed in the Sixth Lake stream. Down this stream about a mile, the "turnpike," the object of the trip, lay extending to the east and to the west, broken where the stream has forced a passage through it.

The country around is level with knobs projecting out of the general flatness. The elevation is about 400 feet above sea level. Much of the immediate vicinity is a fire-barren with stunted second growth and bare patches where there is little or no soil. The underlying rock is granite—a portion of the granite belt of the southwestern part of the Province. Much glacial drift is spread over the area—huge granite boulders grading into finer material. The "turnpike" is undoubtedly an *esker*. It follows in a general way the direction of east, 10 degrees south, *Magnetic*. Where the stream has trenched it, the height is 25 feet the base about forty feet through and the top rounded, looking very much indeed like a railway embankment. The material is gravel. It forms a pronounced ridge across the landscape. It was followed eastward for more than two miles. It becomes low and narrow in places, and where the country is wet or swampy it may be absent, but is found again further

to the east. Wild animals have made a path along the summit. To the west at the furthest point explored, it is lost in an enormous mass of angular granite boulders. Mr. Spurr states that the esker extends for twenty miles or so across the country, and that to the south there are two similar ridges that appear to join the main esker at an angle from about southwest.

The time spent in exploration and examination was not sufficient to arrive at anything of scientific interest except the location of the esker. It is hoped that an opportunity may be had to again visit the locality and find out something about the ice movement at this point and the cause of the presence here of this glacial deposit, and to visit the similar deposit that runs east from Hectanooga station towards Blue Mountains.

It was rather an unusual occurrence while in a wilderness country, to have an aeroplane pass and re-pass directly overhead. The return trip was uneventful, other than that the writer came within an ace of upsetting the canoe, and that the canoe ran upon a submerged boulder in the middle of a lake and remained fast for some minutes.