

Cape Breton Island, Nova Scotia

By Thomas Cedric Bell (Cedric)

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Cedric Bell's Orchid ID



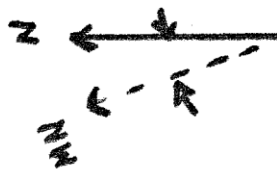
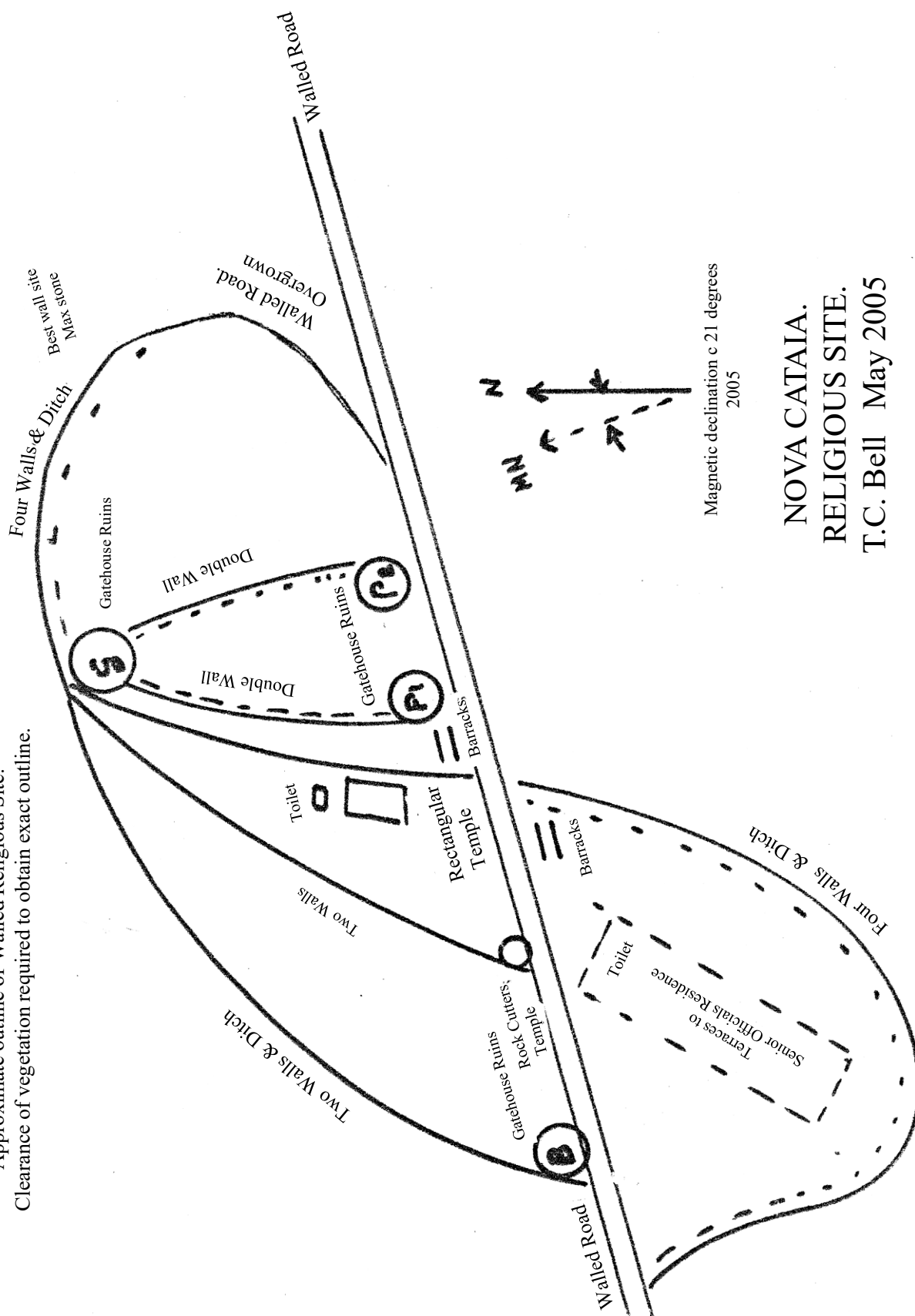
Cape Breton Island
Nova Scotia



CAPE BRETON CHINESE SITE

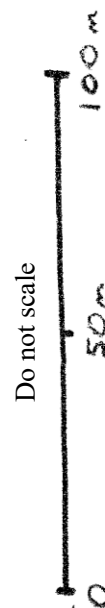
CANSO

Approximate outline of Walled Religious Site.
 Clearance of vegetation required to obtain exact outline.

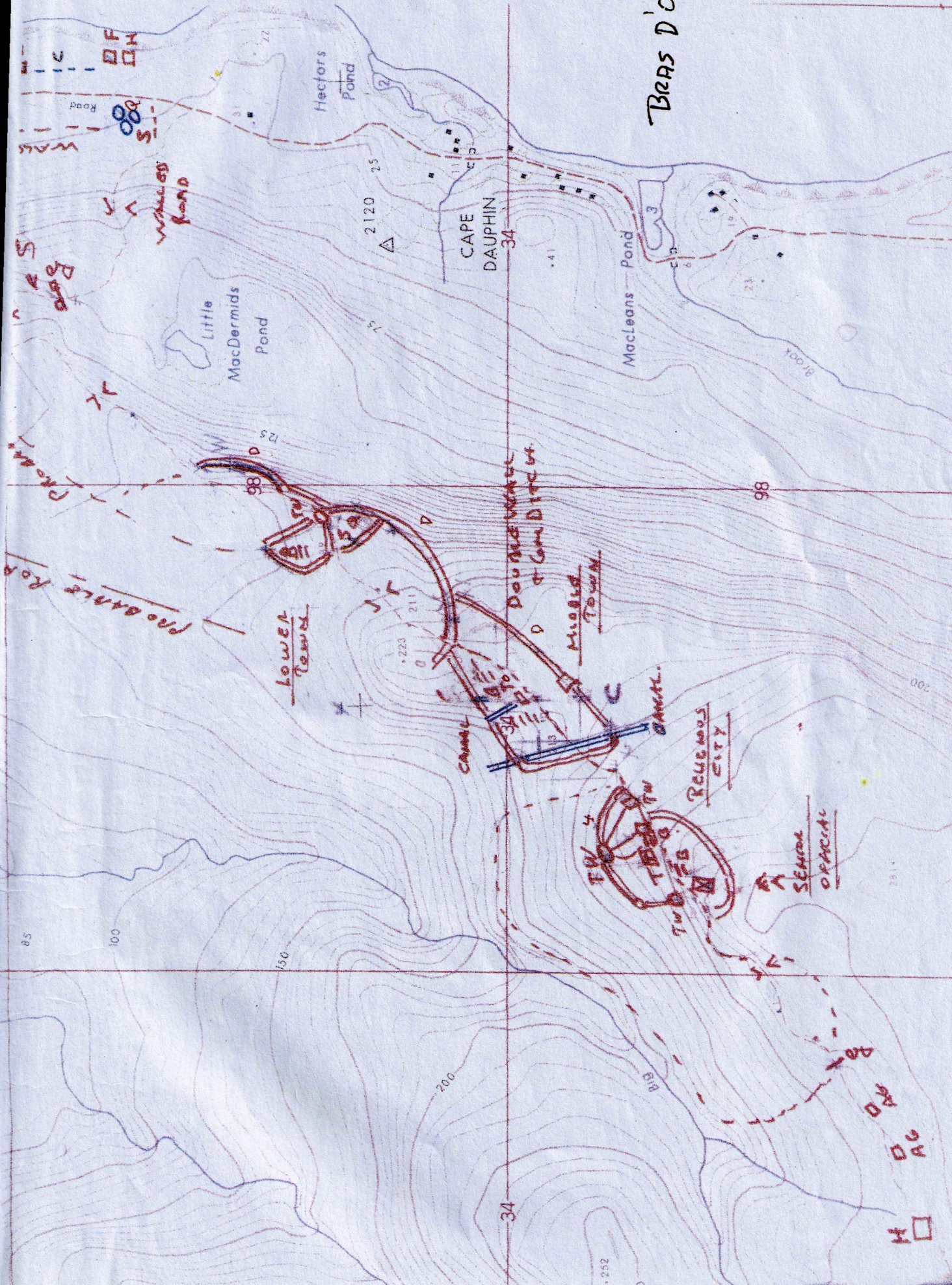


Magnetic declination c 21 degrees
 2005

NOVA CATAIA.
 RELIGIOUS SITE.
 T.C. Bell May 2005



BEAS D'OR



21 Thorpe Field
Tirril
Penrith
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June 2005.

CAPE BRETON ISLAND, NOVA SCOTIA, CANADA.

Early this year I was requested by Gavin Menzies, Author of 1421 "The Year China Discovered the World" to visit a site Paul Chiasson, a Canadian Architect, had located on Cape Dauphin. The purpose of my visit was to view the site and confirm its authenticity. At the end of May my wife and I had the privilege of being among the first to visit and fully appreciate the engineering of this extraordinary site. The site's distinctive engineering, confirms it had been constructed by the Chinese and lost to the world for hundreds of years.

My engineering experience includes marine engineering, surveying, foundry operations and lube oil manufacturing. Historical surveying experience includes eleven years of full time surveying of the Roman trail in the north of England, Scotland and Ireland, where I have located over 150 previously unknown Roman sites and several defensive frontiers to rival Hadrian's Wall. Surveys in New Zealand, on the 1421 trail, have also located both a substantial portion of the wrecked fleet of Admiral Zheng He and to our surprise 33 Chinese sites. Carbon dating of sites indicated that New Zealand had been occupied by the Chinese for a least 1,700 years before the arrival of the Europeans and probably at least a 1,000 years before they brought in the Maori as workers. The New Zealand surveys confirmed an amazing similarity between Chinese and Roman engineering, indicating many years of collaboration and cross trading.

The visit to Cape Dauphin, Cape Breton Island, Nova Scotia experienced weather ranging from snow, mist, rain, high winds and torrential rain to lovely sunshine, (just normal daily weather changes for Cape Breton). The remains of an extremely large, well engineered and defended series of Chinese towns, villages and a Religious city, all supplied by roads and canals, accessing the coastal deep sea harbours by canalized local rivers (brooks) fitted with ladder locks were noted. The design of both the walls and barrack blocks being identical to those located in New Zealand.

The visit was extended to the three sides of Cape Dauphin's peninsula, at sea level. This revealed harbours, defending walls, ore exploitation and smelters and crushers. Further visits to Canso, St Peter's and Louisbourg, noted evidence of yet more Chinese operations.

The attached visit folder covers the above areas. It confirms that there are sufficient Chinese archaeological sites on Cape Breton Island to provide employment for many generations of archaeologists.

T.C.Bell C.Eng MIMarEST

A visit to the Chinese Settlements on Cape Dauphin, Cape Breton Island, Nova Scotia and other Chinese sites at St Peter's, Louisbourg and mainland Canso.

Paul Chiasson, the Canadian architect who first discovered the Chinese site on Cape Dauphin, located the site from the descriptions recorded by the local Mi'kmaq Indians, and confirmed by examining an aerial survey taken after a forest fire. The Mi'kmaq Indians appear to have enjoyed good relations with the Chinese, who taught them to write, (the only tribe in North America who could) fish with nets and basic astronomy. S.E. Dawson in his "The Saint Lawrence Basin", published in 1905, also records Stephen Gomez, a Portuguese navigator of note (Pilot to Magellan), who when surveying across the mouth of the waters of Bras d'Or in 1530, noted "a great deal of smoke on the hills (Cape Dauphin and adjacent) and signs of habitation". The Indians lived on the water's edge and used fire sparingly.

Cape Dauphin (30d,15' - 46d,20') is a 300m high, heavily forested, peninsula, with severe cliffs to three sides. These make access difficult, hence it is rarely visited. The top of the peninsula (plateau) is undulating. To the east is St Anne's harbour, to the north is the Gulf of St Lawrence, with access to the Great Lakes and to the east, are the enclosed waters of Bras D'Or.

Sydney, the major town on Cape Breton Island is to the east of the waters of Bras d'Or. Louisbourg is SE of Sydney on the Atlantic coast. St Peter's is at the south end of the inland sea called Great Bras d'Or where a modern canal connects it to the Atlantic. Canso is roughly south of St Peter's on the mainland. The Canso Straits, now partially blocked by a bridged causeway, separate Cape Breton Island from mainland Canada.

NORTH END OF CAPE DAUPHIN.

From the base of Kelly's mountain (Kelly an Irishman, distilled "Moonshine") a wide, earth road, runs northwards along the eastern side of Cape Dauphin peninsula, to near the actual Cape Dauphin. From the end of this earth road, a track runs westerly to Fairy Hole, the point where Big Brook (river) runs into the sea from the plateau, the site of the Chinese city etc.

The Fairy Hole track follows the remains of a well constructed stone road, and is flanked by the remains of defensive stone walls, with a now filled in 6m wide defensive ditch to the sea side. At one point the walled road passes through a stone gateway, with an adjacent 14m square gatehouse. The tumbled stones, many cut, are still around the site. The gateway with its side wall to the nearby cliff edge, controlled both the east west passage and the access to a road viewed, but not followed, heading in the direction of the plateau. A small fortified barrack site (20m x 16m) was noted nearby. This formed an excellent look out over the Ciboux, (Bird) Islands, which are situated just north of Cape Dauphin. The steep cliffs of Fairy Hole appeared to have been extensively worked by

man. Paul Chiasson, who followed the Big Brook, (river) from the plateau to Fairy Hole, it's confluence with the Gulf of St Lawrence, considered it to have been navigated. A 14m square fortification overlooked Fairy Hole. Access westwards, past the vertical cliffs was virtually impossible, so the fortification was probably the last on the wall guarding the north face of the peninsula and controlling access to the plateau.

At the south of the entrance to the now track, which runs mainly over the line of the Chinese stone road to the Fairy Hole, a brook (stream) rises up to the plateau, forming a navigable route. The built up stonework of the canal is still visible. At this point there is a c 20m x 6m, depression alongside the path. A magnetic anomaly scan indicated the presence of a harbour designed for punts c4.5m x 1m, these negotiated the canal via a series of ladder locks to the plateau above.. This form of harbour, common to Chinese and Roman design, consists of excavated channels c1.5m wide and 5m x 1m quays. Harbour construction entails leaving the quays as free standing earth between the channels. To seal and stabilize the harbour, the quays, channels and harbour sides are covered in puddled clay, no stonework is involved, other than to support the lock gates. Nearby, the Fairy Hole track rises over the remains of a dam. The dam's function was to create a small reservoir, the head of water was sufficient to force water through an aqueduct situated on the north side of the track. The aqueduct running parallel to and above the track, supplied water to the smelters immediately above the track. The water provided the motive power for the waterwheels which drove the bellows providing the combustion air required for the smelters.

From the small harbour a canal ran SE to a nearby major harbour alongside Bras d'Or, designed for ocean going junks.. The harbour is 130m long by 25m wide and it's base is c5m below the rammed earth road. A piece of cut stone c 1m square still in place in the silt on the bottom of the harbour, marks the point where the canal from the plateau accessed the west end of the harbour via an opening in the end of the harbour. Considerable bulldozer activity was noted adjacent to the harbour. One can but hope that the destruction of the harbour is not on the agenda. In the silt at the base of the harbour, the remains of the stonework of the centre quay could still be seen c 10m x 3m. A scan over the silt indicated that the remainder of the quay foundations are still in place, their total length being some 90m. The harbour was capable of containing four 47m x 11m junks in two pairs. A scan confirmed that access to the harbour was via a 50m x 14m wide set of locks to the nearby waters of Bras d'Or. The section between the harbour and sea had been infilled to form a garden for the nearby residential property..

In a clearing east of the road, some 200m south of the major harbour, a depression with visible stonework, possibly washed out by water flowing through the feeder aqueduct, indicates the site of a set of locks. These form part of a canal which connected the major harbour with an adjacent Chinese walled barrack site, 450m south of the main harbour, alongside the sea cliff. Our attention was drawn to this site as it had been recently bulldozed, presumably for a housing site. A clear outline of a raised rampart was visible, with a few remaining stones outlining the line of the surrounding wall. A scan located the foundations of a c40m x c 40m walled barrack block. The water supply to the site ran via

an aqueduct, to a spill well, then to the toilet block alongside the sea cliffs. It would appear that a shell midden had been exposed by the bulldozing of the site, shells being strewn around the site.

The stone walled canal, now infilled, ran northwards across the site, via the excavated locks to the main harbour. Southwards it ran into a morass, with free water and bog cotton. A careful scan across the side of the morass showed the presence of quays, indicating it had been a harbour. The harbour would consist of earth channels, lined with puddled clay, no stonework would be involved. From the harbour, the canal formed from the canalized brook, appeared to head via ladder locks, to Little Macdermids Pond. This section was not visited. This pond, presumably a Chinese harbour, is situated on a small plateau above the rammed earth road.

Further industrial activity was noted between the roadside harbour with its bog cotton and the base of the cliffs to the plateau. The remains of a stone wall ran at right angles to the road, to the base of the cliffs, between the canalized brook and an industrial site. The site contained three large excavations, each c 30m diam and c10m deep. Each of the three holes exhibited a strong magnetic trace, this, coupled with adjacent smelter ramps, indicated magnetite iron ore extraction and processing operations.

NEW CAMBELTOWN. (Kelly's Cove)

The western side of this small bay, with its pier used by lobster fishermen, was the site of a coal seam outcrop. There are records of the site having been worked. The ramparts of the Chinese walled barracks with its foundation stonework still in place, tower over the pier. Presumably they also worked the coal. A Sunday School organization run an outdoor site for children, the buildings are on the original Chinese man made platform.

ENGLISH TOWN, WEST COAST OF CAPE DAUPHIN.

Overlooking the ferry access ramp, alongside the cannon presented by Louisbourg Fort, is the clear outline of the platform of a Chinese 40m x 30m walled barrack block. A scan indicated the distinctive outline of the foundations of the six barrack blocks. The toilet block, supplied with water from the site's spill well, was located at the edge of the beach, to the south of the barracks.

A waterlogged depression immediately to the north of the ferry access ramp drew our attention. The free stone coupled with a scan, indicated the site of harbour capable of taking a 47m x 11m junk. A canal with visible stonework, ran from the roadside, uphill alongside the road to the Bay View cemetery. The cemetery and carpark, are sited on a man formed platform. This site was originally constructed for two Chinese, 40m x 30m walled barrack blocks. The walled structures are end to end, at right angles to the sea, with the 40m faces to the north.

The road northwards was followed to the new wooden bridge over Sally's Brook.

a scan was run across the reeded end of Little Pond, adjacent to the bridge. This located the 1m wide walls forming the finger arms c 12 m apart of a harbour, designed to contain a 47m x 11m junk. The cliffs leading to Cape Dauphin plateau rise from sea level within 50m of the new bridge. The first ridge rising sharply from the road, has been formed by man into a razor sharp wall. Originally there was a gatehouse at this point which controlled the northwards traffic. From this point the road northwards to Grappling Creek, was walled on both sides and defended by several gatehouses, the gate sills and stops indicate double gates.

A walled road 150m north of Sally's Bridge, runs westwards, alongside Little Pond. To the south of the road is a very clear raised platform, c 25m long and 8m wide. This platform originally housed an ore crusher driven by twin water wheels. The depression of the wheel housings are clearly visible. A scan also located the position of the two aqueducts which conveyed the water to drive the wheels. A short distance west of the crusher site, on the north side of the road, in a clearing, was the clear outline of a platform containing the foundations of a 40m x 30m walled barrack block.

The shingle spit separating Little Pond from the sea was accessed. A scan along the edge of the channel between the sea and the pond indicated the presence of stonework, ie a harbour wall which kept the shingle from being washed into the channel. This, combined with the finding of a finger harbour at Sally's bridge, (the eastern end of Little Pond), confirmed its use as a harbour. Above the northern end of Little Pond, adjacent to the sea shore, was a platform containing the 40m x 40m foundations of a Chinese walled barrack block. A series of terraces had been constructed up the hillside from the track accessing the adjacent farmhouse. These contained foundations of large buildings, further visits would be required to ascertain their origin.

Some 600m north of the road to Little Pond, we investigated a road angling SW down to Fader's Cove, (an enclosed waterway) from the road to Grappling Brook. A scan revealed an aqueduct running under the road to the site of a spill well alongside the stonework of a quay. The well appeared to have been provided to ensure the availability of clean water for watering ships. Possibly the adjacent brook was contaminated by sewage from a higher development. Some two hundreds metres north, the easterly bank had been cut out to house a gate house, some free stone exists. This gatehouse controlled both north and south passage and access to the plateau via a visible stone road, (Only followed easterly for 100m due to time limitations). From the gatehouse a walled road ran c 50m west to the shores of Fader's Cove accessing a stone quay. Many of the large stones are still in position; yet further evidence of the use of Fader's Cove as a harbour site. Time was unavailable to visit the seaward section of the cove to check the width of the original opening to the sea.

The road north, still walled on both sides was followed to MacDonald's Brook, (river). There was considerable evidence of buildings in this area, possibly some being reuse by MacDonald. A somewhat dilapidated steel pontoon partially bridges the river. part of one bank has been eroded, leaving a gap between the bridge and bank. Wheeled traffic

can progress no further. Heavy rains prevented our crossing for several days. The deck of the pontoon with its gaping holes, was covered in fast flowing water and was best avoided.

From MacDonald's Brook (River) there is clear evidence of a canal flanking the road, to the east, as well as walling. Just north of the brook, the ramparts of a standard 40mx 30m walled barrack block tower above the road. The next brook, Smith's, is bridged at a high level by a steel bridge with a rotting wood deck. The remains of two huge dams confirm the presence of a canal, where the superb hydraulics force the waters northwards adjacent to the road. The canal with its dams and bye pass locks, infilled, now actually form part of the road surface.

At Grappling Brook (River) a high level steel bridge, also with a rotting wooden deck, we noted a huge sandwich dam, stone, earth, stone, which had been constructed adjacent to the present bridge site. Some of its remaining boulders can be seen under the bridge. The dam height was designed to lift the brook c 15m to the road level and to the level of the roadside canal from Smith's Brook. The cut out of the stonework through the rock face, immediately upstream from the bridge, confirms the canal route. The increased water level was sufficient to enable craft to pass over the waterfall upstream of the bridge. A series of dams and bye pass ladder locks would have enabled punt like craft c 4.5m x 1m capable of carrying a tonne load, to be towed by trackers, upstream to the plateau containing the Chinese city, etc. A gateway immediately south of the steel bridge controlled the passage southwards to Englishtown. There was no evidence of either a Chinese road or canals north of Grappling Brook.

CAPE DAUPHIN, THE RELIGIOUS CENTRE, the "MIDDLE" & "LOWER" TOWNS, The VILLAGES & AGRICULTURE ON CAPE DAUPHIN'S PLATEAU.

Access to the 300m high plateau was via a 3m wide road, composed mainly of granite chippings. The road on each side was flanked by defensive walls and 6m wide ditches, infilled. The walls were generally built from granite blocks. All the walls had been deliberately knocked down. It is very probable that smaller pieces of cut stonework have been taken from the site, possibly accessed by a horse and sledge. The 3km long section of the road from sea level to the Religious city, situated at the highest point, had originally been defended by 24 pairs of gates. On the 100m contour level, smelter ramps had been constructed alongside the road. This indicated ore exploitation activity in the Little MacDermid's Pond area to the SE. The cut outs of the banks and the remaining foundations indicate the sites of the single offset gate houses. Of particular interest was the remains of one gatepost with its lower section shaped to fit into a corresponding socket. (See photograph). This design ensured gate post rigidity when subjected to the twisting moment imposed by the moving gate. The adjacent stone pad is a very good example of the stone mason's art of chasing to provide parallel faces. Such pads would usually be used to support lintels. (See photo similar example of Roman workmanship).

A further three km of walled road west of the Religious City, accessed a number of

walled villages and the agricultural area. The first 1.5km is the steepest section of the walled road. Then one encounters an additional series of large double walls protected by a 6m wide ditch, running in an arc south of the road, above the cliffs for roughly a kilometre. These walls rejoin the road, then arc around a quarry along the steep cliffs, returning Eastwards to parallel the main road and eventually cross it. One leg of the road returns northwards on the western quarry edge to a large demolished tower. Smelter ramps had been constructed in the quarry

The tower north of the road and opposite the quarry, is now just a heap of jumbled stone. The tower appeared to have been c 30m diameter, several of the remaining stones bear evidence of cutouts for gate posts and some are clearly designed for door lintels. A scan located evidence of internal buildings. This gated tower, gave access to a roughly 70m x 70m, offset enclosure, defended by double walls and an external ditch, referred to as the "Lower" town. Standard Chinese barrack block foundations, c 36m x 4m with eight internal unpaved rooms and one paved room, were located by magnetic anomaly scan. One pair of double walls could be seen running NW from the end of the enclosure towards the major harbour area situated at sea level.. Time did not allow us to follow the route of the walls.

The double wall skirting the quarry ran westwards flanking the main road. It then arced across the main road, controlled by a gatehouse. This site was marked by a recess cut into the bank with free cut stone. Some 20m south of the main road, on the line of the double wall, two huge heaps of cut stone c 3m high and several metres wide, marked the site of what appeared to be two deliberately destroyed gateways. We called this section the "Enormous" wall. Dense tree growth and a large number of fallen trees made viewing of this section extremely difficult. A bulldozer would have helped. At the western end of this wall, the flattest section of the plateau, the Chinese had constructed what we referred to as the "Middle" town, this covers c5ha.

"Middle" Town, is roughly rectangular, with its major axis, east west. The site is roughly, 320m x 170m covering approximately 5ha. Note, The use of measuring wheels, tapes and even pacing, within the forest is impractical. Satellite navigation fixes were made from the clearings. Access to the town was controlled by gatehouses on the north, east, west and south. The site was defended by double walls, with an external 6m wide ditch. Note The external walls appear to have been rammed earth on stone bases. (See photographs of Roman examples). The main east, west, site road ran through the centre of the town. At the west end of the town a 6m wide canal ran north and south, flanking the external west wall. Gates controlled the canal passage through the walls. A further canal ran northwards, downhill, from a small harbour c 15m x 6m, marked by a metre deep depression in the centre of the town. The town's main toilet block c 16m x 6m, was located between the main road and the harbour by following the aqueduct from the town's water main. A scan of the foundations and the central channel confirmed both the size and identity of the building. The toilet block discharged into the harbour. Normal Chinese, but not Roman practice, they discharged into the canal.

Within the town, now densely forested, magnetic anomaly scans located the foundations of rows of closely spaced standard Chinese 36m x 4m barrack blocks. Assuming the site occupancy was on a par with Roman sites, one would expect a population of c4 -5,000, but if the barrack blocks were not just for male workers and were inhabited by families, one could expect roughly a 50% reduction in the estimated population.

The complete site, including the "Middle" town was serviced by an aqueduct served by local streams and topped up by field drains, tapped into the main aqueduct every 10m. The aqueduct runs for c 6km at the side of the main road, several sections have collapsed leaving the still running aqueduct to discharge onto the road, causing puddles. The aqueduct supplied water for drinking, flushing the toilets, topping up the canal locks and the motive power for the waterwheels which drove the bellows supplying the smelters combustion air. We located the sites of three infilled wells, all of the spill type, ie continually fed from the main aqueduct and overflowing back to the main aqueduct. One well was by the quarry entrance (" Lower Town") and two by the villages, further visits are required to locate the "Middle" town's wells.

The walled road continued westwards from the west gate of the "Middle" town, up a slight gradient, (the area still heavily wooded). Roughly 150m along the road, at the site of a gatehouse, a clearing to the north indicated a small road, now moss covered. Adjacent was the corner of what, on examination, turned out to be the corner of the Buddhist City/Religious City The identification came from Gavin Menzies who noted it's similarity to similar sites at Cheng De, China. The corner was marked by a 2m high heap of cut stones, extending both north and west into the trees. A magnetic anomaly scan revealed the foundations of four parallel walls under the heaps of stones. The main road was followed to it's highest point, at this point there is a clear view (on a good day) of the Ciboux, Bird Islands, to the north of Cape Dauphin.

Paul Chiasson had used an aerial photograph taken after a forest fire to identify a walled, (now heavily forested) area roughly 800m x 250m sloping down to Big Brook (river). The site is flanked to the north by the river and to the south, mainly by the EW road. Time prevented a full visit to this area, no building foundations were noted in the 50m wide strip flanking the main road. One wonders at rice production on the terraces.

The Religious City was constructed in the SE corner of the large site. The City is roughly 250m EW parallel to the road and 129m NS. The city's terraces were formed on a northward facing rocky site overlooking the Ciboux (Bird) Islands. The site north of the main road, appears to have been subdivided into five sections by walls, presumably the stonework visible was the base for rammed earth walls. One assumes that each section was for a different religious function.

The residence of the senior person in the colony, was constructed on a rocky hill, south of the main road. The residence overlooked the complete site to the north and east. The site consisted of six beautifully constructed stoned terraces, each roughly 12m wide by 5m deep, leading up to a 10m square paved room. At the base of the terraces is a flat, moss

covered area, a scan indicated the foundations of a toilet block, with a central trough and the exit and exit aqueduct. Residual stonework indicated that there had been other buildings alongside the base of the terraces. Lack of free stone could indicate that the buildings had been constructed in timber.

Immediately to the east of the terraces and south of the road, the foundations of two standard barrack blocks were located. Presumably these blocks formed part of the guards or functionaries's quarters, another two barrack blocks were located north of the main road. The southern double walls and 6m wide ditch and flanking road of the c 800m x 250m compound, also encircled and provided defence for the site.

The religious centre proper, is north of the main road on a northern facing stony slope, formed into terraces. Barely visible in the trees alongside the main road are two jumbled heaps of large stones. These were the gatehouses (P 1 & 2), which controlled access to the religious centre. Each pile of stones cover barely visible, small sunken entrances. Probably the two gatehouses were c 10m square and are roughly c 25m apart. From the two gatehouses, two sets of double walls, (only the foundation courses are visible) ran down the terraces to a single gatehouse, c 12m diameter, (G). This gatehouse is also just a heap of tumbled stone. Presumably this small enclosed area was the most important section and any buildings were constructed in wood. Immediately north of the gatehouse (G.) was a steep drop forming a c 4m high rampart, with a double defensive wall linked to the gatehouse tower and defended by an external 6m wide ditch.

From the most northern gatehouse (G.), a set of quadruple walls arced eastwards on the high ground, returning to the main road and then flanked the main road westwards, to the easterly of the gatehouse (P.2.). This set of large walls "Big Wall", has the largest amount of free stone visible on this site. From the northern gatehouse (G.1.) a further double wall arced southwards up the edge of the terraces, to a point c40m west of the gatehouse (P.1.) (adjacent to the main road). Within this area, near the main EW road, a scan located the foundations of two barrack blocks. West of this area and adjacent to the wall, a tree grew out of a heap of tumbled stones in a hollow. A scan across this site indicated foundations of a building with inner and outer rectangle walls, c15m x 10m. In the centre of the walled area, a 2m x 1m depression, accessed by an aqueduct was detected. The shape indicated a temple, with an immersion bath, presumably used for a form of religious rite (Nestorian Baptism?). This form of temple, called Romano Celtic, are found adjacent to graveyards and on every Roman fort and town site in my area of Britain. The ground had settled over the line of the aqueduct north of the temple, this depression led down to a larger depression. A scan indicated the standard building outline (c 6m x 4m) and internal channel of a toilet block. As usual with such buildings the water discharging from the temple immersion bath was used to flush the toilet. Good conservation practices being paramount with both Chinese and Roman engineers.

The westerly end of the religious site was marked by the jumbled stonework of another gatehouse, (B.1.) This gatehouse was also connected to the most northerly gatehouse, (G)

by an arc of double stone walls with an external 6m wide ditch. A further double wall ran southwards from the northern tower (G) subdividing the remaining area into two sites, possibly for different religion's burials. This wall ended under a rocky outcrop (adjacent to the main road) which appeared to have been left proud of the adjacent rock, possibly to form a form of altar for the rock cutters. (Frequently found on Roman ore exploitation sites in my own part of the UK.). Of the two adjacent sites, one contained graves with an east west orientation and one with a north south orientation. Outside the northern wall of the religious city, circular graves were noted. A scan across two indicated the occupants appeared to have been buried in a foetal position.

Within the complete site there is only one section of wall with a large quantity of free, jumbled stone, on examination the dumped pile held a number of carved stone faces of animals, (presumably ex the temple as the ones on roof of the temple in the Forbidden City in China. Several sections of semi square pillars had also been dumped, the centres of the pillars held iron bolts to link them together. This site was the most easterly of the religious section by the major road. All the other walls are now flush with the ground and moss covered, so difficult to survey. So one can assume either the stone of the walls have been robbed over the years, or it was carted away and dumped by the Chinese before they left, which seems unlikely. The wall bases on their own are too narrow to be used as rammed earth bases. Possibly instead of using a full width stone foundation for a rammed earth wall (dyke), the constructors have used strip foundations. The earth wall disintegrating with the weather, has then exposed the strips, which in turn convey the impression of multi wall bases. To accurately and fully examine the site, it will be necessary to remove the vegetation from the foundations of the walls and remove the trees around the gatehouses.

Once past the walls of the religious site, clearings in the forest were noted at regular intervals, south of the walled road. Each construction was to the same design, gated openings leading into a small building, c 8m x 8m, evidenced by the visible stonework and confirmed by magnetic anomaly scans. Presumably the buildings were the homes of agriculturists tending the fields. In an emergency they could retreat into the walled road and run to a place of safety. For additional security the walled road was controlled by gatehouses at frequent intervals. The recesses in the walls flanking the road and the stone cills of the gateways, indicating their sites

The visit was continued westwards, (still walled on both sides). The road from the towns to the villages is roughly 3km long, the road total length is somewhat longer when one allows for the twists and circles around the villages. Shown on the area map, west of the city site, is a water filled area at the southern end of one arm of Big Brook (river). The boggy surround was scanned, and basic quays c 5m x 1m were located, indicating that this was a harbour for the area. Paul Chiasson's stated that Big Brook (river) appeared to have been navigable to Fairy Hole, the north end of Cape Dauphin.

West of the religious city and harbour, at one point the road widened and a 3m diameter very distinctive yellow stain was clearly visible on the granite chippings. A scan across

the site showed it had been the site of a walled and covered spill well, with the main aqueduct still in place. Presumably the overflowing water reacted with a mineral in the road fill, possibly ex an ore exploitation site.

Three kilometres west of the towns, is a rocky plateau. This is protected on two faces by steep cliffs, overlooking the entrance to St Anne's harbour to the west and Grappling Brook (river) gorge, to the south. The Chinese canalized Grappling Brook to access the plateau. The plateau is connected to the town site by a 3m wide road, walled and ditched on both sides. A series of roads have been constructed from the main road, each circles or connects to, a small walled area. Although on first sight there is no indication of housing, a scan run alongside the road side indicated the presence of the foundations of barrack blocks, constructed to the standard dimensions, c36m x 4m with eight unpaved and one paved room, a standard Chinese design.

Possibly the buildings were wood with stone foundations. In the centre of one of the villages, an area of bedrock had been left unusually proud, suggestive of design. A scan around the area indicated that it had been walled and had probably formed a religious site, dedicated to rock cutters. Graves with a north south orientation, were located nearby. This memorial to rock cutters provided a clue as to the function of the villages and suggested where we should next visit. A walk along the side roads leading northwards, accessed a prominent granite outcrop. The top of the outcrop consisted of a c 50m diameter totally flat area, all that was left of a hill top. A few metres down the hill, an open area indicated that it had been the site of a sorting area for the quarry. Only the quarried site responded magnetically, indicating that it had been possibly quarried for magnetite iron ore. A trail of coloured rock along the road north of the village, led to a row of smelter ramps alongside an open area roughly 300m x 200m. A local water source provided the required motive power for the smelter's combustion air. One wondered at the large area, devoid of trees, presumably due to water still flowing across it, as having been used as a paddy field for the production of rice.

SMELTERS.

Smelter ramps were noted on the base of the plateau, at the north east and east. Whilst the brief survey on the Englishtown (west side of the plateau), did not locate smelters, an ore crusher ramp was located, so smelters will be close. On the plateau eastern approach, smelter ramps were located alongside the main road to the towns at two levels 100m and 180m. On the plateau, a row of smelter ramps had been constructed alongside the open area (possibly for rice production) near the villages. All the smelter ramps were identified by their shape, unusual earth mounds in otherwise flat areas. Then scanned to identify the presence of internal smelter bowls and the existence of a supply aqueduct. The aqueducts conveyed the water required to drive the waterwheel and operate the bellows which provided the smelter's combustion air. Alongside each smelter, always in a hollow, the foundations of the c 4m x 3m waterwheel enclosure were also detected. One smelter bowl was opened, the objective being to obtain datable and identifiable material, eg slag and the type of ore and fuel processed. If coal had been used, carbon dating is not feasible, the results being totally distorted by the fuel. Once, such material

gave a 20,000year old date for iron. Needless to say we discarded it. The excavation showed that the majority of the bowl lining had been removed ie it had been deliberately destroyed. The bowl had originally measured c0.3m diam x 0.3m deep. The bowl contained some clay lining discoloured by exposure to heat and small pieces of the quartz lining, also indicating similar exposure. A sample of the quartz was examined and it's state confirmed by Dr Bell, Geologist. Exposure of the air supply pipe (tuyere) indicated a residue of charcoal. Carbon dating merely gave the date of the last forest fire.

SUMMARY.

My wife and I are privileged to have been amongst the first in the world to have visited this extraordinary site with the appreciation of what it represents.. The content of this site with it's wonderful legacies of ancient engineering, both on the upper and lower levels, will provide fascinating research for archaeologists and agriculturists for many years. The site will also provide a wonderful training ground for those aspiring to be archaeologists and historians, even if only small sections of the site are partially restored. The site could well prove an immense attraction to those members of the public with an interest in history and who are fit enough to make the hour and a half walk uphill, to the city area, or the two hours walk to the village area. But, such a venture would meet opposition to those with summer retreats along the shores, whose peace and quiet would be shattered.

The religious site appeared to have catered for the all the various religions of the members of the community, possibly Buddhist, Nestorian (?) and Rock Cutters. Round graves and those orientated both north south and east west being located. Hirth's China and the Roman Orient, tells us that the Nestorian missionaries were known to have been in China during the 6th and 8th centuries and confirmed by the inscriptions found on a column near Hsi-an-fu, China in 1625AD. Their place of origin was said to be in the country Christ was born. Their temple had the rectangular format and the aqueduct fed immersion bath.

One wonders at the drive of the leaders and the abilities of their teams. Firstly to locate this site, to recognize the geology of the site, design and construct the towns, harbours and the amazing hydraulics which supplied the plateau site, then to survive in a hostile environment. Then years later to dismantle the site and finally to lead their folk back to China, speaks volumes for the qualities of those involved. For a parallel one has to examine the life of Pastor Norman McLeod and his followers, who driven from Scotland by the clearances, emigrated to Nova Scotia. Then after many years of hardship and crop failure, built new ships and sailed to Australia, in the 1850's, then finally made their homes in New Zealand.

Confirmation of the Cape Dauphin site was noted from another master mariner and navigator, Stephen Gomez, a Portuguese captain, who when navigating across the mouth of the Bras D'Or in 1530, noted smoke from the fires of inhabitants on top of the hills. (The St Lawrence Basin, by S.E Lawrence 1905). Quite possibly the name Old Smokey was not, as is thought, named after the mists, but the fires of occupation. Surveys by the author in both Ireland and western Scotland, coupled with locating the presence of

Chinese junks and their unique harbours, are beginning to confirm the presence of Trans Atlantic trading bases.

Why the Chinese left Cape Dauphin will never be known for certainty, possibly a number of factors combined to influence their departure; The ore deposits were worked out, food was extremely difficult to produce in this hostile environment with the onset of the mini ice age and the hitherto ice free NW Passage beginning to freeze over. Pastor Norman McLeod's followers accounts are pretty harrowing in this respect re farming in freezing conditions. Low birthrate due to shortage of women. Increasing number of European vessels visiting and threats of hostility. Change of Chinese foreign policies. All are sufficient to have caused the evacuation of the area.

Paul Chiasson's expertise in first locating this site, fully confirms what Gavin Menzies, another man with vision, Author 1421, "The Year China Discovered the World, stated had happened. That the Chinese had established colonies during their world wide voyaging. Further proof of this has recently been supplied by Professor Nickless's in his presentation of a 30page paper at Nanjing 7/10th July 2005. This confirmed that Admiral Zheng He's explorers had reached the State of Illinois in the central Mississippi Valley.

My own surveys in Ireland (2003) and Scotland (2003-2017) have also confirmed the existence of Chinese eastern Atlantic bases. Obviously a great deal of further work is required, But as the climb to a mountain top is composed of many steps, 1421 and it's associates have spent fourteen years getting this high, BUT, the many years of training (and exposure to the world) are paying dividends, resulting in the pace of discovery markedly speeding up.

T.C.Bell July 2005 Updated 2017

Addendum Visits to Louisbourg, St Peter's and Canso.

P.S.
Aerial surveys over Cape Dauphin by members of National Geographic using the author's GPS readings, located both a stone tower, possibly a gnomon for water troughs used for star sights and also a line of foundations of buildings of similar size as reported on page ten in the survey report.

Since the Nova Scotia survey Chinese bases have been located on the Scottish Isle of Arran, mainland Ullapool, Rhinnl of Galloway, By Gairloch, Poolewe and Gruinard Bay near Carlisle airport and Penrith and Hardendale (south of Penrith). Also barrack blocks constructed to the Chinese standard design have been located within Roman sites at Penrith's Carleton 600acre Fortress, housing for c 60,000 slaves and adjacent to Hadrian's Wall, housing for c 7-10,000 (Between Housesteads fort and Limestone Corner.

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The findings suggest that large Chinese junks had transported large numbers of workers to their bases on the Mull of Galloway, the sites of three wrecked c10m x 40 junks have been located. Possibly Nova Scotia was an intermediate base for this immense transfer of labour. Once in Britain, the skilled labour force worked for the Romans, based firstly in Penrith, with smaller numbers based at what is now Lowther Castle, by Penrith. The first tasks c 78AD would have been to modify the Cumbrian rivers to form transportation highways, these were required to access and exploit the large metallic ore deposits around the lakes, iron, copper and lead with its inclusive silver, vital for currency. Later, the workers who survived, augmented by additional workers, forming a workforce c 70-80,000 strong, moved northwards in c 120AD to construct Hadrian's Wall and its infrastructure supervised / guarded by units of the Roman legions.

Much more surveying work is required on the line of Hadrian's Wall to locate the sites of the worker's walled barracks and their cemeteries. Surveys on the north and east side of Ullswater, (England's second largest lake) and the site of probably Britain's largest Roman City, 820, acres have located four large cemeteries. The design of the worker's kerbed plots each holding 50 inhumations in a 10 x 4 configuration, orientated North - South, plus the raised walled burial sites, presumably for the Roman overlords and their families has enabled a rough estimation of the total buried, the largest holds 10,000, the other three c 3 - 4,000 each. Only DNA testing of samples of the inhumations would supply an indication of their origin.

T.C.Bell Sept 2012.

SUMMARY OF THE SURVEY OF CAPE DAUPHIN
(Kelly's Mountain)
CAPE BRETON ISLAND.

FOR EVIDENCE OF PREVIOUS OCCUPATION.

Cape Breton Island is separated from Nova Scotia (New Scotland) by the Canso Strait. The island is 177km long and 137k wide and separated into two parts by the largest saltwater lake in Canada, called the Bras D'Or. The population in 1991 was c 161,806.

John Cabot is reputed to be the first European navigator to see and record the island in 1497. Stephen Gomez, a Portuguese navigator of note, reported seeing smoke of habitation during his survey of the coast in 1530. The island's mineral resources include coal, barite and gold. Our 2005 survey also noted two small areas in which magnetite iron ore appeared to have been worked.

Cape Dauphin, a peninsula, 46degrees 19', 57.9sec N – 60d, 25', 49.8sec E, runs roughly north south, it is situated between Bras D'Or to the east and Sainte Anne's Bay to the west. The peninsula is roughly 20km long, 8km wide and (Kelly's mountain) is 300m high and heavily wooded. The cliffs to the east and north east are precipitous. The eastern side of the peninsula, flanking the Bras d'Or, is accessed by a good dirt road, this is used to access Cambellton, site of defunct open cast coal workings, a small port and a school outdoor centre, built on a prominent man made platform. A magnetic anomaly scan on the plateau, originally defended by ditches, indicated the presence of foundations of a walled Chinese structure containing barrack blocks. Presumably the Chinese also quarried the nearby coal. Most useful for Nova Scotian winters, especially if you lived on the plateau.

On the western face of the plateau a good tarmac road as far as English Town. The road serves the chain ferry across the channel to the spit, which protects Sainte Anne's harbour from the sea. A magnetic anomaly along the spit confirmed that it had an imported stone base, the sand then has built up naturally on this base. There is no record of the French or English having carried out this work, so I can only assume it's Chinese. The spit converted the open bay to one of the finest harbours in Canada. Still visible are the remains of a Chinese fort platform with overlooked the channel accessing the harbour. Nearby is the "Modern" fort. The modern, hill side cemetery, now occupies the site of two walled barrack blocks, supplied via ladder locks up the brook, from their small harbour below, immediately north of the ferry.

From English Town, northwards, a rough track flanks the western side of the Peninsula, crossing four brooks (rivers), three are bridged, two bridges are in a sad state, one brook had to forded, at one visit it was impassable. The Chinese had linked all the western brooks by a north- south canal to their major harbour, using a system of dams. These, now breached dams, are still visible. This north- south canal linked the western harbours with the plateau, via a series of dams and bye pass ladder locks up Grappling Brook.

The accessible sections of the peninsula mountain, at the west, north east and eastern faces were walled at their bases by the Chinese. The remains of the rammed earth dykes

Page two

on stone bases and their gateways are still visible. Fader's Cove to the west formed a large harbour, the stonework of the quays and an access road are still visible. Nearby the base for a double water wheel driven ore crushing plant stands within the trees. A defending fort overlooked the 3m wide walled road running in the NS valley below.

At the NE side of the peninsula, alongside the Bras d'Or, a large depression was being excavated. At the centre of the excavation the remains of a stone quay had been exposed, on examination this was sited at the centre of a harbour which was capable of handling four 47m x 11m junks. Locks enabled the junks to access the Bras d' Or. One of the 1m cube cut blocks forming the harbour wall was still visible. The westward side of the harbour was connected by a canalized stream to the plateau. Water flowing down the canal to the harbour, maintained the water level within the harbour. A further canal, one lock, already excavated, also connected a nearby "on land" cliff top harbour, now a mass of bog cotton, with an adjacent fortified compound, being cleared for a housing project at the time of the survey (May 2005) This "on land" harbour was connected by a canal and ladder locks to MacDermidd's Pond, situated at a higher level. Presumably the Pond was also another Chinese harbour.

The NE route around Cape Dauphin to Fairy Hole was surveyed. Big Creek which rises in the plateau in the region of the Chinese site, discharges to the sea at Fairy Hole. Whilst the creek was accessed, it was not feasible to survey westwards due to the gorge's steep western rock faces. These faces have been extensively worked, presumably for building stone as it is capable of being split, unlike the granite on which the Chinese site was mainly constructed. Big Creek was navigable and would be the route that the stone was taken to the main site. The remains of a road, defensive wall, two gatehouses and a small walled barrack block area, presumably for the rock cutters, were noted, between the major sea going harbour (at the end of the eastern dirt road to the holiday houses) and Fairy Hole.

Whilst only Paul Chiasson's route from the eastern face of the peninsula, from the north end of the dirt road, to the mountain top plateau were fully accessed, two stoned roads from the north face (Fairy Hole route) and one from the west face were also noted. The 3m wide walled eastern road to the plateau, was originally guarded by c24 gatehouses, many of the sites of the offset gatehouses and the stone cills of the gateways being clearly visible. The road to the plateau was roughly 7km long and flanked by an aqueduct, for the full length to the quarry area at the top of the eastern cliffs. The aqueduct was topped up by 18m long field drains, running at 90degree to the aqueduct, every 18m. The water levels of the canals on top of the plateau were topped up in the same manner. It was noted that within the village, the aqueduct had burst and water was still running onto the road. On Roman sites, aqueducts are often still functioning after 1,800 years.

In sequence up the main road, a "walled" quarry was located, containing smelter ramps. The degree of security indicated a mineral of value, possibly gold, was being exploited. Nearby was a c70m x 70m walled area, (0.49ha) scans located the foundations of barrack

Page three

block type buildings, each c 36m x 4m with eight unpaved rooms and one paved room. The site was capable of supporting c 500.

Next was a walled village, c 320m x 173m (5.5ha), capable of supporting c 4,000. A canal at the westerly end of the village ran NS. There was a small harbour and canal on the northern side of the village, adjacent was the public toilet block. Further to the west, the walled and sectioned religious centre built on a sloping northward site, covered an area roughly 250m x 129m. Considerable quantities of cut stone are visible, plus three collapsed gatehouses, one to the north and three alongside the main road. Within this site a temple of what is called in the UK, Romano Celtic was noted. We know that the Nestorian missionaries penetrated China in the 6th and 7th Centuries and also that Ghenghis Khan's wife was a Christian. Within the wall area we noted NS and EW orientated graves, Christian and non-Christian and immediately outside the northern wall, round graves. Immediately to the south of the Religious site and on the upward slope, the remains of six 12m wide beautifully laid stone terraces are visible. This heavily defended site appears to have been the leader's residence, presumably constructed in timber. The foundations of four 36m x 4m barrack blocks are adjacent. Presumably for members of the holy order, functionaries, guards etc.

The Religious Centre formed the eastern section of a larger walled area, c 800m x 250m flanked by the main road to the south and the river (Big Brook) to the north. This was the area exposed by a forest fire. Carbon dating carried out by the author ex carbon obtained from a smelter top, gave a date of c 110 years plus/minus 35 years BP (1950) eg 1840. We consider that this date confirms the date of the forest fire and also creates a future problem of carbon dating any artefacts located.

Westwards along the main walled road, a regular series of gaps in the southern wall gave access to what had been c 8m x 4m buildings, their stone foundations still visible. The areas around the dwellings had been cultivated. To the north of the walled road was a large water filled area, originally a harbour. Further westwards a large area was bare of trees and gave the impression of possibly having been a rice growing area. The flowing irrigation water still preventing any tree growth. Further westwards the ground cover was far less the base being far rockier. Several walled areas, each built around open squares, conveyed the impression of being villages, the foundations of standard barrack blocks being located. Canal access was also noted. A nearby rocky hillside had been totally flattened by quarrying, a scan indicated the presence of magnetite iron ore. Smelter ramps also being located alongside the large area over which trees could not grow. I.e. The only site available with running water to drive the water wheels which drove the bellows which supplied the combustion air for the smelters.

The walled road was followed westwards to a point where it overlooked Sainte Ann's Bay.

Summary of survey May 2005.

T.C.Bell C.Eng MIMarEST

Penrith, Cumbria. CA10 2JN.UK

BLASTLESS DEMOLITION AGENT

From: "Zheng He Association (London)" <zhenghe@1421.tv>
To: <CALXA@aol.com>
Cc: "Cedric Bell" <cedric@pbell16.freemove.co.uk>, "Dave Bell"
Sent: 06 April 2004 15:59
Subject: Stones with curious grooves
Dear Mr Francis,

Many thanks for your email of 5th April with the truly fascinating information.

There are two sets of stones which I have seen with identical grooves. The first lie along the Miami ship channel, these originally came from Bimini. The second lot are found in the foundations of houses in the old village of North Reading some 20 miles north of Boston.

Do you think it would be possible to analyse the grooves today to determine whether the Blastless Demolition agent is Chinese, and how old it is?

I cannot see how blasting would be detrimental to any buildings - either on the beach at Bimini or in the old part of Watertown from where the N. Reading stones originated.

I hope we will get photos onto our website soon so you can have a better look.

Hoping to hear from you again.
Best wishes,
Gavin Menzies

----- Original Message -----

From: CALXA@aol.com
To: zhenghe@1421.tv
Sent: Monday, April 05, 2004 6:10 PM
Subject: Part VI Annexes - Evidence of Chinese Fleets visit to specific places all round

In reference to the stones in Boston area, with grooves cut into them.....with strange (penis) shaped cuts about 9 inches apart.

I suspect this is how the Chinese mined the stone. The Chinese have used a mixture of lime, alumina and sulphur to create a blastless demolition agent for mining and recovering stone for centuries. I suspect that the Egyptians also used the same process to mine stones for the pyramids. We have been told they drilled holes in the stone face, and inserted dried wooden plugs...then applied water; the wood expanded, forcing the stone to rupture....

I suggest that the Egyptians also used the Blastless agent Calcium/alumino/Sulphate. Now who discovered this chemical mixture ??? Chinese learned from the Ancient Egyptians or Egypt learned the art from the ancient Chinese ??? The Chinese are still selling this material all around the world.

The material is quicklime + alumina + sulphates. (The aluminum is probably derived from bauxite clay). When placed in a drilled hole along a line, as described; the holes are filled with the Demolition agent, and water is added --- the holes plugged with a wooden plug - hammered in tightly. The calcium/alumino/ sulphate reaction forms the mineral ettringite.

On mixing with water the reaction slowly proceeds, forming ettringite crystals...which expand at forces approaching 30,000 psi; causing the stone to rupture in a line along the placement of the holes....without an explosion.

This material is still available, and being used today to demolish concrete pillars, etc inside buildings where blasting would be detrimental to the surrounding building, etc.

I suspect the shape of the holes allowed the wooden plugs to tightly seal the holes - perhaps the water vapor arising from the chemical reactions caused the section of the plugs exposed to the hot vapors, to expand and lock the holes closed. I suspect this may account for the shape of the holes...ie: shaped like the head of a penis.

12/04/04



CAPE DAUPHIN, CAPE BRETON ISLAND NOVA SCOTIA

Dump Includes stonework dumped from the adjacent Chinese Religious Site.
Note carved square pillars and view photograph of blow up of carved animal
faces. As can be seen on the Forbidden Temple at Beijing. T.C.Bell 5/ 2005

VIEW WITH STONEMAN BELOW LIPS FOR DETAIL



CHINESE RELIGIOUS SITE, CAPE DAUPHIN,
CAPE BRETON ISLAND, NOVA SCOTIA.
STONWORK OF TERRACES, SENIOR OFFICIAL'S DWELLING.
T.C.Bell 5/2005



CHINESE RELIGIOUS SITE, CAPE DAUPHIN,
CAPE BRETON ISLAND, NOVA SCOTIA
CLOSE UP OF DETAIL OF TERRACE STONEWORK.
SENIOR OFFICIAL'S DWELLING.

T.C.Bell 5/2005



FAIRY HOLE, NORTH CAPE DAUPHIN, CAPE BRETON ISLAND.

The rock faces above Big Creek have been extensively worked, because it is capable of being split and used for building stone, unlike the rock in the area of the Religious site. The cut stonework noticed on the Chinese site appears to originate from Fairy Hole. We know that Big Brook was navigable up to the Chinese sites on Cape Dauphin's plateau, this would be the route that the building rock was taken.

T.C.Bell 5/2005

CAPE BRETON ISLAND T.C.Bell's SURVEY PHOTOGRAPHS .

- 1.START GUN Gun presented by Fortress of Louisbourg to English Town Fort St Anne.
- 2.St Anne Ferry
- 3.View along eastern shore road of Cape Dauphin to Cambellton.
- 4.View to cliffs of eastern face of Cape Dauphin. Site of Nova Cataia.
- 5.Ditto
- 6.Ignore granite.
- 7.One of walls to middle town. Note double stones left, odd stones are part of demolished wall.
- 8.Wall foundation to middle town, note one metre stick
- 9Paddy on remains of wall to town.
- 10Wall remains defensive walls to large town.
- 11.General view of forest around large town.
Walls within forest.
- 12.Wall remains middle town.
- 13.Wall remains middle town.
14. Ditto
- 15.Canal middle town
- 16.Notched rock, part of wall to main road.
- 17.Rucksack on site of toilet block of upper section of religious city.
- 18.View north from Senior Official's site. Paddy on main road.
- 19.Religious City, base of defensive wall. (Senior Official's site.
- 20.Paddy on remains of tower, Religious City.
- 21.Remains of demolished walls of Religious city. NOTE CARVED ANIMAL FACES
Ex Temple. Plus sections of square shaped piers plus metal joint connections
- 22.Paddy on Remains of demolished four walls. Eastern defence Religious City.
23. Remains of four "Large" walls. Eastern defence religious city.
- 24.Religious city, site of nine roomed barracks. (by main road) (Guards ?)
- 35.Upper religious City level view down terraces. Paddy on main Road.
- 26.Paddy on site of western tower of religious site's defensive wall. (By main road)
- 27.Ciboux (Bird Islands) from western tower of defensive wall of religious site.
- 28.Bell on site of same tower. His first photo!!
- 29.Ditto. (trainee photographer).
- 30.Ditto no posers.
- 31.Bell on same tower seeking ships!!
- 33.Ditto posing for Paddy.
- 33.Paddy on site of what we think to be temple base (was walled) above religious city,
alongside main road. Probably Rock cutters.
- 34.Sunset from Spruce Cottage Big Hill
- 35.More sunset
- 36.Paddy getting an elevated photo of sunset in her mini dress!!
- 37."Enormous" wall, running SW from main road. ("Enormous" title to differentiate
from large walls encountered)
- 38.Ditto
- 39 .Ditto

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- 40 View East from "Enormous Wall" running along cliffs, into waters of Bras d'Or.
- 41. "Enormous" Wall remains.
- 42. Ditto.
- 43. Ditto
- 44. Site of possible road to eastern face, foundations of gateway stonework under.

SPACE

THEN

CAPE BRETON ISLAND T.C.Bell's SURVEY PHOTOGRAPHS .

NOTE Nos 1-44 sides are repeated on memory stick. Also slides follow survey days.

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41. "Enormous" Wall remains.
42. Ditto.
43. Ditto
44. Site of possible road to eastern face, foundations of gateway stonework under.
45. Bell on large cut stonework of demolished gatehouse of "Enormous" wall.
46. Ditto
47. Ditto. Paddy looking apprehensive on above.
48. Stick is one metre long.
49. Second ruins adjacent to first ruins, both thought to gateways.
50. Middle town metre long stick between stonework of one of the western two walls which together with a 6m ditch defended the town.
51. Quarry, Stonework of demolished wall of defences.
52. Quarry, smelter ramps.
53. Quarry, smelter ramps..
54. Smelter site in quarry
55. The walled access road to the sites. (lower section)
56. The walled access road to the sites, now part of stream bed..(Lower section)
57. The walled access to the sites, remains of guard tower controlling gates.
58. This marks the eastern end of the walls of the religious site, taken from flanking road, near and north of main road. Paddy on wall.
59. Main walled road looking east to Religious city. Road to right (south) flanks Major (upper) residence of Religious city (major residence).
60. Quarry, smelter ramp, covering leaves removed. Depression right, site of waterwheel driven bellows.
61. Charcoal from air inlet pipe to smelter.
62. Smelter excavated. c300mm diameter and deep. ✓
63. Charcoal from smelter base. Carbon date c100 years previously to Forest Fire level.
64. Cambelltown, east of Cape Dauphin. Kelly's cove. Site of Chinese site and coal extraction.
65. Bras d'Or from Kelly's Mountain, Cape Dauphin.
66. Bridge over Bras d'Or. From Kelly's Mountain, Cape Dauphin.
67. Englishtown. View over Chinese walled barracks adjacent to ferry.
68. St Anne's harbour from Chinese fort, site of toilet block.
69. Englishtown. Chinese harbour suitable for 47m x 11m junks, canal to upper Chinese Barracks in local cemetery.
70. Spruce Cottage.
71. Ditto.
72. Lighthouse in Brqs d'Or, near Baddeck.

73. St Peter's. Paddy on ramparts of Chinese walled barracks, modern canal to Bras d'Or to rear.

74. Ditto.

75 St Peter's harbour, French / British Gun batteries above shore left. (Stonework in place)

76. St Peter's. Stonework extracted from canal locks when rebuilt. We consider that the stonework was Cut by Chinese Blastless Chinese explosives.

77. St Peter's canal. Notice board.

78. Sand stone flags taken from canal locks when it was rebuilt. Originally thought to be from harbour wall in bay.

79. Stonework dumped at end of mouth of canal ex the canal locks after rebuilding.

→ 80. Ditto, Ramparts of Chinese walled barrack blocks in background.

81. Ditto, Note Iron pegs which linked two sandstone blocks together. Rod handle is 400mm.

→ 82. Canal display board.

83. Ditto

84. St Peter's canal, fishing boats.

→ 85. Write up noting French fort and trading post 1650.

86. Ditto

87. Ditto.

✓ 88. Remains of harbour wall to bay. View east. 

89. Ditto looking south.

90. Ditto looking east. English Gun batteries on ridge overlooking harbour.

→ 91. Flat area contains foundations of 100m x 40m Chinese barracks, toilet block at far right. With two roads to the harbour. One in centre one at east end.

92. View along harbour wall to St Peter's. Water depth 5 fathoms (fathom 6ft) c 9 metres). Suitable for Super Junk Baochuan)

93. View into bay from harbour wall.

94. View along base of cliff, harbour wall left, Chinese barracks above.

95. Harbour wall view east.

✓ 96. Mound alongside canal to Bras d'Or. Possibly gun tower, originally possibly lighthouse.

97 Ditto, monument on site of Deny's small Fort and trading post.

98. Harbour and sandstone flags viewed from site of French/ British gun batteries.

✓ 99. St Peter's canal mouth, south end, harbour wall left.

100. Ditto.

101. Ditto.

102. Ditto, St Peter's town left.

✓ 103. Lighthouse St Peter's bay. *present day*

104. Ditto

105. Camp site Notice board. (Canada Parks now sited above gun batteries.)

106. St Peter's from campsite. Harbour wall right.

107. St Peter's from camp site.

108. Local church by Big Harbour Baddeck.

Page 6

NOW MOVED TO NORTH OF ENGLISHTOWN< West side of Cape Dauphin.

109. Site of Chinese fort above walled road north.

110. Walled road, north from Englishtown. Flanked by rammed earth dyke.

111. Walled canal flanking walled road, canal connected Little pond Chinese Harbour to Nova Cataia City and towns on plateau.

112. Dam remains across Smith's Brook (river). This forced the water into the north south canal flanking the road.

113. Smith's Brook (River) to plateau, waters dammed for canal use.

114. Dam remains are part of hydraulics for north south canal flanking road north.

115. Dam across canal, bye pass locks. Canal adjacent to north south road. East side.

116. Ditto

117. GRAPPLING BROOK. This brook (river) was navigated to the plateau, site of the city and towns. The remains of the sandwich dam (stone/earth/stone) can be seen at the left of the brook (river)

118. Waters lead to St Annes Harbour, west side of Cape Dauphin.

119. Ditto

120. Grappling Brook (Ditto) stonework of remaining dam visible left.

121. Eastern face of Cape Dauphin. Nova Cataia built on top of plateau.

122. Ditto. Panned right

123. Ditto. Panned right

124. Ditto. Panned right.

125. Ditto. Panned right

126. Gaelic College. Gaelic & bagpipes taught.

127. Ditto

128. Spruce Cottage, Home again. At Big Hill.

129. Rampart of Chinese walled barracks. Big Hill.

130. Ditto of second barracks. Big Hill.

131. Platform of ore crusher. (Double wheel type), Big Hill.

132. Smelter to left of house. Big Hill.

133. Canso Harbour (North of Halifax) facing Atlantic. Mound is site of Chinese walled barracks.

FINIS

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NOVA CATAIA
CAPE DAUPHIN, NOVA SCOTIA.
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30.3MB 28 photographs.

Starts in the Snow.

- ✓ 1. First photo. Paddy on remains of cut stone wall on Chinese Road North of Englishtown. (West side of Cape Dauphin, (sea level and slightly above)
 2. Remains of Chinese wall flanking road.
 3. Ditto with Paddy alongside.
 4. Fort site above road.
 5. View along roadside protecting dyke. (wall). Sea right.
 6. Defending Wall remains alongside road.
 7. Gateway of road accessing plateau top. Gatehouse area left. (next photo)
 8. Base of gatehouse controlling road north and access to plateau. (City, towns)
 9. Paddy viewing stonework of wall protecting both north / south road and access to plateau.
 10. Dam remains, part of hydraulics forcing river water alongside North south canal flanking road. North of Englishtown. West face Cape Dauphin
 11. Road right, flanking defensive wall. North of Englishtown. West face Cape Dauphin.
 12. View from Spruce cottage, Big Hill, Baddeck. The depressions appear man made.
 13. Ditto Two Depressions.
 14. Spruce cottage. Big Hill. May 2005.
- PHOTOS NOW RECORD ROUTE TO FAIRY HOLE, NORTH FACE OF CAPE DAUPHIN. ACCESS FROM NE SIDE OF CAPE DAUPHIN, Adjacent to Chinese Ocean going junk harbour.
15. Chinese Road remains.
 - 16. Fairy Hole. Rocks have been quarried.
 17. Ditto.
 18. Ditto.
 19. Ditto.
 20. Ditto, this river (Big Brook) was navigated to the City and Towns, on plateau above.
 21. Ditto Fairy Hole.
 22. Road to Fairy Hole.
 23. Stonework of gateway which controlled passage along road and access to the plateau from the north.
 24. Ditto.
 25. Ditto.
 - 26. View to Ciboux (Bird Island) from Chinese walled barracks, part of guard unit on Northern access road.
 - ✓ 27. Chinese walled barrack block overlooking Bird Islands.
 - ✓ 28. Paddy with back to series of smelters waterwheels driving combustion air blowers fed via aqueduct from dammed stream (brook) left 50m. Site nearby major harbour. NE side of Cape Dauphin.

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Thomas Cedric Bell



Thomas Cedric Bell (who referred to himself usually as “Cedric Bell” and occasionally as “T.C. Bell”) was born on 21 April, 1931, and died on 10 March, 2025, at the age of 93. He lived in Sockbridge, Penrith, UK, but has family around the world, including in New Zealand. He worked as a Chartered Engineer, with eight years at sea from Junior to Second Engineer; he spent seven and a half years as a surveyor, around eighteen years as a Works Engineer, two and a half years with Delta Metal, Birmingham, that employed c. 1,000 employees, and 26 years with Castrol Oil, which employed c. 450 and was the largest Lube Oil Factory in Europe, where he worked around fifteen years as Works Engineer and eleven years as Production Manager and Deputy Works Manager.

Cedric Bell’s hobby was Roman, Chinese, Norse, UK, Irish and New Zealand history. Exploring rammed earth dykes, stone gateways, river navigation, etc., he spent c. 26 years working on Roman sites. He actually lived in an ex-Roman town that is still surrounded by visible Roman sites. He has written two long survey reports on Roman Penrith and its region (“Penrith's Roman Heritage”:

<https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.glenriddingcybercafe.co.uk%2Fdocs%2FTCBell%2FPENRITH%2520ROMAN%2520TOWN%2520EVIDENCE..doc&wdOrigin=BROWSELINK> and “The Route, the Guarding Forts & the Roman Towns and Cities and major highways it linked from Windermere to Ullswater & Penrith”:
<https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.glenriddingcybercafe.co.uk%2Fdocs%2FTCBell%2FHIGH%2520STREET%2520ROMAN%2520ROAD.doc&wdOrigin=BROWSELINK>), and another on Roman Scotland (“Scotland's Roman Heritage”:

<https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.glenriddingcybercafe.co.uk%2Fdocs%2FTCBell%2FPORTSOY%2520-%2520NORTH%2520SCOTLAND%2560S%2520ROMAN%2520HERITAGE..doc&wdOrigin=BROWSELINK>); he has also spent six years

training with the U. K. expert on Roman river navigation; he has given c. 150 site survey reports to U. K. museums and libraries. In addition, he has written a survey report comparing Roman with Chinese engineering and another on Roman and Chinese river and canal engineering. He also researched the ancient Chinese canal in Nicaraguan, which linked the Caribbean Sea to the Pacific Ocean (pre-Panama Canal). The actual survey on site was carried out by Col. John Blashford-Snell, Britain's best-known explorer. Cedric Bell's surveying experience extends to one survey on Cape Breton Island in Canada, five surveys in New Zealand, one in Ireland, and hundreds in Scotland and the Isles, and Northern England over a 30-year period. This includes using magnetic anomaly survey (MAS) and hiring expert geophysics surveyors.

Unfortunately, Cedric Bell was largely ignored by the academia and governments he reached out to. In fact, his notes mentioned which of the sites he found ended up being deliberately destroyed.

Cedric Bell carried out these surveys at his own expense for no monetary gain. He did not seek fame either. His dedication came from the love of finding the truth. He was generous to people who shared the same faith with him by patiently explaining his findings and mailing his survey reports to them. Cedric Bell's discoveries and spirit will live forever in our minds and hearts through his memorable words:

We can but leave our stepping stones for others to follow.

It is hoped that publishing these surveys will attract people with an open mind to view information not publicly available before. It is hoped that this information will not be used to deliberately destroy other sites and instead will further Cedric Bell's theories, whether to confirm or refute findings with more modern methodologies.

Cedric Bell's ORCID ID, for contacting researchers working in this field (and who knew him), is <https://orcid.org/0009-0002-1189-3433> . We will happily answer your enquiries on Cedric Bell's behalf. Cedric Bell and his estate own full copyright to all his works.



Bell's ORCID ID