

Appendix G

Archaeological Assessment



**Stage I Archaeological Assessment
Municipal Class EA
Schedule C
County Road 46, Windsor City Limits to County Road 19 &
Segments of 8th and 9th Concession Road
Various Lots and Concessions
Geographic Townships of East Sandwich and Maidstone
Essex County, Ontario**

Original Report

Submitted to:
Ministry of Citizenship and Multiculturalism

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EXECUTIVE SUMMARY

A Stage I archaeological assessment was conducted as part of a Municipal Class Environmental Assessment Schedule C for proposed roadway improvements to County Road 46 and segments of 8th and 9th Concession Road in the Town of Tecumseh, Ontario. The project area is roughly 84.69 ha (209.3 ac) in size and consists of a roughly 8.5 km corridor along County Road 46, approximately 500 m of 8th Concession Road and a roughly 1.1 km corridor along 9th Concession Road. The project area includes the existing rights-of-way (ROW) and a 30 m buffer beyond the ROW boundaries to account for potential design alternatives. The project area is located within Lot 9 Concession 10 to 12, Lot 10 Concession 8 to 10, Lot 11 Concession 8, Lot 12 Concession 7 and 8, Lot 13 Concession 7, Lots 293 to 300 Talbot Road North Side, within the Geographic Township of Sandwich, Lots 292 and 293 Talbot Road North Side, Lots 1 and 2 Middle Road North Side, Lots 1 and 2 Middle Road South Side, within the Geographic Township of Maidstone, all within Essex County, Ontario.

In 2024, TMHC Inc. (TMHC) was contracted by BT Engineering Inc. (BTE) to carry out the assessment on behalf of the County of Essex. The Stage I assessment was conducted in accordance with the provisions of the *Environmental Assessment Act*.

The Stage I background study included a review of current land use, historic and modern maps, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. It also involved a review of previously registered archaeological resources within 1 km of the project area and previous archaeological assessments within 50 m. The background study indicated that the property had potential for the recovery of archaeological resources due to the proximity (i.e., within 300 m) of features that signal archaeological potential, namely:

- mapped 19th-century thoroughfares (County Road 46, Manning Road, Malden Road, 12th Concession, County Road 43, County Road 17, 9th Concession Road, 8th Concession Road and Walkers Road);
- mapped 19th-century structures;
- primary water source (Pike Creek); and,
- a registered archaeological site (AbHr-58).

As the project area contained several features signaling archaeological potential, a Stage I property inspection was conducted to evaluate the current conditions of the project area and determine if any areas of archaeological potential remained intact within the project area.



Licensee: Matthew Severn, MA (P1093)
PIF No: P1093-0005-2024
Project No: 2023-432
Dated: November 12, 2024



Based on the Stage I background research and property inspection, the following recommendations apply:

- The agricultural fields within the project area (25.27 ha; 29.8%) that retain archaeological potential are recommended for Stage 2 assessment. In keeping with provincial standards, the ploughable land is recommended for pedestrian survey, using a 5 m transect interval.
- The wooded and grassed areas within the project area (8.34 ha; 9.8%) that retain archaeological potential will require Stage 2 assessment. In keeping with provincial standards, the unploughable land is recommended for test pit survey, using a 5 m transect interval.
- Portions of the project area that have been previously disturbed by modern construction activities do not retain archaeological potential and do not require further assessment (27.65 ha; 32.6%).
- All previously assessed portions of the project area where no further assessment was recommended do not require further assessment (23.43 ha; 27.7%).
- If the extent of the project area changes to incorporate lands not addressed in this study, further assessment will be required.

These recommendations are subject to the conditions laid out in Section 7.0, and to the Ministry of Citizenship and Multiculturalism’s (MCM’s) review and acceptance of this report into the provincial register of archaeological reports.



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PROJECT PERSONNEL

Project Managers	Lara Wood, MA (P1078) Matthew Severn, MA (P1093)
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ACKNOWLEDGEMENTS

Yezan Aldas BT Engineering Inc.



TERRITORIAL ACKNOWLEDGEMENT

This archaeological assessment is being undertaken within the Treaty and Traditional Territories of the Three Fires Confederacy of Ojibwa, Odawa and Potawatomie Nations. Together with local Wendat many of these nations signed the McKee Treaty (Treaty No. 2). The Three Fires Confederacy is represented by the contemporary Anishinaabe nations of Southwestern Ontario including the Walpole Island (Bkejwanong), Chippewas of the Thames, Aamjiwnaang, and Caldwell First Nations. Anishinaabe peoples have lived, fished, hunted, and traded throughout these traditional lands for generations and continue to do so today.



ABOUT TMHC

Established in 2003 with a head office in London, Ontario, TMHC Inc. (TMHC) provides a broad range of archaeological assessment, heritage planning and interpretation, cemetery, and community consultation services throughout the Province of Ontario. We specialize in providing heritage solutions that suit the past and present for a range of clients and intended audiences, while meeting the demands of the regulatory environment. Over the past two decades, TMHC has grown to become one of the largest privately-owned heritage consulting firms in Ontario and is today the largest predominately woman-owned CRM business in Canada.

Since 2004, TMHC has held retainers with Infrastructure Ontario, Hydro One, the Ministry of Transportation, Metrolinx, the City of Hamilton, and Niagara Parks Commission. In 2013, TMHC earned the Ontario Archaeological Society's award for Excellence in Cultural Resource Management. Our seasoned expertise and practical approach have allowed us to manage a wide variety of large, complex, and highly sensitive projects to successful completion. Through this work, we have gained corporate experience in helping our clients work through difficult issues to achieve resolution.

TMHC is skilled at meeting established deadlines and budgets, maintaining a healthy and safe work environment, and carrying out quality heritage activities to ensure that all projects are completed diligently and safely. Additionally, we have developed long-standing relationships of trust with Indigenous and descendent communities across Ontario and a good understanding of community interests and concerns in heritage matters, which assists in successful project completion.

TMHC is a Living Wage certified employer with the [Ontario Living Wage Network](#) and a member of the [Canadian Federation for Independent Business](#).



KEY STAFF BIOS

Matthew Beaudoin, PhD, Principal

Matthew received a PhD in Anthropology from Western University in 2013 and has a professional archaeological license with the Province of Ontario (P324). During his archaeological career, Matthew has conducted extensive field research and artifact analysis in Labrador and Ontario, and has taught the Field Methods Course and Principals of archaeology courses as a part-time faculty member at Western University. Matthew has also conducted ethnographic projects in Labrador, and has volunteered with the OAS to provide archaeological training to several Indigenous communities throughout the province.

Over the course of his career, Matthew has supervised over 900 archaeological assessments in Ontario, including Stages 1-4, under a variety of regulatory triggers including provincial and municipal Environmental Assessments, Green Energy projects, development projects under the *Planning Act*, and as due diligence process. Matthew has extensive experience managing large and complex archaeological projects in conjunction with other disciplines, specialists, and Indigenous communities including Enbridge Line 10 Westover Segment, Imperial Oil from Waterdown to Finch, and Highway 3 Widening in Kingsville. Since joining TMHC in 2008, Matthew has also been involved with several notable projects, such as the archaeological assessment of Stoney Point/Camp Ipperwash. For these and other projects, Matthew works closely with heritage staff at TMHC and with heritage staff employed by clients and stakeholder communities.

Matthew is an active member of the Canadian Archaeological Association, the Ontario Archaeological Association, the Society for American Archaeology, and the Society for Historical Archaeology.

Lara Wood, MA – Division Manager – Transportation Projects

Lara earned her MA in Anthropology from Western University based on her research into Early Woodland subsistence patterns in Ontario and she holds a professional archaeological licence with the Province of Ontario. With over twelve years of experience in the sector, Lara has extensive experience completing archaeological assessments required under a variety of regulatory triggers including Environmental Assessments (EAs), Transit Project Assessment Processes (TPAPs), and private development projects. During this work, Lara has developed meaningful relationships through engagement with multiple Indigenous communities in Ontario. Lara regularly coordinates with clients, Indigenous communities, and various approval authorities to ensure that projects are completed efficiently and conform to provincial and Indigenous community requirements. She is an active member of the Ontario Archaeological Society and the Canadian Archaeological Association.



Matthew Severn, MA – Archaeology Project Lead – Transportation Projects

Matthew has been involved in Ontario archaeology for over a decade. Throughout that time, he has earned extensive experience participating in, directing and managing numerous archaeological assessments across all stages. These surveys have spanned Ontario with numerous assessments involving complex field methods and time-sensitive deadlines. Matthew has worked with and maintains respectful relationships among numerous Indigenous communities throughout Ontario seeking their insight and perspectives. Matthew has also catalogued and analysed various Indigenous artifacts and written numerous archaeological reports as required by the Ministry of Citizenship and Multiculturalism. Matthew received a Master's Degree from Western University in 2023. His research focused on two sites east of Sarnia that span the Woodland period. Matthew is a member of the Canadian Archaeological Association and currently serves as Vice President for the London Chapter of the Ontario Archaeological Society.



STATEMENT OF QUALIFICATIONS AND LIMITATIONS

The attached Report (the “Report”) has been prepared by TMHC Inc. (TMHC) for the benefit of the Client (the “Client”) in accordance with the agreement between TMHC and the Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- represents TMHC’s professional judgment in light of the Limitation and industry standards for the preparation of similar reports;
- may be based on information provided to TMHC which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context; and
- was prepared for the specific purposes described in the Report and the Agreement.

TMHC shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. TMHC accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

TMHC agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but TMHC makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Except (1) as agreed to in writing by TMHC and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

TMHC accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information (“improper use of the Report”), except to the extent those parties have obtained the prior written consent of TMHC to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.



QUALITY INFORMATION

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Manager – Transportation Projects

Report reviewed by:

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Principal/Manager of Archaeological Assessment



I PROJECT CONTEXT

I.1 Development Context

I.1.1 Introduction

A Stage I archaeological assessment was conducted as part of a Municipal Class Environmental Assessment Schedule C for proposed roadway improvements to County Road 46 and segments of 8th and 9th Concession Road in the Town of Tecumseh, Ontario. The project area is roughly 84.69 ha (209.3 ac) in size and consists of a roughly 8.5 km corridor along County Road 46, approximately 500 m of 8th Concession Road and a roughly 1.1 km corridor along 9th Concession Road. The project area includes the existing rights-of-way (ROW) and a 30 m buffer beyond the ROW boundaries to account for potential design alternatives. The project area is located within Lot 9 Concession 10 to 12, Lot 10 Concession 8 to 10, Lot 11 Concession 8, Lot 12 Concession 7 and 8, Lot 13 Concession 7, Lots 293 to 300 Talbot Road North Side, within the Geographic Township of Sandwich, Lots 292 and 293 Talbot Road North Side, Lots 1 and 2 Middle Road North Side, Lots 1 and 2 Middle Road South Side, within the Geographic Township of Maidstone, all within Essex County, Ontario.

All archaeological assessment activities were performed under the professional archaeological license of Matthew Severn, MA (P1093) and in accordance with the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011, “Standards and Guidelines”). Permission to enter the property and carry out all required archaeological activities was given by the County of Essex.



1.1.2 Purpose and Legislative Context

The *Ontario Heritage Act* (R.S.O. 1990) makes provisions for the protection and conservation of heritage resources in the Province of Ontario.

The planning for this project is following the environmental screening process set out for Schedule C activities under the Municipal Class Environmental Assessment (Class EA) document. The Class EA process involves consultation with the public and review agencies to ensure that the project can be carried out in an environmentally-sound manner.

The *Environmental Assessment Act* provides for the protection and conservation of the environment. In this case, the environment is widely defined to cover “cultural heritage” resources. Section 5(3)(c) of the Act stipulates that heritage resources to be affected by a proposed undertaking be identified during the environmental screening process. Within the EA process, the purpose of a Stage I background study is to determine if there are known cultural resources within the proposed Project Area, or potential for such resources to exist. Subsequently, it can act as a planning tool by identifying areas of concern that, where possible, could be avoided to minimize environmental impact. It is also used to determine the need for a Stage 2 field assessment involving the search for archaeological sites.



2 STAGE I BACKGROUND REVIEW

2.1 Research Methods and Sources

A Stage I overview and background study was conducted to gather information about known and potential cultural heritage resources within the project area. According to the *Standards and Guidelines*, a Stage I background study must include a review of:

- an up-to-date listing of sites from the MCM’s PastPortal for 1 km around the property;
- reports of previous archaeological fieldwork within a radius of 50 m around the project area;
- topographic maps at 1:10,000 (recent and historical) or the most detailed scale available;
- historical settlement maps (e.g., historical atlas, survey);
- archaeological management plans or other archaeological potential mapping when available; and,
- commemorative plaques or monuments on or near the property.

For this project, the following activities were carried out to satisfy or exceed the above requirements:

- a database search was completed through MCM’s PastPortal system that compiled a list of registered archaeological sites within 1 km of the project area (completed October 9, 2024);
- a review of known prior archaeological reports for the property and adjacent lands;
- Ontario Base Mapping (1:10,000) was reviewed through ArcGIS and mapping layers under the Open Government Licence – Canada and the Open Government Licence- Ontario; and,
- a series of historic maps and photographs were reviewed related to the post-1800 land settlement.

Additional sources of information were also consulted, including modern aerial photographs, local history accounts, soils data provided by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), physiographic data provided by the Ontario Ministry of Northern Development and Mines, and detailed topographic data provided by Land Information Ontario.

When compiled, background information was used to create a summary of the characteristics of the project area, in an effort to evaluate its archaeological potential. The Province of Ontario (MTC 2011; Section 1.3.1) has defined the criteria that identify archaeological potential as:

- previously identified archaeological sites;
- water sources;
 - primary water sources (e.g., lakes, rivers, streams, creeks);
 - secondary water sources (e.g., intermittent streams and creeks, springs, marshes, swamps);
 - features indicating past water sources (e.g., glacial lake shorelines, relic river or stream channels, shorelines of drained lakes or marshes, cobble beaches);
 - accessible or inaccessible shorelines (e.g., high bluffs, sandbars stretching into a marsh);
- elevated topography (e.g., eskers, drumlins, large knolls, plateau);
- pockets of well-drained sandy soils;
- distinctive land formations that might have been special or spiritual places (e.g., waterfalls, rock outcrops, caverns, mounds, promontories and their bases);
- resource areas, including:
 - food or medicinal plants (e.g., migratory routes, spawning areas, prairies);



- scarce raw materials (e.g., quartz, copper, ochre, or chert outcrops);
- early industry (e.g., fur trade, logging, prospecting, mining);
- areas of early 19th-century settlement, including:
 - early military locations;
 - pioneer settlement (e.g., homesteads, isolated cabins, farmstead complexes);
 - wharf or dock complexes;
 - pioneer churches;
 - early cemeteries;
- early transportation routes (e.g., trails, passes, roads, railways, portage routes);
- a property listed on a municipal register, designated under the *Ontario Heritage Act*, or that is a federal, provincial, or municipal historic landmark or site; and,
- a property that local histories or informants have identified with possible archaeological sites, historical event, activities, or occupations.

In Southern Ontario (south of the Canadian Shield), any lands within 300 m of any of the features listed above are considered to have potential for the discovery of archaeological resources.

Typically, a Stage I assessment will determine potential for Indigenous and 19th-century period sites independently. This is due to the fact that lifeways varied considerably during these eras, so the criteria used to evaluate potential for each type of site also varies.

It should be noted that some factors can also negate the potential for discovery of intact archaeological deposits. The *Standards and Guidelines* (MTC 2011; Section 1.3.2) indicates that archaeological potential can be removed in instances where land has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. Major disturbances indicating removal of archaeological potential include, but are not limited to:

- quarrying;
- major landscaping involving grading below topsoil;
- building footprints; and,
- sewage and infrastructure development.

Some activities (agricultural cultivation, surface landscaping, installation of gravel trails, etc.) may result in minor alterations to the surface topsoil but do not necessarily affect or remove archaeological potential. It is not uncommon for archaeological sites, including structural foundations, subsurface features and burials, to be found intact beneath major surface features like roadways and parking lots. Archaeological potential is, therefore, not removed in cases where there is a chance of deeply buried deposits, as in a developed or urban context or floodplain where modern features or alluvial soils can effectively cap and preserve archaeological resources.



2.2 Project Context: Archaeological Context

2.2.1 Project Area: Overview and Physical Setting

The project area comprises a roughly 8.5 km corridor along County Road 46, approximately 500 m of 8th Concession Road and a roughly 1.1 km corridor along 9th Concession Road., within the County of Essex, Ontario. The project area totals roughly 84.69 ha (209.3 ac) in size and is located within Lot 9 Concession 10 to 12, Lot 10 Concession 8 to 10, Lot 11 Concession 8, Lot 12 Concession 7 and 8, Lot 13 Concession 7, Lots 293 to 300 Talbot Road North Side, within the Geographic Township of Sandwich, Lots 292 and 293 Talbot Road North Side, Lots 1 and 2 Middle Road North Side, Lots 1 and 2 Middle Road South Side, within the Geographic Township of Maidstone, all within Essex County, Ontario (Maps 1 and 2). The project area includes the existing rights-of-way (ROW) and a 30 m buffer beyond the ROW boundaries to account for potential design alternatives.

The project area falls within the St. Clair Clay Plains physiographic region (Map 3), as defined by Chapman and Putnam (1984:147). The region consists of an extensive clay plain covering over 2,000 square miles east of the St. Clair River and south of the Lake Huron shoreline (Chapman and Putnam 1984:147). The plain shows very little notable relief yet minor elevation changes have a marked effect on soils and vegetation (Chapman and Putnam 1984:147). In many areas, agricultural productivity is only permitted by deeply dredged ditches and tile installation, both of which have served to greatly improve surface drainage (Chapman and Putnam 1984:149). The St. Clair Clay Plain was formerly the bed of glacial lakes Whittlesey and Warren (Chapman and Putnam 1984:147) and the former shorelines of these and related glacial lake phases traverses the western segment of the project area. Beach ridges are present within the vicinity of the project area in all directions.

Formal soil surveys for Essex County map two soils within the project area: Brookston clay and Brookston clay loam. Brookston loam encompasses the majority of the project area, encompassing the lands east of 8th Concession Road. Brookston clay loam comprises the western extremes of the project area beyond 8th Concession Road. (Map 4). In terms of description, very little separates these two soils. Brookston soils are poorly drained with a high amount of organic matter nearer the surface (Richards et al. 1949:35). Brookston soils exhibit characteristics of the Dark Grey Gleisolic soil type. Brookston soils are typically encountered on level to slightly undulating topography (Richards et al. 1949:35).

As a former lake bed, the vicinity of the project area is poorly drained. Drainage has been improved by the excavation of deep ditches along major roads (Map 1). Interior drains generally follow the route of natural watercourses but have been significantly altered, straightened and extended. Pike Creek and its tributaries are depicted on historical mapping as flowing through the eastern segment of the project area. These watercourses include those that have been altered to improve the poor drainage of the area.



2.2.2 Summary of Registered or Known Archaeological Sites

According to PastPortal (accessed October 9, 2024) there are 30 registered archaeological sites within 1 km of the project area (Table 1). AbHr-58 is the closest site, being roughly 120 m southwest of the western segment of the project area. AbHr-58 is listed in the database as an isolated findspot associated with the Late Woodland period, but limited information is available and the associated report is still awaiting ministry review.

Table 1: Registered Archaeological Sites within 1 km of the Project Area

Borden Number	Site Name	Time Period	Affinity	Site Type	Current Development Review Status
AbHr-72					Further CHVI
AbHr-71					Further CHVI
AbHr-60	Location 1	Archaic, Middle	Aboriginal	hunting loss	No Further CHVI
AbHr-58		Woodland, Late	Iroquoian	findspot	No Further CHVI
AbHr-55		Post-Contact	Afro-Canadian, Euro-Canadian	farmstead, house, residential	No Further CHVI
AbHr-54		Post-Contact, Pre-Contact		farmstead, findspot	No Further CHVI
AbHr-53		Post-Contact		Other Possible Methodist Meeting House,	Further CHVI
AbHr-52		Archaic, Middle, Post-Contact	Aboriginal, Euro-Canadian	farmstead, findspot	Further CHVI
AbHr-51		Post-Contact		farmstead	Further CHVI
AbHr-46		Post-Contact	Afro-Canadian	residential	No Further CHVI
AbHr-45		Archaic, Early		findspot	No Further CHVI
AbHr-44		Post-Contact		residential	No Further CHVI
AbHr-43		Post-Contact	Afro-Canadian	residential	No Further CHVI
AbHr-42		Post-Contact	Afro-Canadian	residential	No Further CHVI
AbHr-41		Post-Contact		residential	No Further CHVI
AbHr-40	Location 2	Post-Contact		farmstead	Further CHVI
AbHr-33	Site 15				
AbHr-32		Archaic, Late		findspot	No Further CHVI
AbHr-31	Site 13				
AbHr-30	site 12				
AbHr-29		Post-Contact		scatter	Further CHVI
AbHr-28		Post-Contact		scatter	Further CHVI
AbHr-27	Site 9				
AbHr-26		Post-Contact		scatter	Further CHVI
AbHr-25	location 7				
AbHr-22	Location 4				
AbHr-21	site 3				
AbHr-20	Site 1				
AbHr-18		Post-Contact	Euro-Canadian	homestead	
AbHr-17		Post-Contact	Euro-Canadian	Unknown	



2.2.3 Summary of Past Archaeological Investigations within 50 m

During this study, records were found for six archaeological investigations within 50 m of the project area. However, it should be noted that the MCM currently does not provide an inventory of archaeological assessments to assist in this determination.

2.2.3.1 Stage 2 Archaeological Assessment – Highway 401, Highway 3 to East of Essex Road 17 (Map 5)

In 2006, Fisher Archaeological Consulting (FAC) was retained by Dillon Consulting Limited (Dillon), to undertake a Stage 2 Archaeological Assessment for the interchange of Highway 401 and County Road 46 and Highway 401 and Walker Road for areas that will be impacted by the reconstruction and widening of Highway 401 between Highway 3 and Essex Road 17. Previous Stage 1 reports associated with this project are either not available or have not been reviewed by the MCM. No archaeological material was recovered as a result of the Stage 2 assessment. The results of this assessment are presented in a report entitled *Highway 401, Highway 3 to East of Essex Road 17 (GWP 64-00-00) Highway 401 and County Road 46 at Interchange 14 and Highway 401 at Walker Road. Stage 2 Archaeological Assessment Final Report* (FAC 2006, Licensee Jacqueline Fisher; CIF P042-085-2006).

2.2.3.2 Stage 1 Archaeological Assessment – Upper Little River Watershed Master Plan (Map 6)

In 2015, Stantec Consulting Limited (Stantec) was retained by the City of Windsor to conduct a Stage 1 archaeological assessment across various Lots and Concessions, Geographic Townships of Sandwich East and South, now the City of Windsor and Town of Tecumseh. The objectives of the Stage 1 assessment were to compile all available information about the known and potential archaeological resources within the study area and to provide specific direction for the protection, management and/or recovery of these resources. The Stage 1 Archaeological Assessment determined that portions of the study area retained archaeological potential and would require Stage 2 Archaeological Assessment. The results of this assessment are presented in a report entitled *Stage 1 Archaeological Assessment: Upper Little River Watershed Master Plan and Stormwater Management Plan Various Lots and Concessions, Geographic Townships of Sandwich East and South, now City of Windsor and Town of Tecumseh, Essex County, Ontario* (Stantec 2015, Licensee Walter McCall; PIF P389-0044-2014).

2.2.3.3 Stage 1 Archaeological Assessment Union Gas Windsor Line Replacement (Map 7 - 9)

In 2019, Stantec was retained by Union Gas Limited (Union Gas) to complete a Stage 1 Archaeological Assessment for the Windsor Line Replacement Project. The Stage 1 Archaeological Assessment was conducted during the preliminary planning phase and encompassed an area of roughly 687 ha comprising various lots and concessions with the Geographic Township of East Sandwich, now Town of Tecumseh, Essex County; the Geographic Townships of Rochester, Maidstone, and Tilbury West, now Town of Lakeshore, Essex County; and the Geographic Townships of Tilbury East and Romney, formerly Kent County, now the Municipality of Chatham-Kent, Ontario. The Stage 1 assessment determined that much of the study area retained archaeological potential and was recommended for further work. The results of this assessment are presented in a report entitled *Stage 1 Archaeological Assessment: Union Gas Windsor Line Replacement Parts of Various Lots and Concessions, Multiple Lower Tier Municipalities, Essex County and the Municipality of Chatham-Kent, Ontario* (Stantec 2019a; Licensee Parker Dickson, PIF P256-0552-2018).



2.2.3.4 Stage 2 Archaeological Assessment - Enbridge Windsor Line Replacement (Map 10 – 16)

In 2019, Stantec was retained by Enbridge Gas Inc. (Enbridge) to complete a Stage 2 archaeological assessment for the proposed mainline associated with the Windsor Line Replacement Project. The alignment was expected to largely follow the road allowances comprising approximately 145.1 ha along County Road 46, Townline Road Rochester, South Middle Road, Concession Road 9, Wheatley Road, Goodreau Road, Simpson Line, and Port Road. The Stage 2 assessment did not result in the identification of any archaeological resources. The results of this assessment are presented in a report entitled *Stage 2 Archaeological Assessment: Enbridge Windsor Line Replacement, Mainline Component, Parts of Various Lots and Concessions, Multiple Lower Tier Municipalities, Essex County and the Municipality of Chatham-Kent, Ontario* (Stantec 2019b; Licensee Parker Dickson, PIF P256-0579-2019).

2.2.3.5 Stage 1-2 Archaeological Assessment – Enbridge Windsor Line Replacement, Distribution Lines and Auxiliary Parcels (Map 17 – 18)

In 2019, Stantec was retained by Enbridge Gas Inc. (Enbridge) to complete a Stage 1-2 archaeological assessment for distribution lines and auxiliary parcels which is associated with the Windsor Line Replacement Project. The Windsor Line Replacement Project involved the decommissioning and replacing of approximately 59 km of the existing Windsor Line, a combination eight-inch and ten-inch diameter pipelines with a new six-inch diameter pipeline that will operate at higher pressure. The Stage 1-2 assessment encompassed the parcels required for the distribution line and other auxiliary parcels which were not assessed as part of the previous Stage 1 assessment. Overall, the study area comprised approximately 4.26 hectares of various lots and concessions of the Geographic Township of East Sandwich, now Town of Tecumseh, Essex County; the Geographic Townships of Maidstone, Rochester, and Tilbury West, now Town of Lakeshore, Essex County; and, the Geographic Townships of Tilbury East and Romney, formerly Kent County, now Municipality of Chatham-Kent, Ontario. Various parcels of the study area include portions of, or are entirely contained within, the municipal road rights-of-way (ROW) for Malden Road, Middle Road, O'Brien Sideroad, Oriole Park Drive, County Road 31, County Road 46, Wheatly Road, and Radmore Road. The Stage 1 Archaeological Assessment determined that portions of study area retained potential for the identification and recovery of archaeological resources and Stage 2 assessment was required. No archaeological resources were identified during the Stage 2 survey of the study area. The results of this assessment are presented in a report entitled *Stage 1-2 Archaeological Assessment: Enbridge Windsor Line Replacement, Distribution Line and Auxiliary Parcels, Parts of Various Lots and Concessions, Multiple Tier Municipalities, Essex County and the Municipality of Chatham-Kent, Ontario* (Stantec 2019c; Licensee Parker Dickson, PIF P256-0587-2019).

2.2.3.6 Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement Temporary Land Use Parcels (Maps 18 – 24)

In 2020, Stantec was retained by Enbridge to conduct a Stage 2 Archaeological to complete a Stage 2 archaeological assessment for additional temporary land use (TLU) parcels (the study area) related to the mainline component of the Windsor Line Replacement Project. During the planning phase, it was determined that 11 additional TLU parcels would be required during the construction phase which had not been previously subject to Stage 2 assessment. Together, these 11 additional TLU parcels form the study area for the Windsor Line Replacement Project and are the subject of this report. Overall, the additional TLU study area for the Windsor Line Replacement Project comprises approximately 2.4 hectares and consists primarily small pockets of agricultural field, with smaller areas of municipal road rights-of-way and manicured lawn. No archaeological resources were identified during the Stage 2 Archaeological Assessment. The results of this



assessment are presented in a report entitled *Stage 2 Archaeological Enbridge Windsor Line Replacement, Mainline Component, Additional Temporary Land Use (TLU) Parts of Various Lots and Concessions, Multiple Tier Municipalities, Essex County and the Municipality of Chatham-Kent, Ontario* (Stantec 2020; Licensee Parker Dickson, PIF P256-0615-2020).

2.2.4 Dates of Archaeological Fieldwork

The Stage 1 fieldwork was conducted on October 15, 2024, in partly sunny and cool weather conditions under the direction of Ramsay Macfie, MA (R1022).



2.3 Project Context: Historical Context

2.3.1 Indigenous Settlement in Essex County, Ontario

Despite decades of archaeological research in the region, our knowledge of the Indigenous settlement of Essex County remains incomplete. Nevertheless, based on our knowledge of existing sites and using models generated from Province-wide and region-specific archaeological data, it is possible to provide a basic summary of Indigenous settlement in Essex County. The general themes, time periods and cultural traditions of Indigenous settlement, based on archaeological evidence, are provided below and in Table 2.

Table 2: Chronology of Indigenous Settlement in Essex County

Period	Time Range	Diagnostic Features	Archaeological Complexes
Early Paleo	9000-8400 BCE	fluted projectile points	Gainey, Barnes, Crowfield
Late Paleo	8400-8000 BCE	non-fluted and lanceolate points	Holcombe, Hi-Lo, Lanceolate
Early Archaic	8000-6000 BCE	serrated, notched, bifurcate base points	Nettling, Bifurcate Base Horizon
Middle Archaic	6000-2500 BCE	stemmed, side & corner notched points	Brewerton, Otter Creek, Stanly/Neville
Late Archaic	2000-1800 BCE	narrow points	Lamoka
Late Archaic	1800-1500 BCE	broad points	Genesee, Adder Orchard, Perkiomen
Late Archaic	1500-1100 BCE	small points	Crawford Knoll
Terminal Archaic	1100-950 BCE	first true cemeteries	Hind
Early Woodland	950-400 BCE	expanding stemmed points, Vinette pottery	Meadowood
Middle Woodland	400 BCE-500 CE	Thick coiled pottery, notched rims; cord marked	Couture
Transitional Woodland	500-900 CE	Wayne ware, vertical cord marked ceramics	Riviere au Vase
Late Woodland	900-1300 CE	First corn; ceramics with multiple band impressions	Younge
Late Woodland	1300-1400 CE	Longhouses; bag-shaped pots, ribbed paddle	Springwells
Late Woodland	1400-1650 CE	Villages with earthworks; Parker Festoon post	Wolf
Contact Period - Indigenous	1700 CE-present	Early historic Indigenous settlements	
Contact Period - Settler	1796 CE-present	Fur trade, missionization, early military establishments	
Contact Period – Settler	1760 CE-present	Military establishments, pioneer settlement	



2.3.1.1 Paleo Period

The first human populations to inhabit the region arrived between 12,000 and 10,000 years ago, coincident with the end of the last period of glaciation. Climate and environmental conditions were significantly different then they are today; local environs would not have been welcoming to anything but short-term settlement. During the Paleo Period Indigenous peoples would have crossed the landscape in small groups (i.e., bands or family units) searching for food, particularly migratory game species. In this area, caribou may have provided the staple of the Paleo Period diet, supplemented by wild plants, small game, birds and fish.

Given the low density of populations on the landscape at this time and their mobile nature, Paleo Period sites are small and ephemeral. They are sometimes identified by the presence of fluted projectile points manufactured on a highly distinctive whitish-grey chert named "Fossil Hill" (after the formation) or "Collingwood." This material was acquired from sources near the edge of the escarpment on Blue Mountain. It was exploited by populations from as far south as the London area, who would have traveled to the source as part of their seasonal round. It was exploited by populations from as far south as the London area, who would have traveled to the source as part of their seasonal round.

2.3.1.2 Archaic Period

Settlement and subsistence patterns changed significantly during the Archaic Period as both the landscape and ecosystem adjusted to the retreat of the glaciers. Building on earlier patterns, early Archaic Period populations continued the mobile lifestyle of their predecessors. Through time and with the development of more resource rich local environments, these groups gradually reduced the size of their territories. A seasonal pattern of warm season riverine or lakeshore settlements and interior cold weather occupations has been documented in the archaeological record.

Since the large cold weather mammal species that formed the basis of the subsistence pattern during the Paleo Period became extinct or moved northward with the onset of warmer climate conditions, populations during the Archaic Period had a more varied diet, exploiting a range of plant, bird, mammal and fish species. Reliance on specific food resources like fish, deer and nuts becomes more pronounced through time and the presence of more hospitable environments and resource abundance led to the expansion of band and family sizes. In the archaeological record, this is evident in the presence of larger sites and aggregation camps, where several families or bands would come together in times of plenty. The change to more preferable environmental circumstances led to a rise in population density. As a result, sites from the Archaic Period are more plentiful than those from the earlier Paleo Period. Artifacts typical of these occupations include a variety of stemmed and notched projectile points, chipped stone scrapers, ground stone tools (e.g., celts, adzes) and ornaments (e.g., bannerstones, gorgets), bifaces or tool blanks, animal bone (where and when preserved) and waste flakes, a by-product of the tool making process.

2.3.1.3 Early, Middle and Transitional Woodland Periods

Significant changes in cultural and environmental patterns are witnessed in the Woodland Period (c. 950 BCE-1700 CE). By this time, the coniferous forests of earlier times were replaced by stands of mixed and deciduous species. Occupations became increasingly more substantial in this period, culminating in major semi-permanent villages by 1,000 years ago. Archaeologically, the most significant changes by Woodland times are the appearance of artifacts manufactured from modeled clay and the construction of house structures. The Woodland Period is often defined by the occurrence of pottery, storage facilities and residential areas.



Early and Middle Woodland period peoples are also known for a well-developed burial complex and ground stone tool industry. Unique Early Woodland period ground stone items include pop-eyed birdstones and gorgets. In addition, there is evidence of the development of widespread trading with groups throughout the northeast. The recovery of marine shells from the Gulf of Mexico in the Lake Superior area indicates that exchanges of exotic materials and finished items from distant places were commonplace.

2.3.1.4 Late Woodland Period

During the Late Woodland period, much of Southwestern Ontario was occupied by two groups: Iroquoians and what are thought by archaeologists to be Algonquin speaking populations (the term “Western Basin Tradition” has been used to describe this cultural complex). In the east, the Iroquoian occupants were the Attawandaron, a tribal group described by European missionaries and whose historic homeland was significantly further east. Like other known Iroquoian groups including the Huron (Wendat) and Petun (Tionontati), the Attawandaron practiced a system of intensive horticulture based on three primary subsistence crops (corn, beans and squash). Their villages incorporated a number of longhouses, multi-family dwellings that contained several families related through the female line. The Jesuit Relations describe several Attawandaron centres in existence in the 17th century, including a number of sites where missions were later established. While precontact Attawandaron sites may be identified by a predominance of well-made pottery decorated with various simple and geometric motifs, triangular stone projectile points, clay pipes and ground stone implements, sites post-dating European contact are recognized through the appearance of various items of European manufacture. The latter include materials acquired by trade (e.g., glass beads, copper/brass kettles, iron axes, knives, and other metal implements) in addition to the personal items of European visitors and Jesuit priests (e.g., finger rings, stoneware, rosaries, glassware). The Attawandaron were dispersed, and their population decimated by the arrival of epidemic European diseases and inter-tribal warfare. Many were adopted into other Iroquoian communities.

Archaeologists have also documented the *in-situ* development of Late Woodland archaeological traditions from Middle Woodland precedents that are believed to have an Algonquin cultural origin, quite distinct from Iroquoian populations who lived to the east. The archaeological record of these groups has been labeled the “Western Basin Tradition.” The Western Basin Tradition is divided up into four phases based on differences in settlement and subsistence strategies and pottery attributes. The four phases are: Riviere au Vase, Younge, Springwells, and Wolf. Table 3 below is extracted from the Windsor Archaeological Master Plan (CRM Group Ltd. et al. 2005:2-13). During the Late Woodland period complex settlements are characteristic of these people and, at their peak, are characterized by fortified villages containing large, likely extended family, structures. Some of the villages are surrounded by earthworks. There is evidence for the cultivation of corn and beans by roughly 900 CE. The pottery traditions of these people varied significantly from those of their Iroquoian neighbors. Early vessels, called Wayne ware, are small, thin-walled pots covered with vertical cord marking and tool impressions. Vessels become more elaborate through time, incorporating multiple bands of tool impressions, castellated rims and incised decoration. Late pottery is characteristically bag-shaped and often incorporates dentate stamping as well as appliqué strips and strap handles, similar to some Mississippian tradition pottery. As was not the case with much Iroquoian pottery, clay fabrics were mixed with shell temper.



Table 3: The Four Phases of the Western Basin Tradition

Phase	Date	Settlement and Subsistence	Pottery
Riviere au Vase	600-900 CE	<ul style="list-style-type: none"> developed directly from the Middle Woodland Couture complex seasonal mobility geared toward resource availability summer base camps by lakeshores, fall/winter in interior no corn or beans present 	<ul style="list-style-type: none"> Wayne ware: small, thin walled, vertical cord-marking later wares are tool impressed
Younge	900-1200 CE	<ul style="list-style-type: none"> corn and beans present settlement & subsistence continues as before with focus on warm season gathering of groups and winter dispersals 	<ul style="list-style-type: none"> pottery is larger, more elaborately decorated body of vessels are corded, coarsely & irregularly multiple bands of tool impression
Springwells	1200-1400 CE	<ul style="list-style-type: none"> larger more permanent warm season settlements longhouses & palisades present more intensive horticulture locations near arable lands, and along the shorelines of marshes, river and lakes possible use wattle & daub 	<ul style="list-style-type: none"> ceramics large & bag-shaped collars & castellated rims decorated with horizontal bands of incised or impressed decoration roughened, self slip & ribbed paddle surfaces first appear
Wolf	1400-1600 CE	<ul style="list-style-type: none"> few examples of sites known distribution limited to around Lake St. Clair, St. Clair River large warm weather villages, often fortified by earthworks nature of these sites is attributed to the westward expansion of Ontario Iroquoians that resulted in abandonment by the Western Basin peoples in the early 1600 	<ul style="list-style-type: none"> diagnostic characteristic of Wolf phase is Parker Festooned pottery undulating bands of dentate stamped impressions or stamped applique strips on vessel necks after 1500 CE most vessels with strap handles & notched lips or notched horizontal rim strips, plus shell temper

* Table information from the Windsor Archaeological Master Plan (CRM Group Ltd. et al. 2005: 2-13)



2.3.1.5 Contact Period Indigenous Settlement in Essex County

Although records are poor, it is thought that both the Lake Erie, Lake St. Clair and Thames River shorelines in Essex and Kent Counties were travelled during early exploratory and missionization ventures by Europeans. Jesuit missionary Brebeuf is reported to have traveled along the Lower Thames in 1640-1641 in hopes of establishing the “Mission of the Angels.”

There are also numerous early historical references to Indigenous villages in Essex County, most notably the Windsor area, drawn from the accounts of mid-17th century French explorers. According to early travelers, there was an Attawandaron (Neutral) village (Skenchioe) in the Windsor area, and a mixed Attawandaron and Wenro Village. This same village “Khioetoa” is also historically described as being occupied by the Awenrehronon (Wenro) (Lajeunesse 1960:4) but may have also included Attawandaron families. Generally, in 1640, Jesuit missionaries reported Indigenous village sites and corn fields along the Detroit River. Early historic accounts also describe the village as the Mission of St. Michael. In 1651 there was a temporary dispersal of Wendat and Attawandaron populations from their historic homelands by Five Nations Iroquois. Following this, many Wendat families eventually travelled to the Windsor area where they established villages as early as 1679, with the traditional territory of the Three Fires Confederacy (namely the Ojibwa, Odawa and Potawatomi nations). In fleeing from their historic homeland near Lake Simcoe, the Huron-Wendat sought refuge in the territory of their Anishnaabe allies and trading partners, the Odawa, at Michilmackinac. Shortly after 1700, Sieur de Cadillac moved French forces from Michilmackinac to a new fort on the right bank of the Detroit River. Odawa and Huron-Wendat from Michilmackinac followed and settled in an existing Potawatomi village nearby. While the Huron-Wendat settled temporarily in the Detroit River, many moved on to Ohio and elsewhere in the mid-18th century.

Land surveyors’ records also mention extensive settlements by the Ojibway and Potawatomi along the Lake Erie shoreline in Harwich and Raleigh Townships and near Jeannette’s Creek. A prominent Indigenous trail connected Rondeau Bay and a settlement near Shrewsbury to Chatham and the Thames River; it laid the footprint for what would later become Communication Road (Hamil 1951:7). Another trail ran along the south bank of the Thames River, with yet another extending north-south through what is now Essex County along the west bank of the Ruscom River.



2.3.2 Treaty History

The project area is encompassed by the McKee Purchase (Treaty No. 2). The treaty was signed May 19, 1790, between the Deputy Agent of Indian Affairs—Alexander McKee, and 27 chiefs of local Ojibwa, Odawa, Pottawatomie, and Wendat nations (Canada 1891; Surtees 1984). The treaty covered a significant area including what became Elgin, Kent, and Essex counties along the north shore of Lake Erie including the entirety of West Tilbury and Rochester Townships in Essex County, and East Tilbury, Raleigh, and Harwich Townships in Kent County. At the time of signing, only two reserves were created. What became known as the Huron and the Huron Church Reserves near what would later be known as Windsor were the domain of all signatories (Surtees 1984). During the 19th century, the ownership of the reserves and islands in the Detroit River were contested between the Wendat occupants and the remaining signatories of the Three Fires Confederacy. The Chippewas and Pottawatomie argued that the Wendat were only guests having lost their original homelands and permitted to temporarily settle along the Detroit River by their Anishinaabe allies (Nin.Da.Waab.Jig 2018). Many Wendat moved further into the United States forming the contemporary Wyandot Nations. The Wendat families that remained on the Canadian side of the Detroit River experienced a series of Crown actions over the 19th century that saw the reserves gradually privatized and unilaterally sold off until the Anderdon Wendat’s Canadian status was finally dissolved in 1914 (Canada 1891).

The traditional territories of several contemporary Anishinaabe First Nations encompass the subject area including Aamjiwnaang First Nation, Chippewas of the Thames First Nation and Walpole Island First Nation (Bkejwanong). The traditional territory of Caldwell First Nation, an Anishinaabe nation who did not sign Treaty No. 2, also encompasses the project area. Caldwell First Nation settled their outstanding land claim with the federal government in 2010-11 (Canada 2020).

In 1701, the Fort Albany/Nanfan Treaty was signed between the Haudenosaunee Confederacy and the British Crown. That agreement covered a vast territory encompassing most of the lower Great Lakes, claimed as the Haudenosaunee’s Beaver Hunting Grounds. Much of the same territory also falls within the Dish with One Spoon Wampum. The wampum represents an agreement between the Haudenosaunee and the Anishinaabeg to share the hunting territories around the Great Lakes (Glover 2020). In 1840, after losing their land base in New York State, over 200 Oneida members formed Oneida Nation of Thames near Delaware, Ontario. The community purchased their new settlement lands with their own funds and did not receive a Crown allotted reserve (Oneida Nation of the Thames 2023). Their presence reintroduced Haudenosaunee stewardship practices to the region which continue today.



2.3.3 Nineteenth-Century and Municipal Settlement

Historically, the project area is located within Lot 9 Concession 10 to 12, Lot 10 Concession 8 to 10, Lot 11 Concession 8, Lot 12 Concession 7 and 8, Lot 13 Concession 7, Lots 293 to 300 Talbot Road North Side, within the Geographic Township of Sandwich, Lots 292 and 293 Talbot Road North Side, Lots 1 and 2 Middle Road North Side, Lots 1 and 2 Middle Road South Side, within the Geographic Township of Maidstone, all within Essex County, Ontario.

2.3.3.1 Essex County

French explorers and missionaries had explored the Detroit River in the late 1670s, and their reports were well received in France. In 1701, Sieur de Lamonthe Cadillac, former commandant at Fort Michilimackinac, came to the Detroit River and established a fur trading post (Morgan 1991:17). Cadillac proceeded to erect a fort to protect his country's interests and named it Pontchartrain (Morgan 1991:18). Once Cadillac had established a presence, he invited the Ottawa, Pottawatomi, Huron and Chippewa to come to his fort on the north side of the river (in what is now Detroit) and he offered them protection (Lajeunesse 1960:21).

With the encouragement of the governor at Quebec, French settlement extended to the south shore of the river soon after. The long narrow lots along the river are a remnant of the early French system of landholding. Early French settlement focused on the community of Sandwich and along Turkey Creek (CRM Group et al. 2005:2-16). Settlement along the south side of the river was assisted in 1742 when Reverend Armand de la Richardie relocated the Jesuit mission to Bois Blanc (Bob-Lo) Island (Morgan 1991:18). Many of the earliest European settlers and founders of the Windsor area were men, like Bâby, Dumouchelle, Goyeau, Jannesse, Langlois, Marentette, Meloche and Ouellette, who received land grants from the French Crown (H. Belden & Co. 1881:7). Early on, much of the local economy was centred on the fur trade.

The year 1760 marked the end of French rule. At the end of the 18th century, the area saw the influx of British settlers, many of whom were United Empire Loyalists who fled the American colonies after the American Revolutionary War. To further assist settlement, legal surveys were conducted in an effort to open up lots to new settlers. As the interior lands were poorly drained and not well suited for agriculture most of the settlement was restricted to the lakeshore and along the major rivers.

Because of their strategic position, the Sandwich, Amherstburg, and Windsor areas were of primary military concern throughout their early years. During the War of 1812 Sandwich was captured by the Americans who crossed the river from Detroit. American headquarters were later established in the Duff-Bâby Mansion (Neal 1909:46). British troops eventually reclaimed the site and battled the Americans at Fort Detroit.



2.3.3.2 Township of Maidstone

In general, settlement in Maidstone Township was slower than in Sandwich and records of its early French settlers are poor. The earliest areas settled were those along the lakeshore and it was not until the survey of the Middle Road (between Charing Cross in Kent County to the St. Clair River) that large numbers of people entered the township (H. Belden & Co. 1881:13). The Middle Road was largely settled by Irish families, including the O'Connors who occupied Lot 3 north of the road by 1828 (H. Belden & Co. 1881:13). The northwest corner of Maidstone witnessed an influx of Scottish settlers.

The Tecumseh Road was open early to settlement, yet few actually settled along it prior to the MacKenzie Rebellion. The Tecumseh Road was created in 1838 and this thoroughfare, as well as the Great Western Railway, which was established through the area in 1854, helped to open the region for settlement (Town of Tecumseh 2014). The Tecumseh Road was a main route for settlers into Windsor and several small settlements and hotels established along the route, including one along Pike Creek.

Following the abolition of slavery in most of the British Empire in 1833, the Lakeshore region became one of several end points for the Underground Railroad. In 1851, a black colonization project known as the Refugee Home Society, was established in Detroit to help meet the needs of the freedom seekers living in southwestern Ontario (O'Farrell 1985). The society purchased land from the Canada Company in scattered blocks at Maidstone, Puce, Belle River and elsewhere around the Windsor area to resettle the refugees.

2.3.3.3 Township of Sandwich

In 1854 the original lands of Sandwich Township were divided when Windsor became an independent municipality under a village charter. Further municipal subdivision continued until 1861 resulting in the designations of the Town of Windsor, Town of Sandwich, Town of Walkerville and Townships of Sandwich East, Sandwich West and Sandwich South (Neal 1909:12). Lands that were to later become the Town of Sandwich were sold to the British Government in 1788 by the Chiefs of the Wyandottes and shortly thereafter, surveyed into one acre lots for settlement. By 1909 the town of Sandwich constituted roughly 2,000 acres. The main residential blocks comprised about 600 acres and ran east to west between Russell Street and Peter Street and north to south from Detroit Street to End Street. Neal (1909:13) comments that the rest of the land remained as farm property.

2.3.3.4 City of Windsor

The City of Windsor grew rapidly during the 19th century. The first store in the city was opened by James Dougall in 1830 (Neal 1909:136). By 1835 it included a tavern and ferry, show shop, tin, copper and sheet iron factory, wagon shop, grocer, tailor, bake house, brewery, blacksmith, saddlery and store house (Morgan 1991:37). Early industry also focused on the river as the community became an important shipping point for supplies and merchandise. By 1836, the population of what is now Windsor was 200 but by 1854, it had grown to 750 (Morgan 1991: vii). By the end of the 19th century, it was well over 10,000.



2.3.4 Review of Historic Maps

Historically, the project area is located within Lot 9 Concession 10 to 12, Lot 10 Concession 8 to 10, Lot 11 Concession 8, Lot 12 Concession 7 and 8, Lot 13 Concession 7, Lots 293 to 300 Talbot Road North Side, within the Geographic Township of Sandwich, Lots 292 and 293 Talbot Road North Side, Lots 1 and 2 Middle Road North Side, Lots 1 and 2 Middle Road South Side, within the Geographic Township of Maidstone, all within Essex County, Ontario. A review of 19th-century mapping was completed, and a summary of the individuals and features depicted in the vicinity of the project area is included as Appendix A.

The 1877 *Map of Essex County* (Map 25) depicts several structures within or in the vicinity of the project area. County Road 46 did not exist in its current alignment. The eastern segment of the project area follows the existing North Talbot Road. The project area traverses several creeks in its central and eastern segments. The creeks are shown to follow more natural courses than their present-day alignment, suggesting they have been significantly altered to accommodate better drainage of the numerous agricultural fields in the area. Maidstone Crossing is depicted south of eastern limit of the project area at the meeting of several roadways. The Maidstone Post Office is shown further south of the named crossing.

The 1881 *Historical Atlas of Essex County* (Map 26) depicts no significant changes to the lands within the project area compared to the 1877 mapping. Since the historical atlas was subscription-based, fewer individuals are shown associated with the lots within the project area. The watercourses shown remain unaltered and follow similar trajectories shown in the 1877 mapping.

Topographic mapping from 1920 indicates that County Road 46 does not exist in its current alignment with the road network largely unchanged from what is depicted in the 1877 and 1881 mapping (Map 27). The southeastern segment of the project area follows the existing North Talbot Road. West of 12th Concession Road, the project area diverges from North Talbot Road following the non-existent alignment of County Road 46 and terminates at Manning Road. 8th Concession Road and 9th Concession Road both appear largely unchanged from the 1877 and 1881 mapping. The Central Michigan Railway is now depicted and northwestern segment of project area runs adjacent to it to 8th Concession Road. Several wooden structures are shown in the vicinity of the project area fronting 8th Concession Road, 9th Concession Road, and the existing segment of County Road 46 in the southeast.

Topographic mapping from 1930 depicts a new segment of County Road 46 which is shown diverging from North Talbot Road and continuing in a northwest trajectory (Map 28). The southeastern extent of the project area continues through undeveloped land following the projected alignment of County Road 46 and terminates at Manning Road. The remainder of the lands depicted within the project area appear largely unchanged.

The 1936 topographic mapping depicts a new segment of County Road 46 which is shown diverging eastward from its southeasterly trajectory near 12th Concession Road (Map 29). The alignment shown reflects the current course of County Road 46 which continues beyond the intersection of Manning Road. No other significant changes of note are shown.

2.3.5 Review of Heritage Properties

There are no designated heritage properties or plaques within 50 m of the project area.



3 STAGE I PROPERTY INSPECTION

As the project area was in proximity to several features signaling archaeological potential, a Stage I property inspection was conducted to evaluate the current conditions of the project area and its integrity. The property inspection was conducted on October 15, 2024, in partly sunny and cool weather that allowed for good visibility for the inspection of surface features. No weather conditions were encountered that would impede the visibility of features within the project area. The project area is roughly 84.69 ha (209.3 ac) in size and consists of a roughly 8.5 km corridor along County Road 46, approximately 500 m of 8th Concession Road and a roughly 1.1 km corridor along 9th Concession Road. The project area includes the existing rights-of-way (ROW) and a 30 m buffer beyond the ROW boundaries to account for potential design alternatives.

The project area was determined in the field based on project mapping and visible landmarks. The background research determined that roughly 23.43 ha (27.7%) of the project area has been previously assessed with no further assessment recommended. As such, these areas have not been reassessed during this assessment.



3.1 Current Conditions

3.1.1 County Road 46 – Highway 401 to 8th Concession Road

Maps 30 and 31; Photos 1-3

Areas Retaining Archaeological Potential:

- none.

Areas Deemed of Low Archaeological Potential:

- the north and south sides of the County Road 46 ROW that have been extensively ditched and landscaped (Image 1);
- parts of the ROW that were previously disturbed by the installation of above ground and buried utilities (Image 2); and,
- paved or gravelled commercial driveways and structures along County Road 46 (Image 3).

Previously Assessed Areas:

- northwestern limits of the project area encompassing portions of County Road 46 and Highway 401 associated with PIF P042-085-2006.

3.1.2 8th Concession Road – County Road 46 to Highway 401

Map 32; Photos 4 – 10

Areas Retaining Archaeological Potential:

- none.

Areas Deemed of Low Archaeological Potential:

- area of recent construction activity on east side of 8th Concession Road (Image 4);
- landscaped areas along 8th Concession Road and businesses (Image 5);
- 8th Concession Road ROW and its associated drainage ditches (Images 5 and 6);
- paved or gravelled commercial driveways and parking lots along 8th Concession Road;
- existing structures (Image 7);
- parts of the ROW that were previously disturbed by the installation of above ground and buried utilities (Image 10); and,
- abandoned Canada Southern Railway corridor (Images 9 and 10).

Previously Assessed Areas:

- none.



3.1.3 County Road 46 – 8th Concession Road to 9th Concession Road

Maps 32 through 35; Photos 11-20

Areas Retaining Archaeological Potential:

- wooded area north side of County Road 46 (Map 33).
- agricultural fields located adjacent to the north and south of County Road 46 ROW (Image 17); and,
- manicured grass and lightly treed areas associated with addresses 4939, 5599, and 5710 County Road 46 (Image 18).

Areas Deemed of Low Archaeological Potential:

- area of recent construction activity on north side of County Road 46 (Images 11 and 13);
- paved or gravelled commercial and residential driveways and parking areas along County Road 46 (Images 12, 14, and 20);
- landscaped areas along County Road 46 associated with residential and commercial properties (Image 14);
- existing structures (Maps 33 and 34);
- parts of the ROW that were previously disturbed by the installation of above ground and buried utilities (Images 12, 14, 15 and 18); and,
- County Road 46 ROW and its associated drainage ditches, including the Hurley Relief Drain, Hurley Drain, and Washbrooke Drain (Images 12, 14, 17, 18, and 19).

Previously Assessed Areas:

- portions of County Road 46 and its ROW associated with PIFs P256-0579-2019 and P256-0587-2019; and,
- three short segments extending beyond the County 46 ROW associated with PIFs P256-0579-2019, P256-0587-2019, P256-0615-2020 (Maps 34 and 35).

3.1.4 9th Concession Road – County Road 46 to Highway 401

-Maps 36 and 37; Photos 21-29

Areas Retaining Archaeological Potential:

- agricultural fields beyond the ROW on the east and west sides of 9th Concession Road (Image 23; Maps 36 and 37); and,
- manicured grassed areas associated with addresses 4979 and 5012 9th Concession Road and 5790 Talbot Road (Map 37; Image 25).

Areas Deemed of Low Archaeological Potential:

- 9th Concession Road, its ROW and associated drainage ditches (Images 21, 22, 25, and 26);
- North Talbot Road, its ROW and associated drainage ditches (Images 27 and 28);
- paved or gravelled residential and commercial driveways along 9th Concession Road (Maps 36 and 37);



- existing built structures (Maps 36 and 37);
- Washbrooke Drain (Map 36);
- the abandoned Canada Southern Railway corridor (Image 29); and,
- raised roadbed of 9th Concession Road, 401 Overpass and raised roadbed associated with Highway 401 (Images 21, 22, 24, 24, 26 and, 27).

Previously Assessed Areas:

- None.

3.1.5 County Road 46 – 9th Concession Road to County Road 17

Maps 35, 38, and 39; Photos 30-35

Areas Retaining Archaeological Potential:

- agricultural fields beyond the ROW on the north and south sides of County Road 46 (Image 32; Maps 35, 38 and 39);
- manicured grassed areas associated with addresses 6395, 6484, 6594, 6715, and 7254 County Road 46, and 5427 County Road 17 (Images 33 and 34; Map 38 and 39); and,
- grassed areas near County Road 46 and 9th Concession Road and south of County Road 46 near County Road 17 (Map 35 and 38 and 39).

Areas Deemed of Low Archaeological Potential:

- paved or gravelled residential and commercial driveways along County Road 46 (Images 30, 31, and 34);
- existing built structures (Images 30 and 31; Maps 38 and 39)
- Sexton Sideroad its ROW and associated drainage ditches (Map 38); and,
- various drains (Shuttleworth Drain, Little River Drain, O’Keefe Drain, Sullivan Creek Drain and Robinson Drain) (Image 35; Maps 35, 38, and 39).

Previously Assessed Areas:

- portions of County Road 46 and its ROW associated with PIF P256-0579-2019; and,
- south side of County Road 46 associated with PIF P256-0615-2020 (Maps 38 and 39).



3.1.6 County Road 46 – County Road 17 to Concession Road 11

Maps 39 through 42; Photos 36-44

Areas Retaining Archaeological Potential:

- agricultural fields beyond the ROW on the north and south sides of County Road 46 (Image 37; Maps 40 to 42);
- manicured grassed areas beyond the ROW associated with numerous residential properties fronting the north and south sides of County Road 46 (Images 38, 40, and 41); and,
- grassed pasture areas beyond the ROW south of County Road 46 near the intersection of 11th Concession Road (Images 43 and 44).

Areas Deemed of Low Archaeological Potential:

- natural gas pumping facility (Image 36)
- paved or gravelled residential and commercial driveways along County Road 46 (Maps 40 and 41);
- existing built structures (Maps 40 and 41);
- commercial landscaping property (Image 37 and 39; Maps 40 and 41), and,
- the West Branch of the Deslisle Drain and additional unnamed drains (Images 41 and 42).

Previously Assessed Areas:

- portions of County Road 46 and its ROW associated with PIF P256-0579-2019; and,
- south side of County Road 46 associated with PIF P256-0615-2020 (Map 39).

3.1.7 County Road 46 – Concession Road 11 to 12th Concession Road

Maps 42 and 43; Photos 44-47

Areas Retaining Archaeological Potential:

- agricultural fields beyond the ROW on the north and south sides of County Road 46 (Images 45 and 47; Maps 42 and 43);
- manicured grassed areas beyond the ROW associated with numerous residential properties fronting the north and south sides of County Road 46 (Image 46; Maps 42 and 43); and,
- grassed pasture lands and woodlot beyond the ROW on the south side of County Road 46 (Image 44; Map 42).

Areas Deemed of Low Archaeological Potential:

- paved or gravelled residential and commercial driveways along County Road 46 (Maps 42 and 43);
- existing built structures (Image 45; Maps 42 and 43); and,
- unnamed drains and the Pike Creek Drain (Images 46 and 47).

Previously Assessed Areas:

- portions of County Road 46 and its ROW associated with PIF P256-0579-2019; and,
- south side of County Road 46 associated with PIF P256-0615-2020 (Map 42).



3.1.8 County Road 46 – 12th Concession Road to Manning Road

Maps 43 through 45; Photos 48-52

Areas Retaining Archaeological Potential:

- agricultural fields beyond the ROW on the north and south sides of County Road 46 (Image 48; Maps 44 and 45);
- grassed and lightly treed area south of County Road 46 (Map 44); and,
- manicured grassed residential properties associated with the addresses of 12505 and 12840 County Road 46 and 12800 North Talbot Road (Maps 44 and 45),

Areas Deemed of Low Archaeological Potential:

- natural gas valve (Image 48);
- an abandoned road bed (Image 49);
- paved or gravelled residential and commercial driveway and parking areas along County Road 46 (Image 51);
- existing built structures (Image 51); and,
- unnamed drains, ditches, and the North Talbot Road Drain (Images 49, 50, and 52).

Previously Assessed Areas:

- portions of County Road 46 and its ROW associated with PIF P256-0579-2019

The results of the Stage I archaeological assessment, as well as the location and orientation of report photographs, are presented on Maps 30 to 45. No detailed proponent mapping was provided for this study, however the maps of the project area were reviewed and approved by BTE. For that reason, our Stage I findings are not illustrated on a proponent map.

3.2 Documentary Records

All files are currently being stored at the TMHC corporate office located at 1108 Dundas Street, Unit 105, London, ON, N5W 3A7 (Table 3).

Table 4: Documentary Records

Date	Field Notes	Field Maps	Digital Images
October 15, 2024	Digital and hard copies	Digital and hard copies	139 Images



4 ANALYSIS AND CONCLUSIONS

As noted in Section 2.1, the Province of Ontario has identified numerous factors that signal the potential of a property to contain archaeological resources. The Stage I background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. According to the map-based review and background research, potential for the discovery of archaeological sites is indicated by the presence of or proximity (within 300 m) to:

- mapped 19th-century thoroughfares (County Road 46, Manning Road, Malden Road, 12th Concession, County Road 43, County Road 17, 9th Concession Road, 8th Concession Road and Walkers Road);
- mapped 19th-century structures;
- primary water source (Pike Creek); and,
- a registered archaeological site (AbHr-58).

As the project area contained several features signaling archaeological potential, a Stage I property inspection was conducted to evaluate the current conditions of the project area and determine if any areas of archaeological potential remained intact within the project area. The Stage I property inspection confirmed that approximately half of the project area (39.7 ha; 48%) is considered to retain archaeological potential (agricultural fields, woodlots, and grassed areas). Portions of the project area consisting of gravel and paved roadways and driveways, drains, buried utilities, and existing structures are considered extensively disturbed (27.7 ha; 32.6%) and no longer retain archaeological potential. These areas have been documented in this report. Finally, the Stage I background research confirmed roughly 23.43 ha (27.7%) of the project area was previously assessed with no further assessment recommended.



5 RECOMMENDATIONS

A Stage I archaeological assessment was conducted as part of a Municipal Class Environmental Assessment (MCEA) Schedule C for proposed roadway improvements to County Road 46 and segments of 8th and 9th Concession Road in the Town of Tecumseh, Ontario. The project area is roughly 84.69 ha (209.3 ac) in size and consists of a roughly 8.5 km corridor along County Road 46, approximately 500 m of 8th Concession Road and a roughly 1.1 km corridor along 9th Concession Road. The project area includes the existing rights-of-way (ROW) and a 30 m buffer beyond the ROW boundaries to account for potential design alternatives. All work met provincial standards.

Based on the Stage I background research and property inspection, the following recommendations apply:

- The agricultural fields within the project area (25.27 ha; 29.8%) that retain archaeological potential are recommended for Stage 2 assessment. In keeping with provincial standards, the ploughable land is recommended for pedestrian survey, using a 5 m transect interval.
- The wooded and grassed areas within the project area (8.34 ha; 9.8%) that retain archaeological potential will require Stage 2 assessment. In keeping with provincial standards, the unploughable land is recommended for test pit survey, using a 5 m transect interval.
- Portions of the project area that have been previously disturbed by modern construction activities do not retain archaeological potential and do not require further assessment (27.65 ha; 32.6%).
- All previously assessed portions of the project area where no further assessment was recommended do not require further assessment (23.43 ha; 27.7%).
- If the extent of the project area changes to incorporate lands not addressed in this study, further assessment will be required.

These recommendations are subject to the conditions laid out in Section 7.0, and to the MCM's review and acceptance of this report into the provincial register of archaeological reports.



6 SUMMARY

A Stage I archaeological assessment was conducted as part of a Municipal Class Environmental Assessment Schedule C for proposed roadway improvements to County Road 46 and segments of 8th and 9th Concession Road in the Town of Tecumseh, Ontario. The project area is roughly 84.69 ha (209.3 ac) in size and consists of a roughly 8.5 km corridor along County Road 46, approximately 500 m of 8th Concession Road and a roughly 1.1 km corridor along 9th Concession Road. The project area includes the existing rights-of-way (ROW) and a 30 m buffer beyond the ROW boundaries to account for potential design alternatives. The project area is located within Lot 9 Concession 10 to 12, Lot 10 Concession 8 to 10, Lot 11 Concession 8, Lot 12 Concession 7 and 8, Lot 13 Concession 7, Lots 293 to 300 Talbot Road North Side, within the Geographic Township of Sandwich, Lots 292 and 293 Talbot Road North Side, Lots 1 and 2 Middle Road North Side, Lots 1 and 2 Middle Road South Side, within the Geographic Township of Maidstone, all within Essex County, Ontario.

The Stage I background research confirmed that roughly 27.7% (23.43 ha) of the project area has been previously assessed and is of no further archaeological concern. The Stage I background research and property inspection also confirmed that approximately 32.6% (27.7 ha) of the Stage I project area has witnessed prior disturbance and lacks integrity, and has no archaeological potential. This disturbance primarily relates to the construction of the existing County Road 46, 8th and 9th Concession Roads and their associated ditching, as well as intersecting gravel and paved roadways and driveways, drains, buried utilities, and existing structures within the project area. The Stage I background research and property inspection confirmed that approximately half (39.7 ha; 48%) of the project area is considered to retain archaeological potential (agricultural fields, woodlots, and grassed areas). Areas retaining archaeological potential are recommended for Stage 2 archaeological assessment in advance of any planned impacts.



7 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the MCM as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the MCM, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and Registrar of Burial Sites, Ontario Ministry of Government and Consumer Services at 416-212-7499 and FBCSARegistrar@ontario.ca.



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9 IMAGES

Image 1: County Road 46 – Paved Roadway, Catch Basin and Landscaped Areas

Looking Southeast



Image 2: County Road 46 – Above and Below Ground Utilities, Landscaped Areas

Looking Northwest

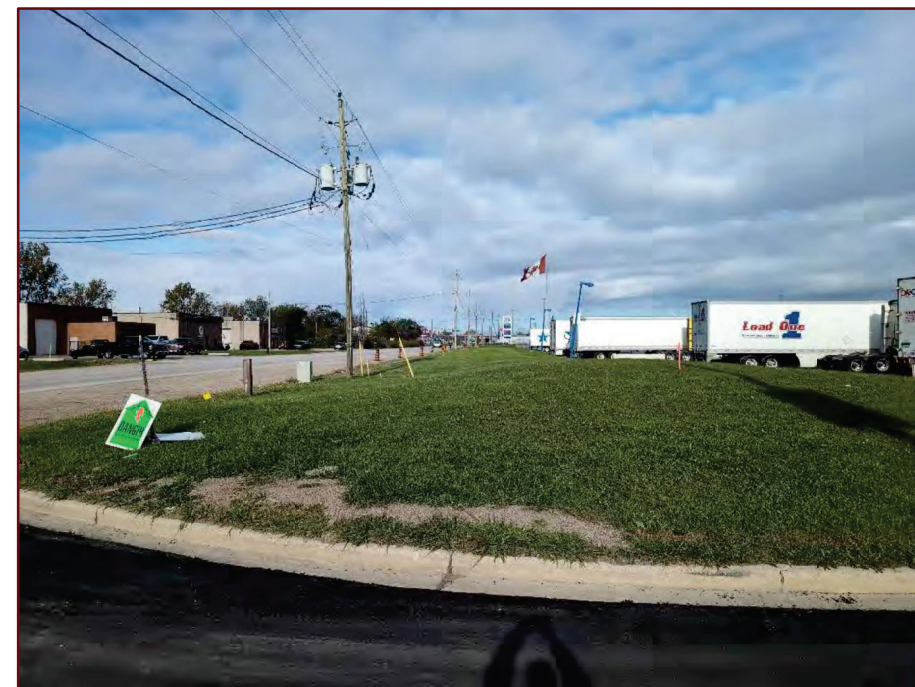




Image 3: County Road 46 – Private Businesses, Buried Utilities and Ditch

Looking Northwest



Image 4: 8th Concession Road – Stripped Land and Berm

Looking North



Image 5: 8th Concession Road – Paved Roadway, Landscaped Lands and Ditch

Looking North



Image 6: 8th Concession Road – Drainage Area for Highway 401, Built-up Lands for Overpass

Looking Northwest





Image 7: 8th Concession Road – Paved Roadway and Ditch

Looking North



Image 8: 8th Concession Road – Paved Roadway and Ditches

Looking South



Image 9: 8th Concession Road – Former Railway Corridor

Looking Southeast



Image 10: 8th Concession Road – Utilities, Ditching, and Landscaped Areas

Looking North





Image 11: County Road 46 – Recent Construction Grading and Disturbance

Looking Southeast



Image 12: County Road 46 – Ditch, Utilities and Paved Areas

Looking Southeast



Image 13: County Road 46 – Recent Construction Grading and Disturbance

Looking Southeast



Image 14: County Road 46 – Paved Areas, Ditching, Landscaping, and Utilities

Looking Southeast





Image 15: County Road 46 – Utilities, Gravel Shoulder and Ditching

Looking Northwest



Image 16: County Road 46 – Berm Adjacent to Road, Fallow and Ploughed Field

Looking Southeast



Image 17: County Road 46 – Ditch and Agricultural Field

Looking Northwest



Image 18: County Road 46 – Ditch, Utilities, and Manicured Lawn

Looking Northwest





Image 19: County Road 46 – Overview of Drain

Looking East



Image 20: County Road 46 – Gravel and Stone Disturbance, Agricultural Field

Looking Southeast



Image 21: 9th Concession Road – Drain, Utilities, and Raised Roadbed

Looking North



Image 22: 9th Concession Road – Drain and Raised Road Bed

Looking North





Image 23: 9th Concession Road – Agricultural Field, Area of Archaeological Potential

Looking North



Image 24: 9th Concession Road – Raised Roadbed for Highway 401 Overpass

Looking North



Image 25: 9th Concession Road – Drain and Built-up Roadbed; Manicured Grass Area on Left

Looking North



Image 26: 9th Concession Road – Wide Ditch and Landscaping Adjacent to Highway 401

Looking Northwest





Image 27: 9th Concession Road – Ditch and Built-up Roadway

Looking South



Image 28: 9th Concession Road – Drain and Ditching; Agricultural Field in Background

Looking East



Image 29: 9th Concession Road – Former Railway Corridor

Looking Southeast



Image 30: County Road 46 – Paved Areas, Structure and Utilities

Looking West





Image 31: County Road 46 – Raised Gravel Lane, Structure, Ditching, and Utilities

Looking West



Image 32: County Road 46 – Ditching, Utilities, and Agricultural Field

Looking Northwest



Image 33: County Road 46 – Ditching, Utilities, and Manicured Lawn

Looking Northwest



Image 34: County Road 46 – Gravel Laneway, Structure, and Utilities

Looking West





Image 35: County Road 46 – Drain and Utilities

Looking South



Image 36: County Road 46 – Gas Facility

Looking East



Image 37: County Road 46 – Agricultural Field and Large Commercial Landscaping Complex

Looking East



Image 38: County Road 46 – Ditch, Paved Laneway, and Manicured Lawn

Looking West





Image 39: County Road 46 – Overview of Commercial Landscaping Complex

Looking Northw
est



Image 40: County Road 46 – Ditch, Utilities, and Manicured Lawn

Looking East



Image 41: County Road 46 – Drain and Areas of Archaeological Potential Adjacent

Looking West



Image 42: County Road 46 – Drain

Looking North





Image 43: County Road 46 – Ditch, Landscaping and Areas of Archaeological Potential

Looking West



Image 44: County Road 46 – Ditch and Pasture Lands

Looking Southeast



Image 45: County Road 46 – Ditch, Agricultural Field and Structures Beyond

Looking West



Image 46: County Road 46 – Drainage, Utilities, and Manicured Lawn

Looking Northwest





Image 47: County Road 46 – Drain and Agricultural Field in Background

Looking Southeast



Image 48: County Road 46– Gas Valve, Ditching, and Agricultural Field

Looking East



Image 49: County Road 46 – Former Roadway, Utilities, and Ditch

Looking Southeast



Image 50: County Road 46 – Drain, Ditch, and Agricultural Field

Looking North





Image 51: County Road 46 – Paved Areas, Utilities, and Structures

Looking Northeast

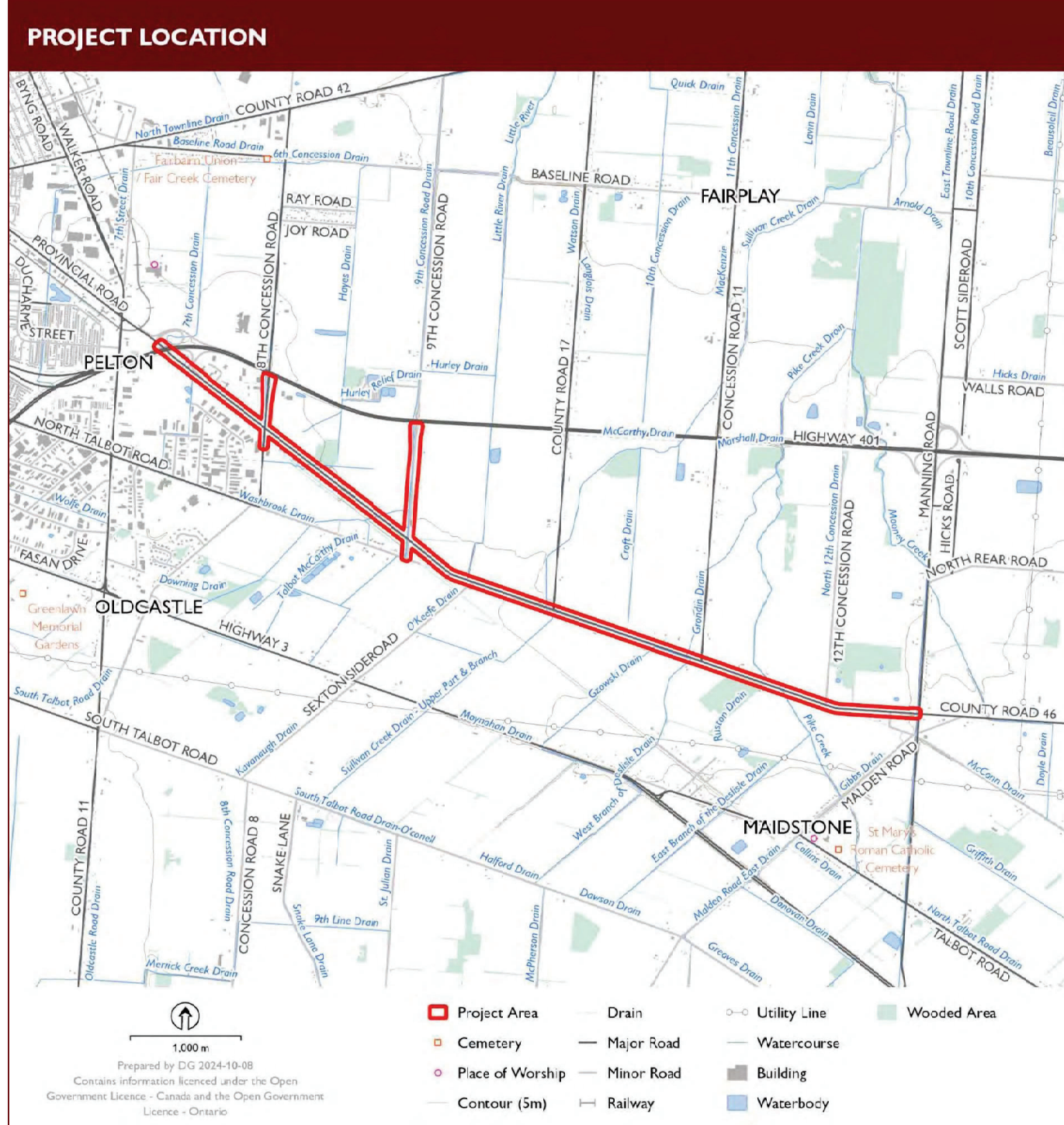


Image 52: County Road 46 – Shallow Ditching and Utilities

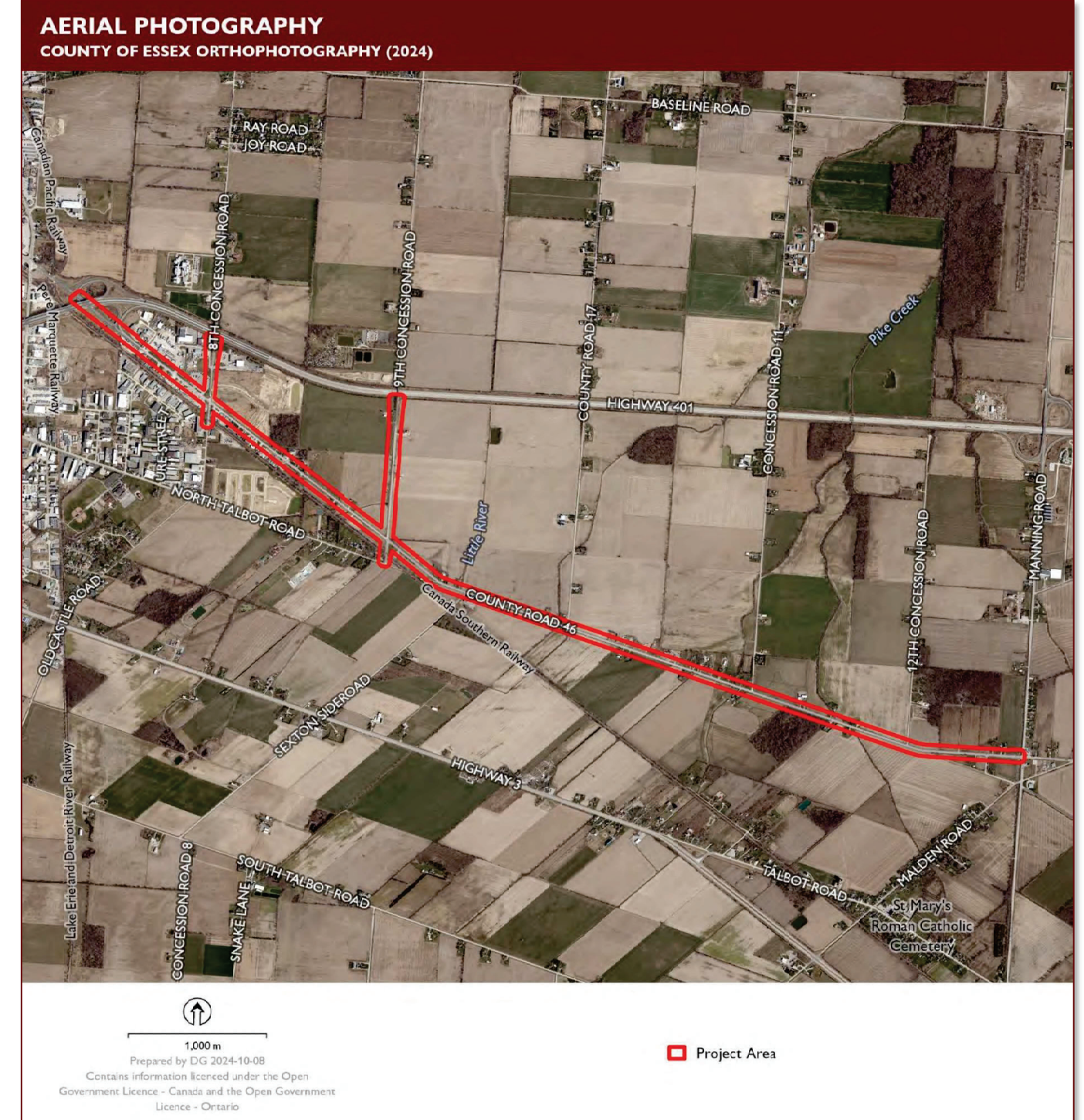
Looking East



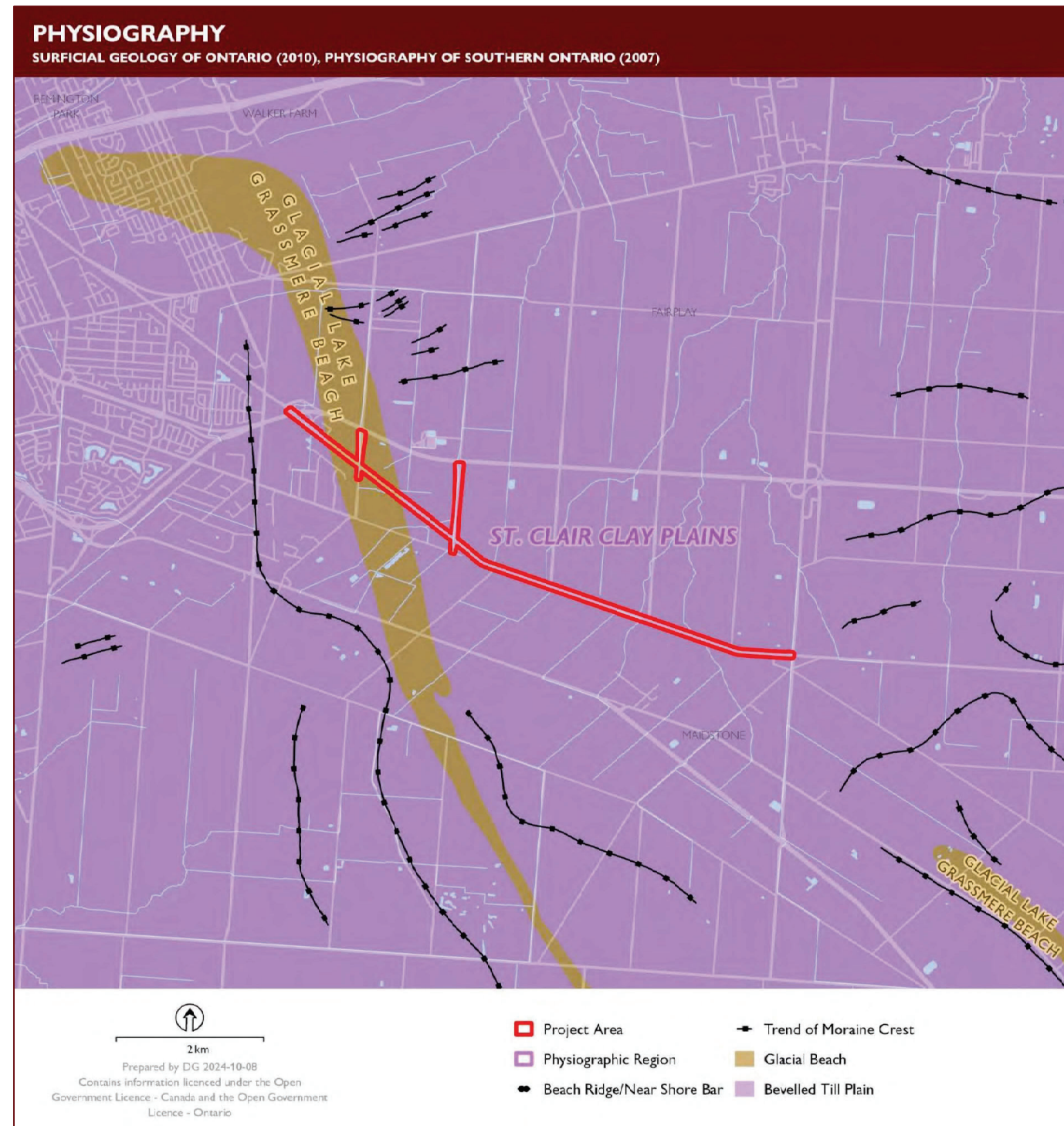
10 MAPS



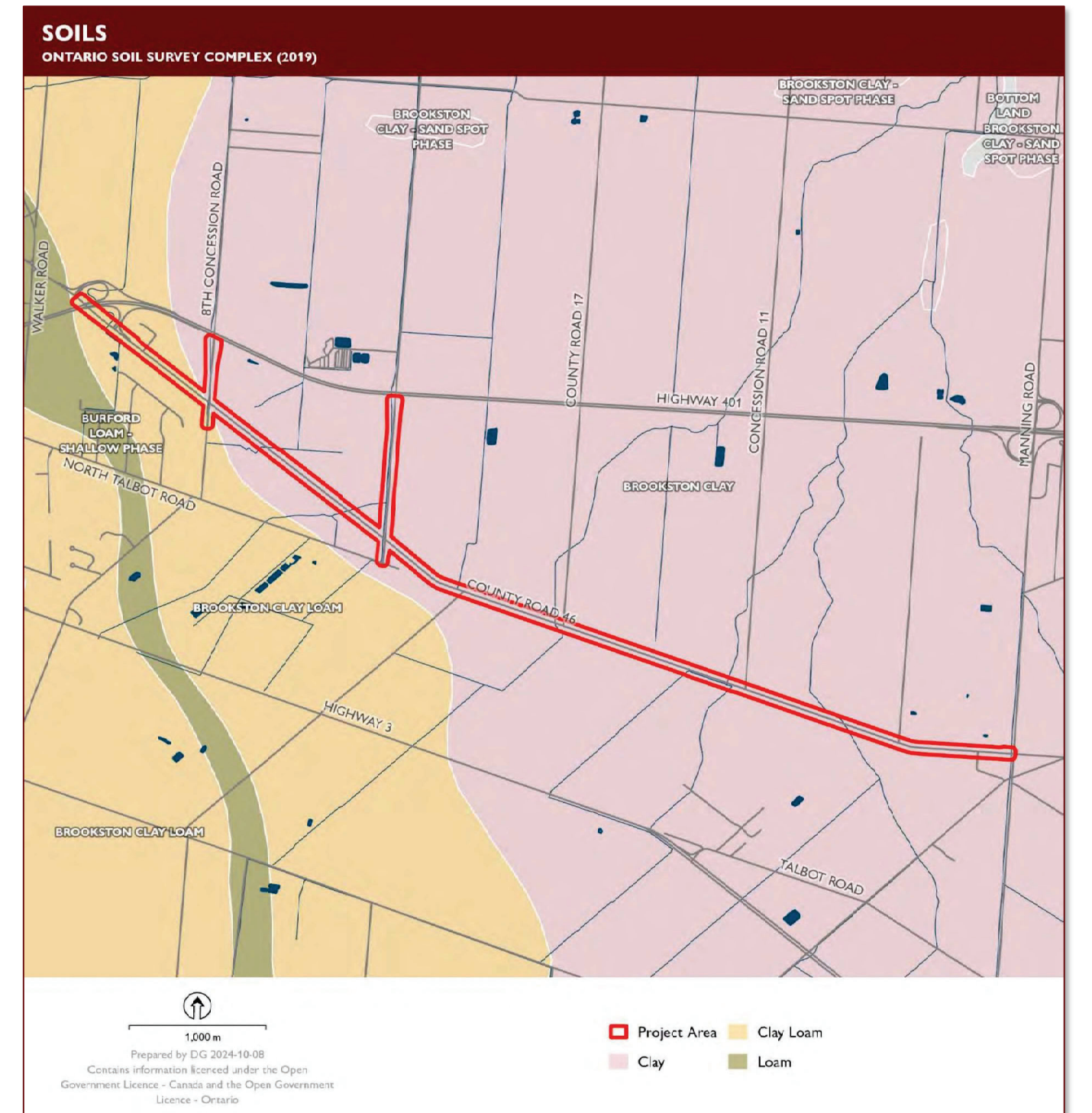
Map 1: Location of the Project Area in Essex County, ON



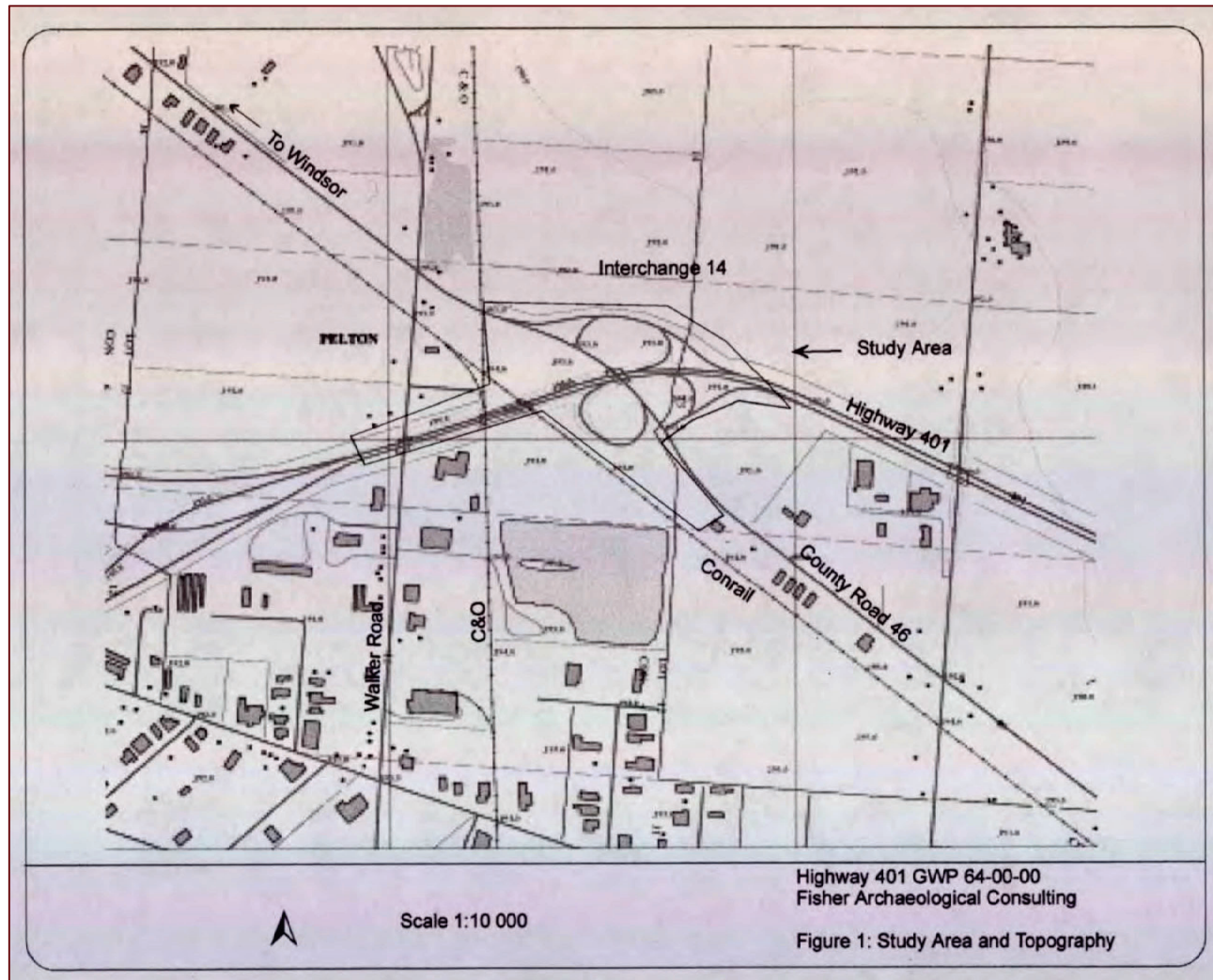
Map 2: Aerial Photograph Showing the Location of the Project Area



Map 3: Physiography Within the Vicinity of the Project Area



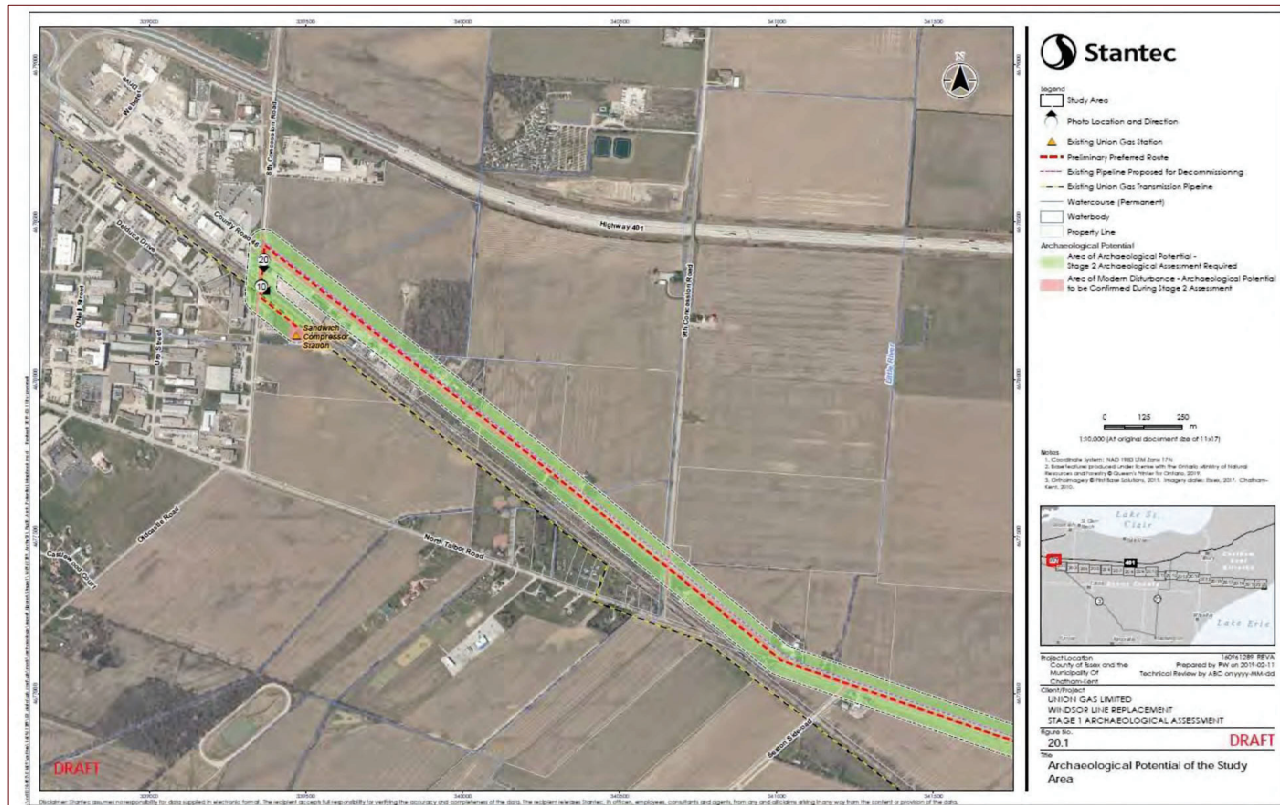
Map 4: Soils Within the Vicinity of the Project Area



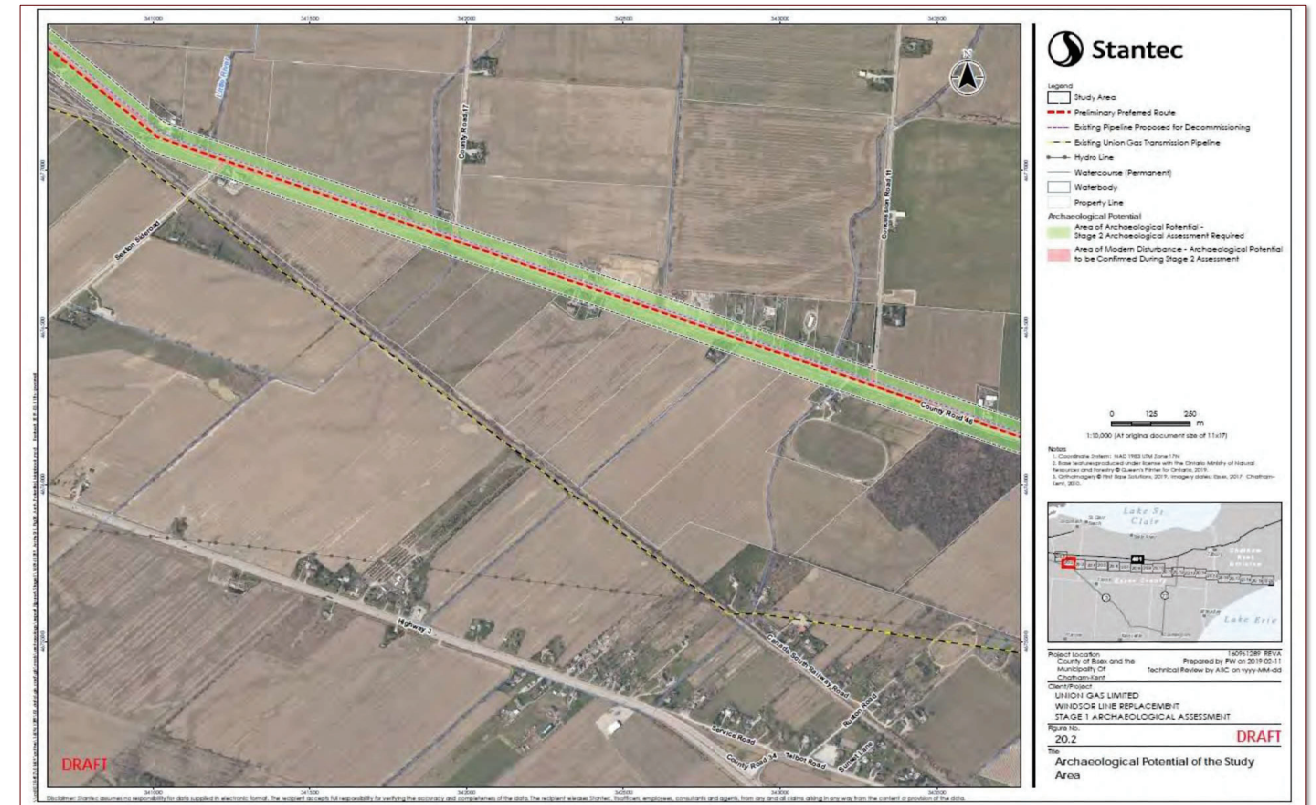
Map 5: Stage 2 Archaeological Assessment – Highway 401 and County Road 46 at Interchange 14 and Highway 401 at Walker Road (FAC 2006)



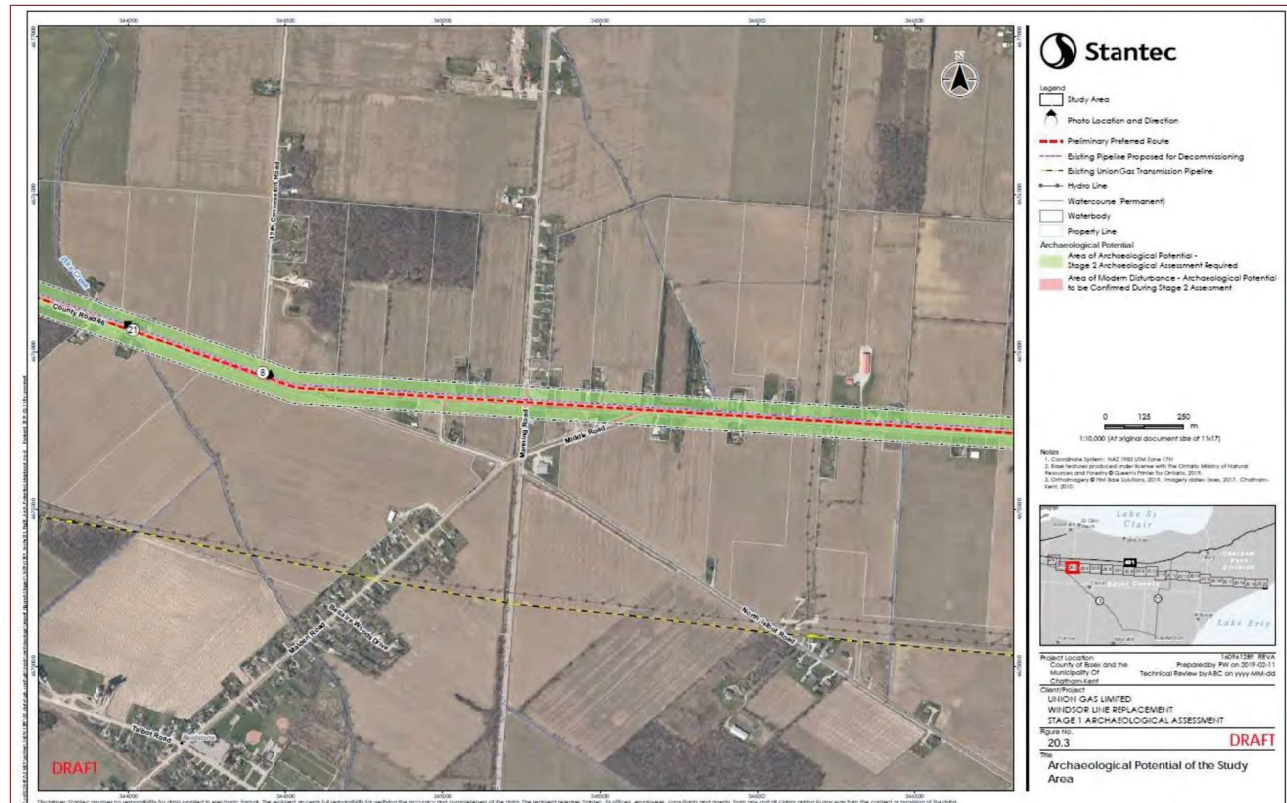
Map 6: Stage I Archaeological Assessment – Upper



Map 7: Stage I Archaeological Assessment – Union Gas Windsor Line Replacement – Map 1 of 3 (Stantec 2019a)



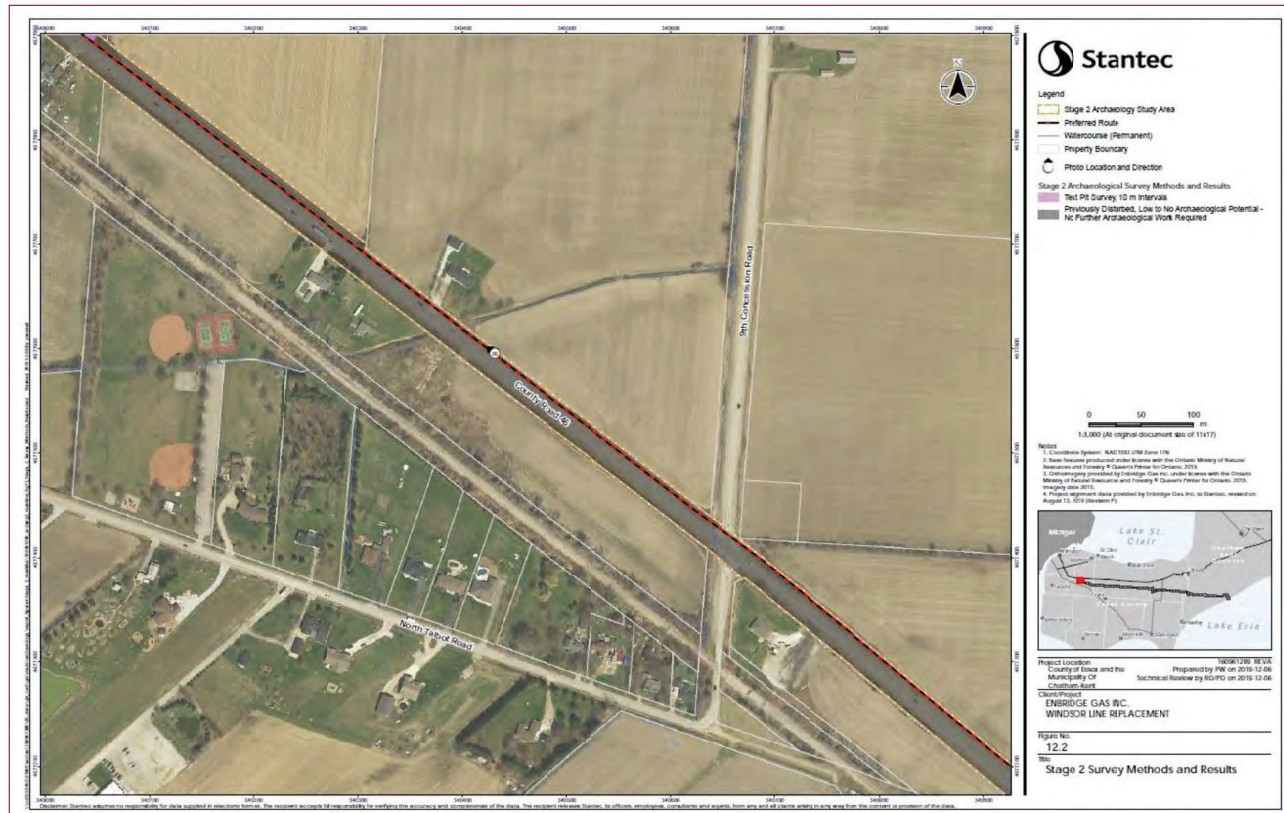
Map 8: Stage I Archaeological Assessment – Union Gas Windsor Line Replacement – Map 2 of 3 (Stantec 2019a)



Map 9: Stage 1 Archaeological Assessment – Union Gas Windsor Line Replacement – Map 3 of 3 (Stantec 2019a)



Map 10: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement – Map 1 of 7 (Stantec 2019b)



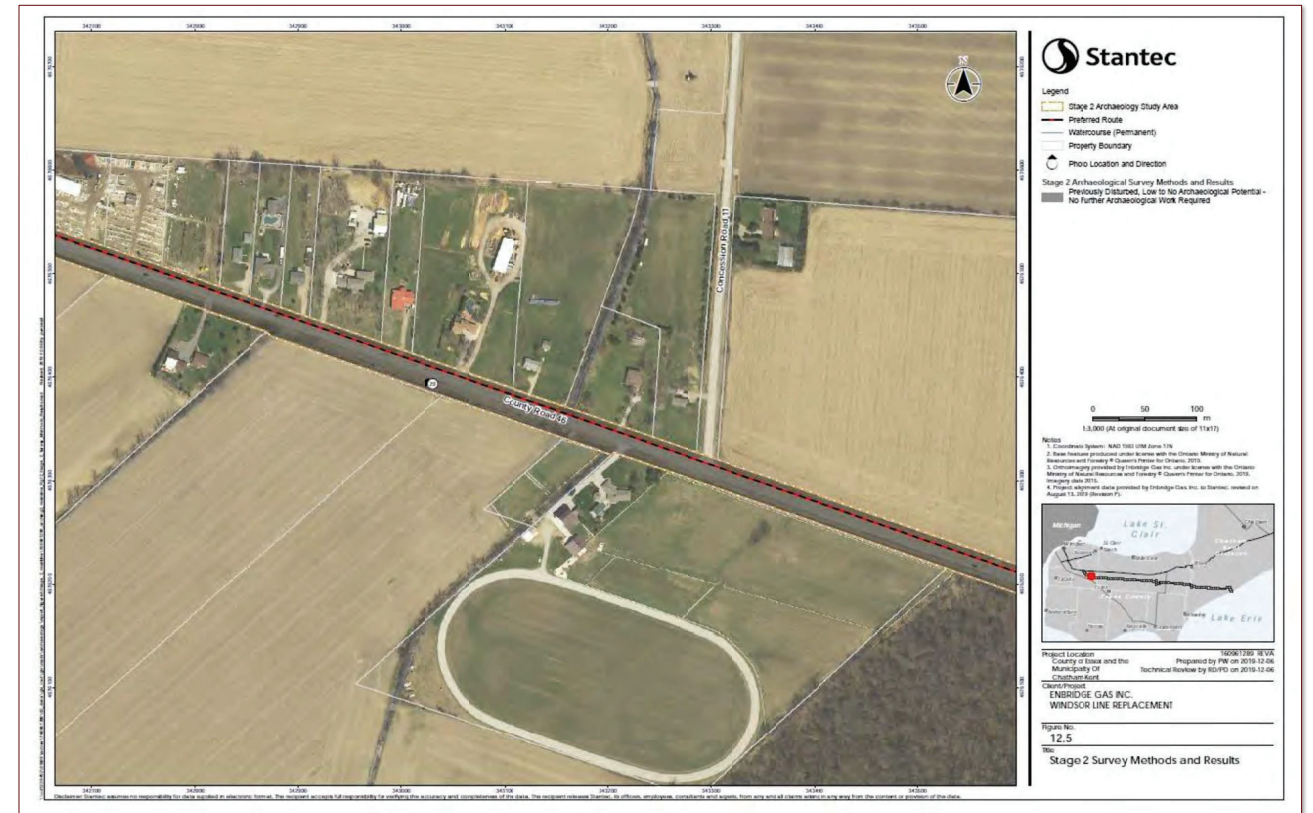
Map 11: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement – Map 2 of 7 (Stantec 2019b)



Map 12: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement – Map 3 of 7 (Stantec 2019b)



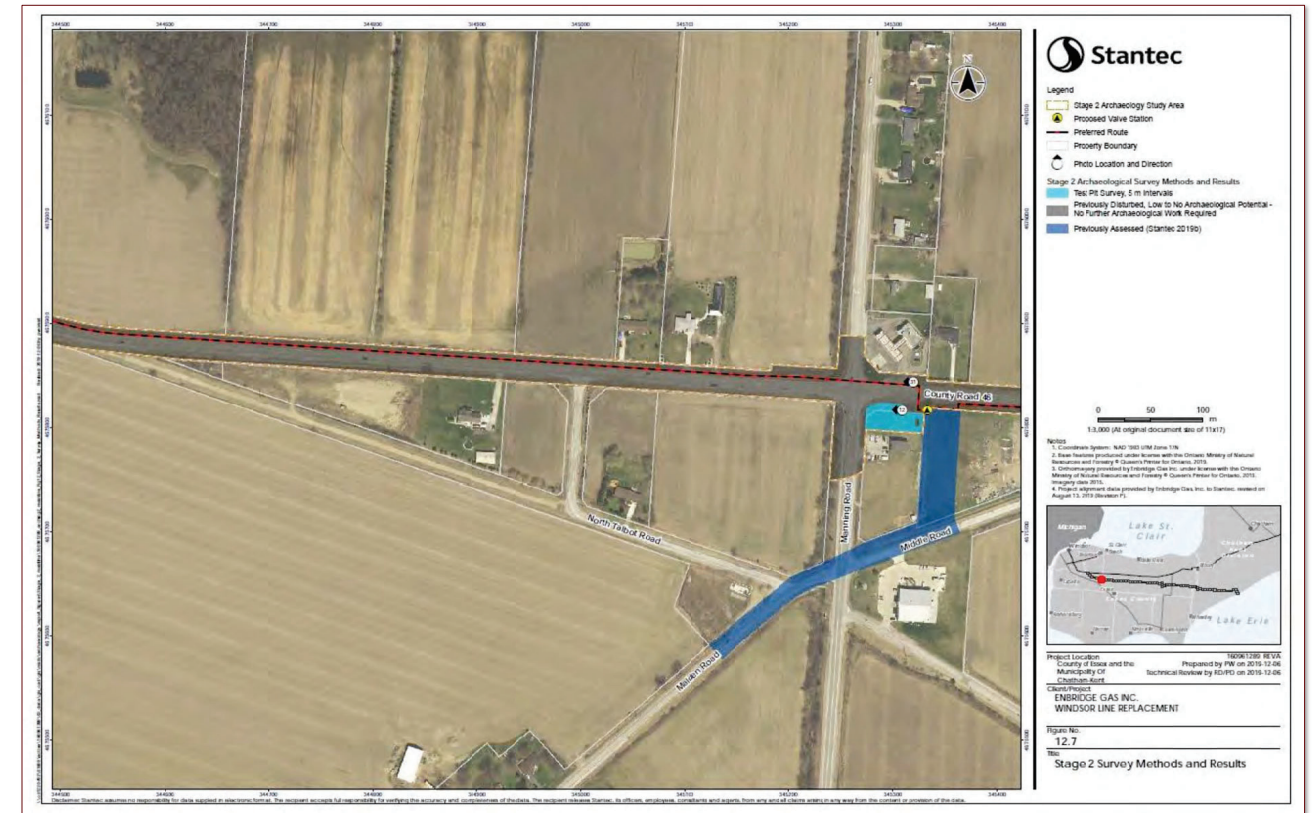
Map 13: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement – Map 4 of 7 (Stantec 2019b)



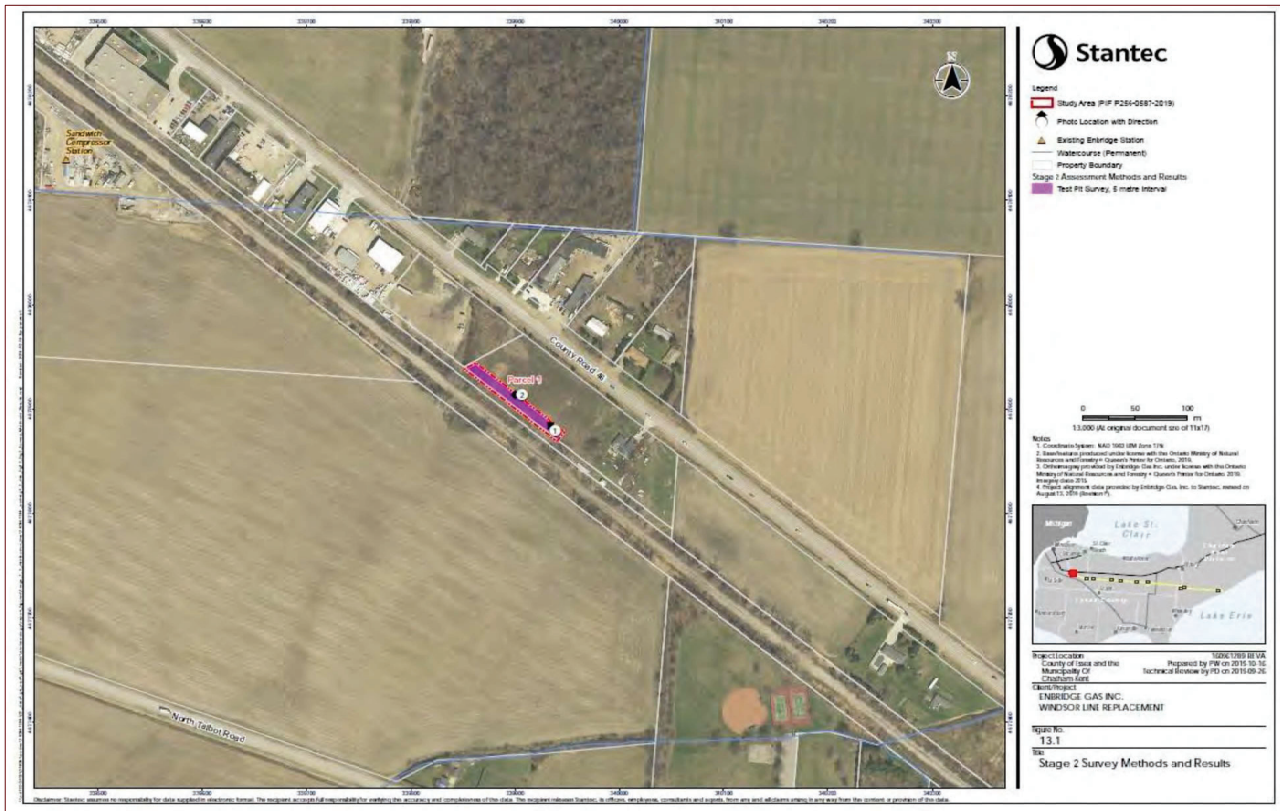
Map 14: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement – Map 5 of 7 (Stantec 2019b)



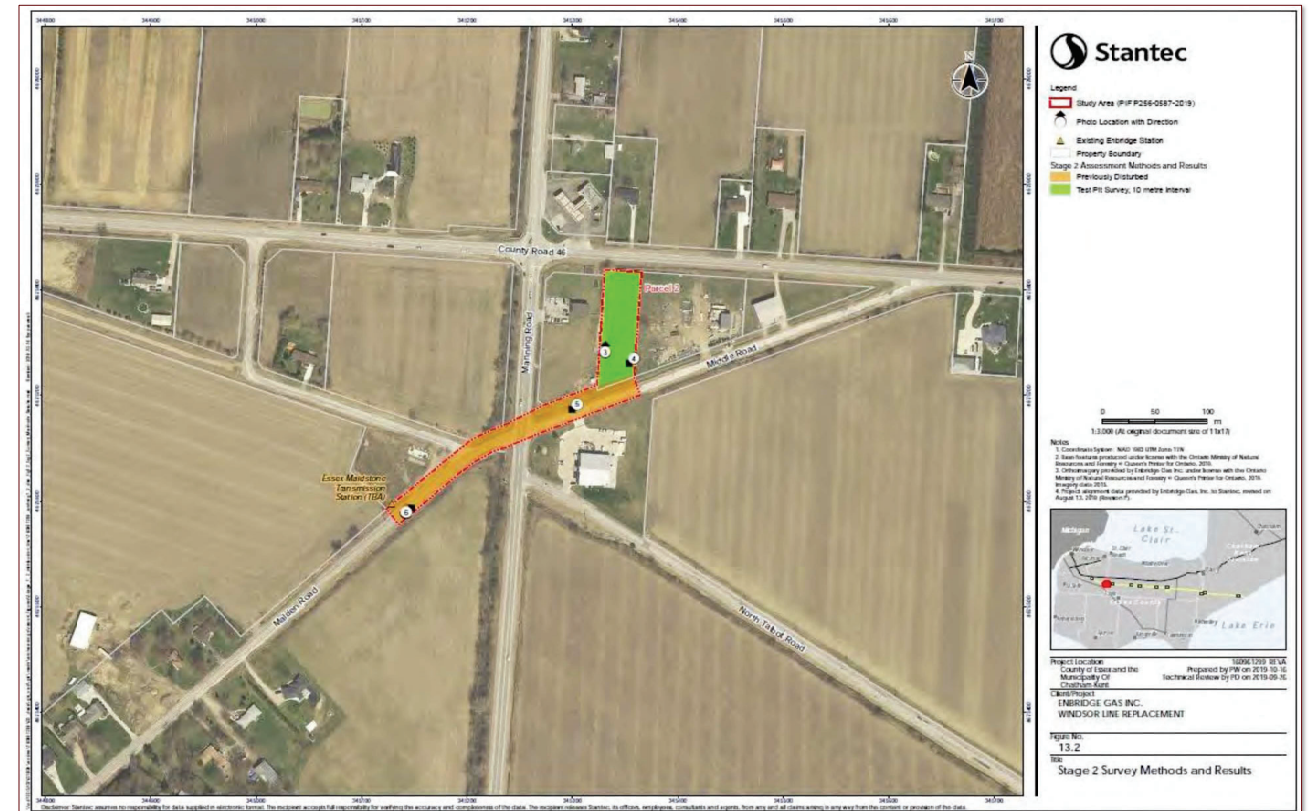
Map 15: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement – Map 6 of 7 (Stantec 2019b)



Map 16: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement – Map 7 of 7 (Stantec 2019b)



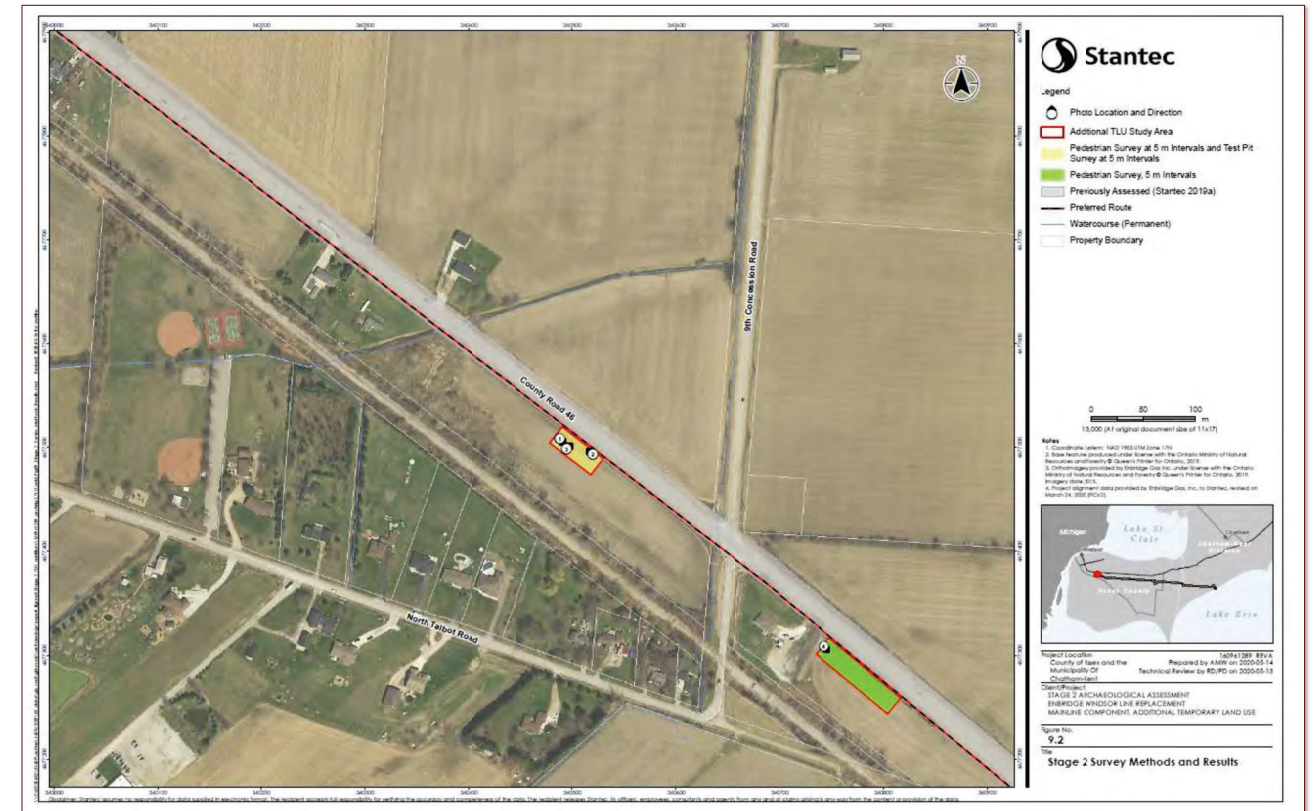
Map 17: Stage 1-2 Archaeological Assessment – Enbridge Windsor Line Replacement, Distribution Lines and Auxiliary Parcels – Map 1 of 2 (Stantec 2019c)



Map 18: Stage 1-2 Archaeological Assessment – Enbridge Windsor Line Replacement – Map 2 of 2 (Stantec 2019c)



Map 19: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement TLU Parcels– Map 1 of 6 (Stantec 2020)



Map 20: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement TLU Parcels– Map 2 of 6 (Stantec 2020)



Map 21: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement TLU Parcels– Map 3 of 6 (Stantec 2020)



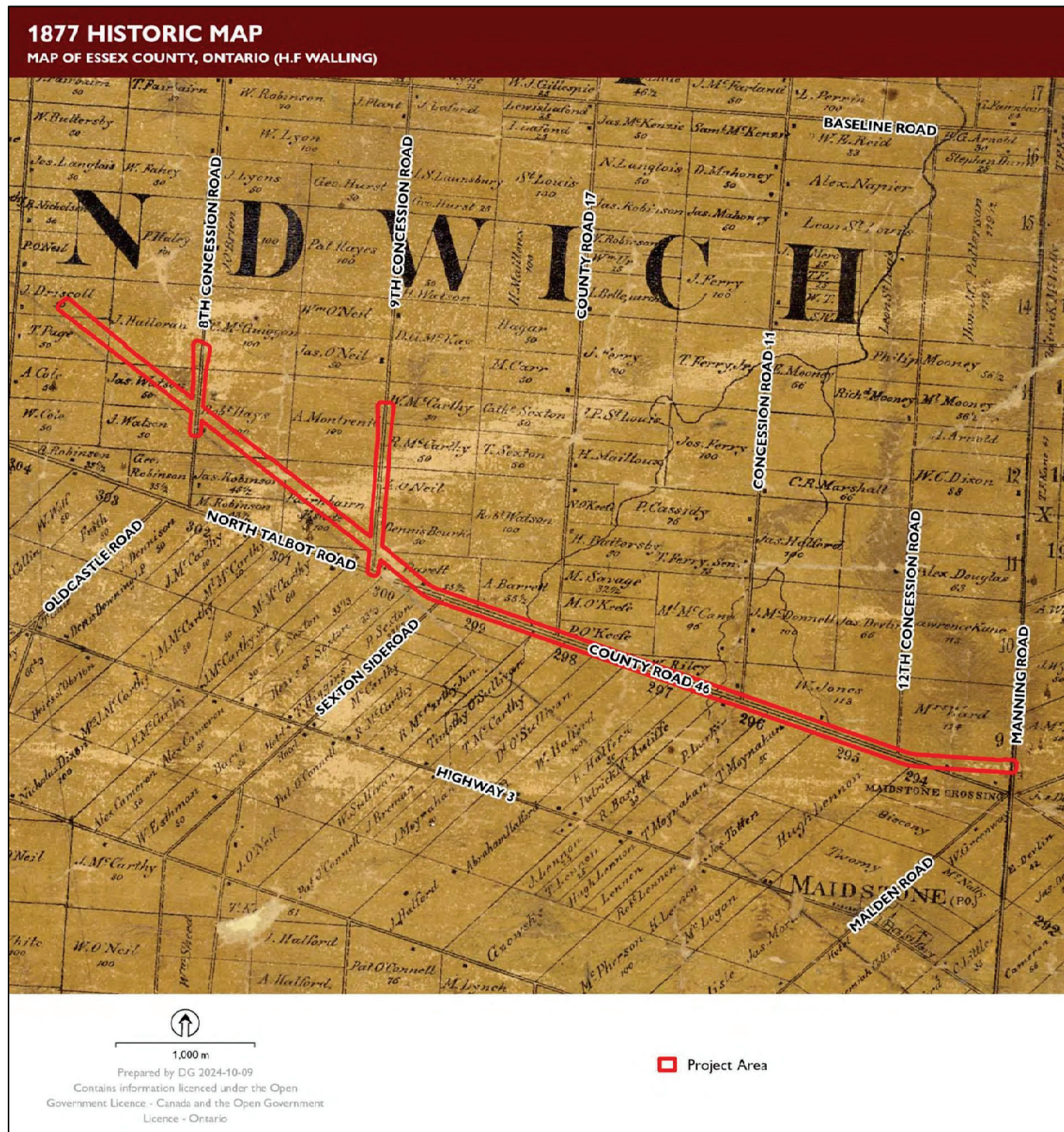
Map 22: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement TLU Parcels– Map 4 of 6 (Stantec 2020)



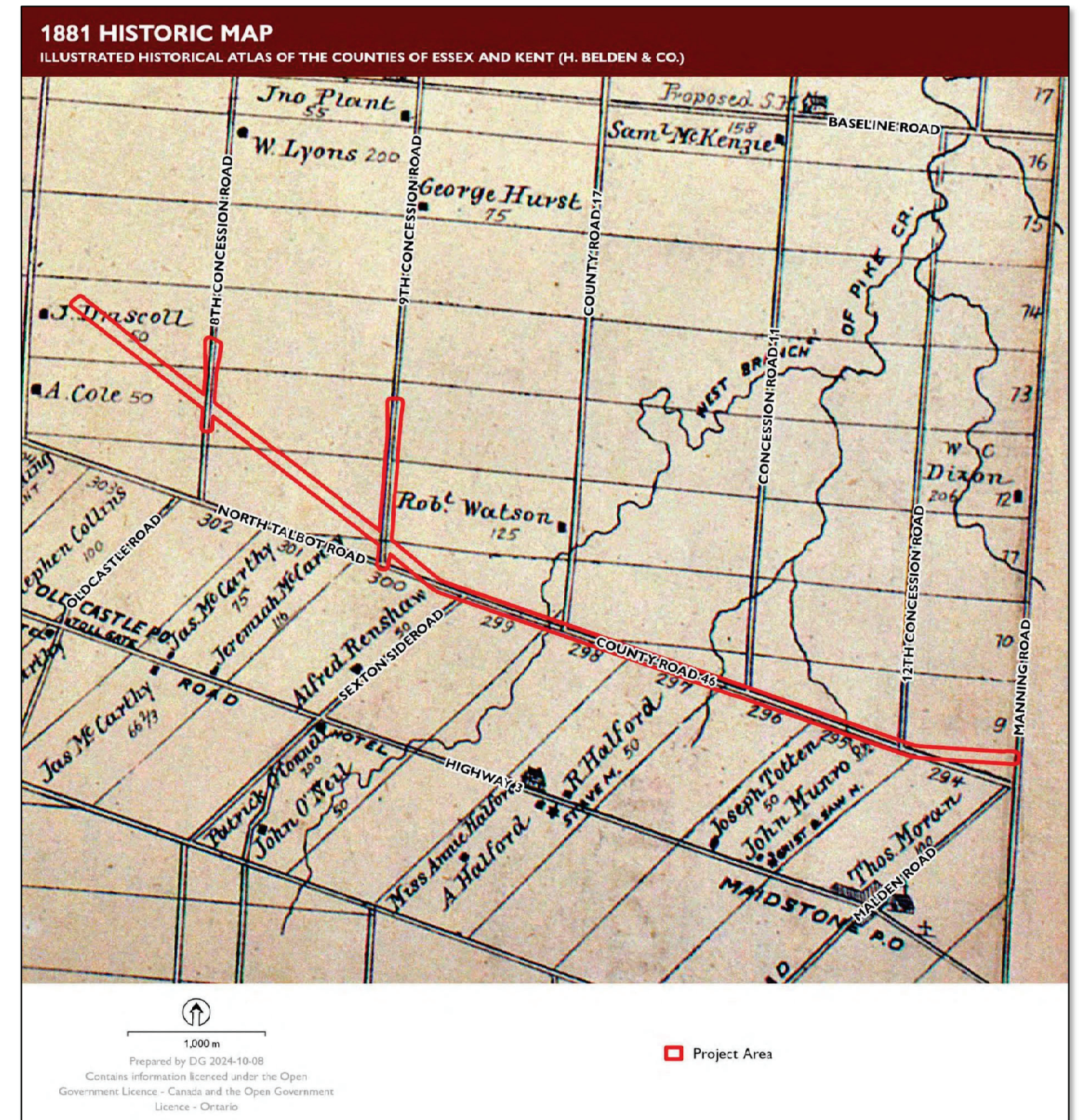
Map 23: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement TLU Parcels– Map 5 of 6 (Stantec 2020)



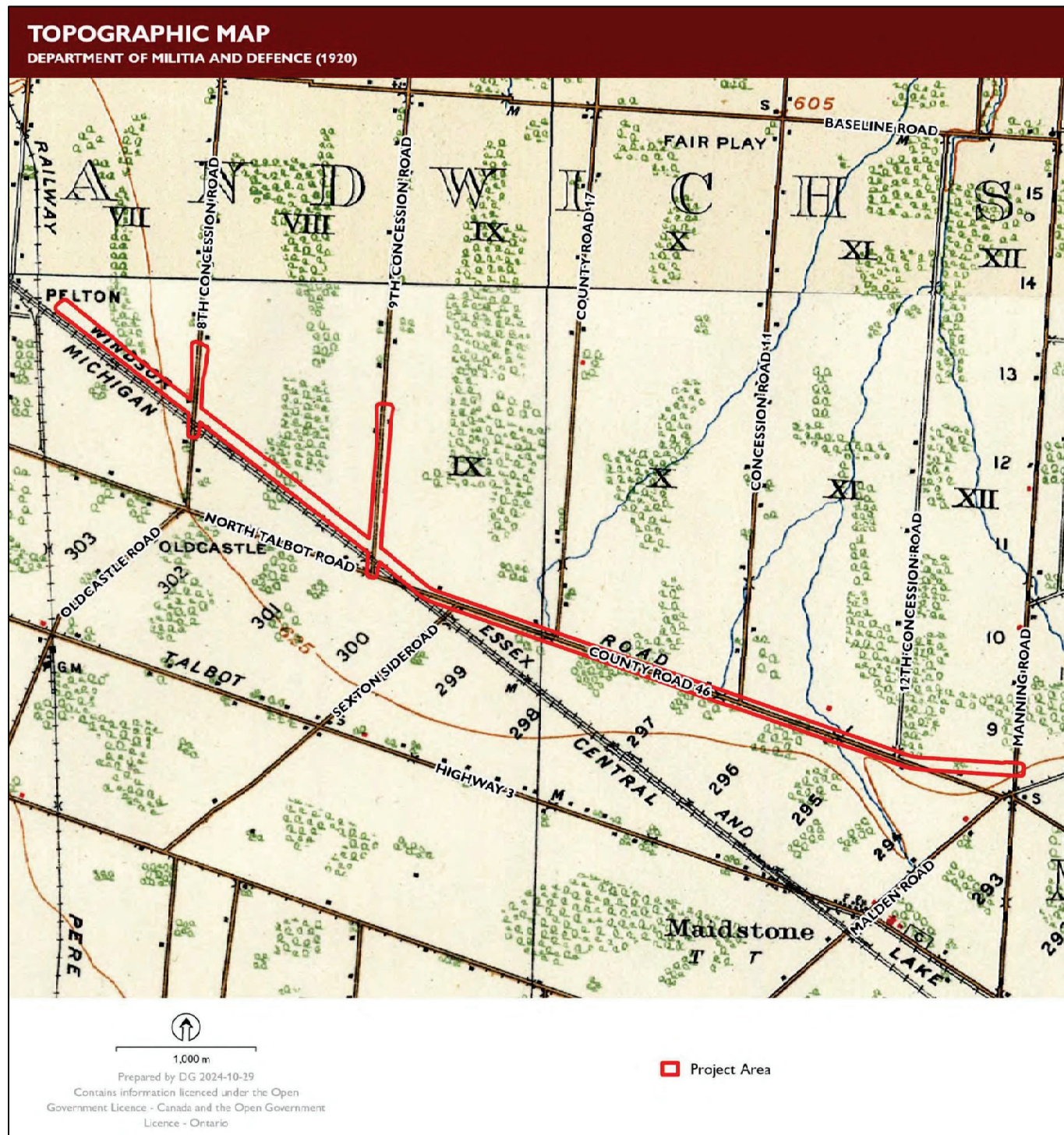
Map 24: Stage 2 Archaeological Assessment – Enbridge Windsor Line Replacement TLU Parcels– Map 6 of 6 (Stantec 2020)



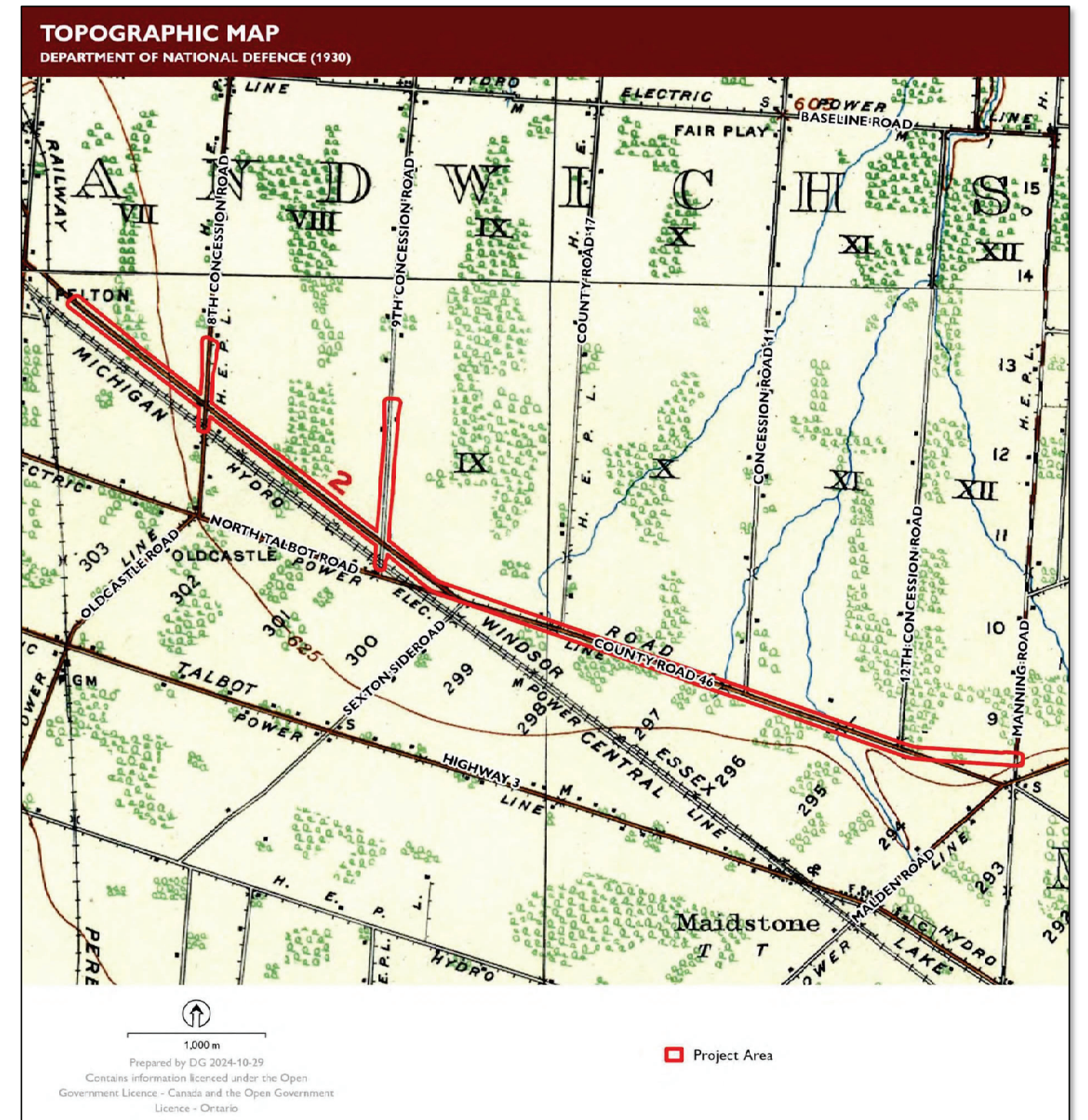
Map 25: Location of the Project Area Shown on Wallings' 1877 Map of Essex County



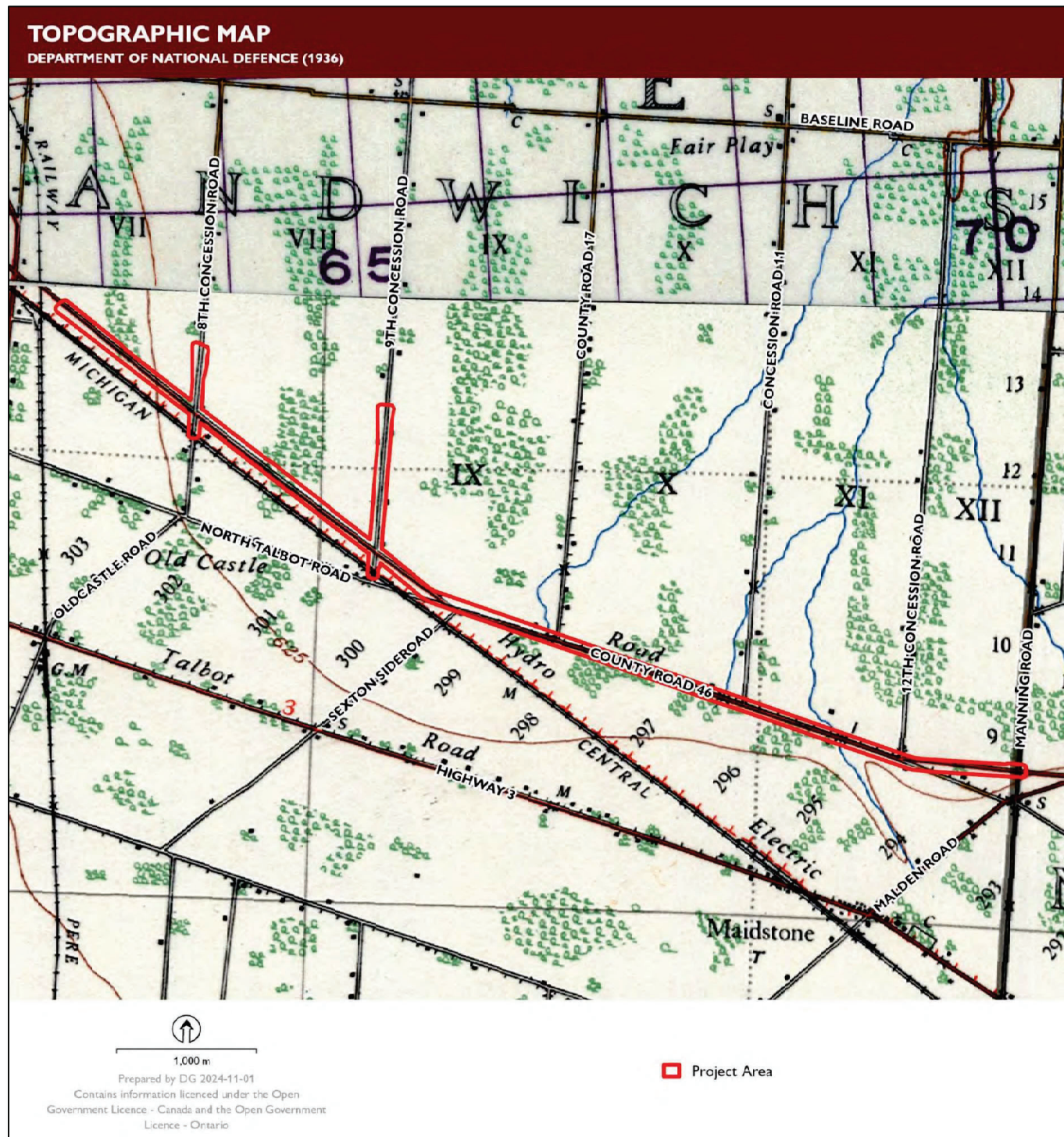
Map 26: Location of the Project Area Shown on the 1881 Historical Atlas of Essex County



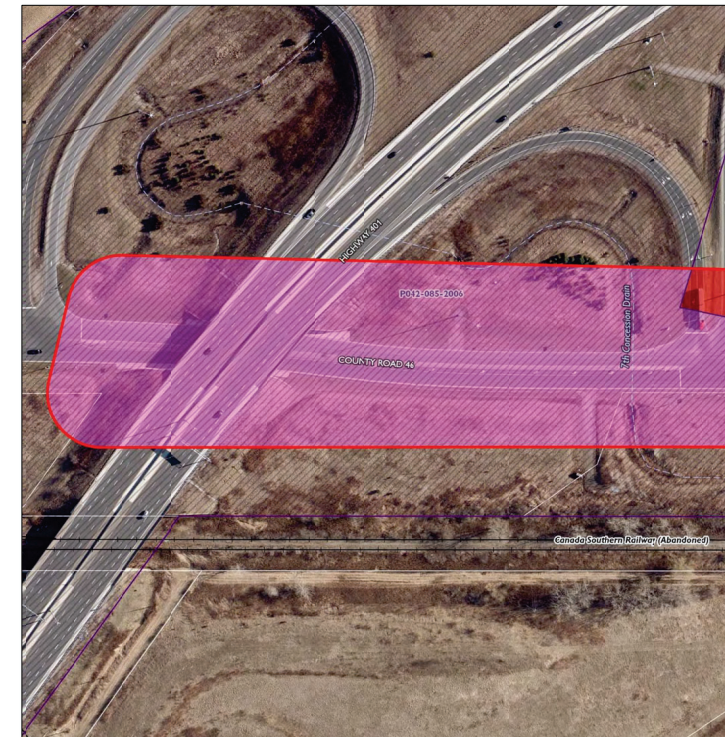
Map 27: Location of the Project Area Shown on the 1920 Topographic Map of Essex County



Map 28: Location of the Project Area Shown on the 1930 Topographic Map of Essex County



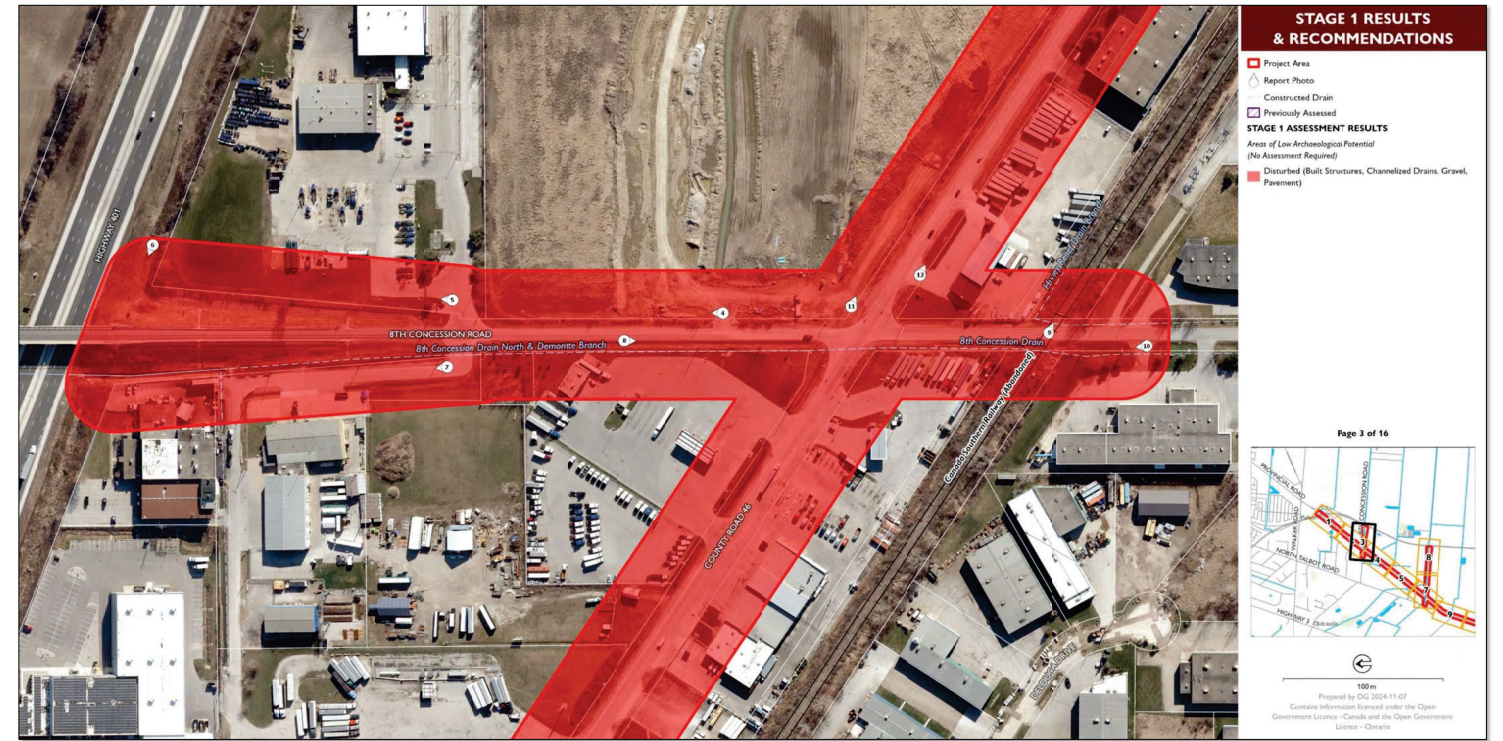
Map 29: Location of the Project Area Shown on the 1936 Topographic Map of Essex County



Map 30: Stage I Assessment Area



Map 31: Stage I Assessment Results – Map 2 of 16



Map 32: Stage I Assessment Results – Map 3 of 16



Map 33: Stage I Assessment Results – Map 4 of 16



Map 34: Stage I Assessment Results – Map 5 of 16



Map 35: Stage I Assessment Results – Map 6 of 16



Map 36: Stage I Assessment Results – Map 7 of 16



Map 37: Stage I Assessment Results – Map 8 of 16



Map 38: Stage I Assessment Results – Map 9 of 16



Map 39: Stage I Assessment Results – Map 10 of 16



Map 40: Stage I Assessment Results – Map 11 of 16



Map 41: Stage I Assessment Results – Map 12 of 16



Map 42: Stage I Assessment Results – Map 13 of 16



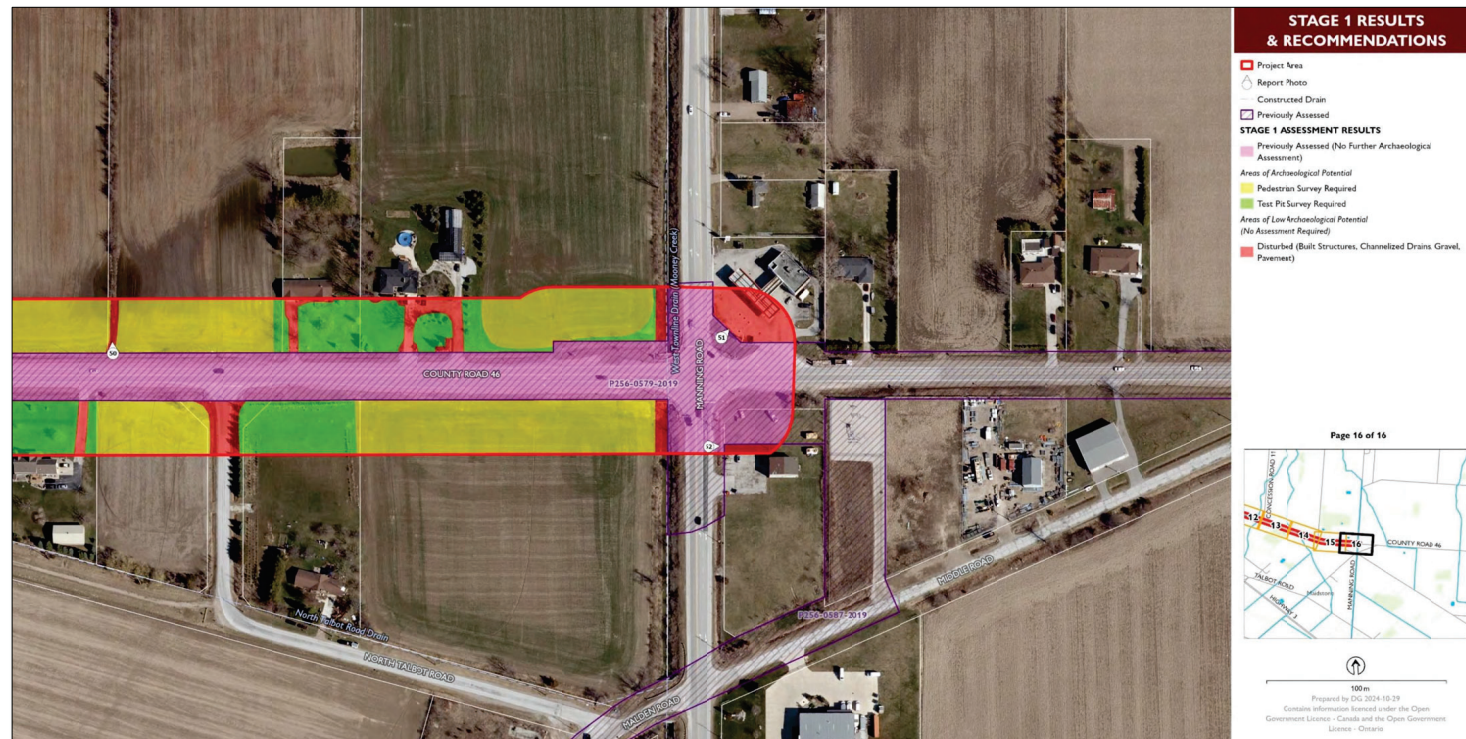
Map 43: Stage I Assessment Results – Map 14 of 16



Map 44: Stage I Assessment Results – Map 15 of 16



APPENDIX A: SUMMARY OF HISTORIC MAP REVIEW



Map 45: Stage I Assessment Results – Map 16 of 16

Map Year	Lot	Concession	Township	Name	Features Depicted in the Vicinity (< 300m) of the Project Area
1877	12 NE ¼	7	Sandwich	Jas. Watson	
1877	12 SE ¼	7	Sandwich	J. Watson	
1881	12	7	Sandwich	A. Cole	
1877	12 NE ¼	7	Sandwich	Jas. Watson	
1877	13 NW ½	7	Sandwich	J. Driscoll	
1881	13	7	Sandwich	J. Driscoll	Residence
1877	13 SW ½	7	Sandwich	T. Page	
1877	13 E ½	7	Sandwich	J. Halloran	
1877	11 NW ½	8	Sandwich	Jas. Robinson	
1878	11 E ½	8	Sandwich	Fairhairs Estate	
1877	12 W ½	8	Sandwich	Robt. Hays	Residence
1877	13 W ½	8	Sandwich	C.M. Guiggan	
1877	12 E ½	8	Sandwich	A. Montrenil	
1877	10 W ½	9	Sandwich	Jas.(?) Barret	Residence
1877	10 E ½	9	Sandwich	A Barrett	
1877	11 SW ½	9	Sandwich	Dennis Bourhe	
1877	11 NW ½	9	Sandwich	A.O. Neil	
1881	11	9	Sandwich	Robt. Watson	
1877	12 SW ¼	9	Sandwich	R. McCarthy	
1877	12 NW ¼	9	Sandwich	W.M. McCarthy	
1877	300 NE Portion	Talbot Road North Side	Sandwich	P. Sexton	
1881	300	Talbot Road North Side	Sandwich	Alfred Renshaw	
1877	298 W Portion	Talbot Road North Side	Sandwich	Timothy O'Sullivan	
1877	298 C. Portion	Talbot Road North Side	Sandwich	T. McCarthy	
1877	298 E Portion	Talbot Road North Side	Sandwich	D. O'Sullivan	
1877	10	10	Sandwich	P. O'Keefe	
1877	9	10	Sandwich	W. Riley	Residence
1877	297 W Portion	Talbot Road North Side	Sandwich	W. Halford	
1877	297 C. Portion	Talbot Road North Side	Sandwich	R. Halford	
1877	297 E. Portion	Talbot Road North Side	Sandwich	Patrick McAuliffe	



Map Year	Lot	Concession	Township	Name	Features Depicted in the Vicinity (< 300m) of the Project Area
1881	297	Talbot Road North Side	Sandwich	R. Halford	
1877	296 NW Portion	Talbot North Side Road	Sandwich	P. Lurkin	Residence
1877	296 NE Portion	Talbot North Side Road	Sandwich	T. Moynahun	
1877	9	11	Sandwich	W. Jones	Residence
1877	295	Talbot Road North Side	Sandwich	High Lennon	
1881	295 W ½	Talbot Road North Side	Sandwich	Joseph Totten	
1881	295 E ½	Talbot Road North Side	Sandwich	John Munro	
1877	9	12	Sandwich	Mrs. Ward	Residence
1881	294	Talbot Road North Side	Sandwich	Thos. Moran	