

FISHER ARCHAEOLOGICAL CONSULTING

**TECUMSEH HAMLET SERVICING PLAN
BETWEEN COUNTY ROADS 22 & 42
(GEOGRAPHIC TOWNSHIP OF SANDWICH EAST),
TOWN OF TECUMSEH,
ESSEX COUNTY, ONTARIO**

Archaeological Stage 1: Background Study

P042-288-2012



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(GEOGRAPHIC TOWNSHIP OF SANDWICH EAST), TOWN OF TECUMSEH,
ESSEX COUNTY, ONTARIO**

ARCHAEOLOGICAL STAGE 1: BACKGROUND STUDY

FINAL REPORT

Original

Property Location

Part of Lots 142, 143, 144, 145, 146, 147, 148, 153, 155 and 156, Concession 3,
(geographic Township of Sandwich East), Town of Tecumseh, County of Essex, Ontario

Submitted to:

Ontario Ministry of Tourism, Culture and Sport

&

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**TECUMSEH HAMLET SERVICING PLAN
BETWEEN COUNTY ROADS 22 & 42
(GEOGRAPHIC TOWNSHIP OF SANDWICH EAST), TOWN OF TECUMSEH,
ESSEX COUNTY, ONTARIO**

ARCHAEOLOGICAL STAGE 1: BACKGROUND STUDY

EXECUTIVE SUMMARY

Fisher Archaeological Consulting (FAC) was contracted by Dillon Consulting Limited to undertake the Stage 1 Background Research for the proposed Tecumseh Hamlet Servicing Plan. The Study Area is comprised of four sections, the total area being approximately 227 hectares on part of Lots 142 - 148, 153, 155 and 156, Concession 3, (geographic Township of Sandwich East), Town of Tecumseh, County of Essex, Ontario (**Figure 1**). The maximum boundaries of the Study Area on the north is County Road 22, on the south, County Road 42 (Division Road), and on the east County Road 19 (Manning Road). The furthest west edge of the Study Area is the western limit of Lot 142.

The Study Area is within the Essex Clay Plain and the Little River and Pike Creek watersheds. It is primarily agricultural land, with a few houses and farmsteads along the roads, and commercial and institutional buildings near the intersection of Banwell Road and County Road 42. Euro-Canadian and African-Canadian settlement of the Study Area in the mid-19th century potentially included the African Methodist Episcopal Church associated with the Little River settlement, and a number of refugee slave settlers. One cemetery, the Smith Black Cemetery, is located within the Study Area on Banwell Road. The extent of burials within this cemetery is unknown. The cemetery boundaries may be considered to be the same as the wood lot it is within.

High archaeological potential is present in association with the watercourses, roads, railroad and the cemetery. The results are displayed on **Figure 7**. As a result of the Stage 1: Background Study, FAC recommends the following:

- 1) That the areas of high archaeological potential within the Study Area as defined on **Figure 7** are subjected to Stage 2 Assessment prior to any development. This recommendation acknowledges that the potential may be reduced due to extensive modern disturbances;
- 2) That any soil disturbance activities adjacent to the boundary of the Smith Black Cemetery as defined on **Figure 7** and in **Section 3.0**, or within the boundary, be preceded by topsoil stripping monitored by a licensed archaeologist in order to confirm the presence or absence of grave shafts.

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**ARCHAEOLOGICAL STAGE 1: BACKGROUND STUDY
FINAL REPORT**

1.0 INTRODUCTION

The following is a Stage 1 report, prepared for review by the Ontario Ministry of Tourism, Culture and Sport (MTCS). Archaeological consultants, licensed by MTCS, are required to follow the *Standards and Guideline for Consulting Archaeologists* (MTCS 2011) during land use planning as part of the evaluation of cultural heritage resources. This includes reporting all findings to MTCS. There are four stages for archaeological work — Stages 1 to 4.

- | | |
|---------|--|
| Stage 1 | Background Study and Property Inspection. The purpose of the Stage 1 archaeological assessment is two-fold. Firstly, it is to determine the potential for the presence of as yet undocumented cultural heritage resources, and secondly, to determine whether known cultural heritage resources are extant on the subject land(s). |
| Stage 2 | Field work. Stage 2 is the actual field examination of high potential areas, and involves either surface survey of ploughed fields or shovel testing in areas that are undisturbed or cannot be cultivated. |
| Stage 3 | Testing. The purpose of the Stage 3 is to ascertain the dimensions of the site, its cultural affiliation (if possible), and to evaluate its significance. If the site in question is determined to be archaeologically significant, then appropriate mitigation measures will be decided upon. |
| Stage 4 | Mitigation. Stage 4 involves the mitigation of the development impacts to the archaeological site through either site excavation or avoidance (preservation). |

Stage 1 determines the amount of Stage 2 work required. Stage 2 determines if Stage 3 is warranted, and Stage 3, in turn, determines if the archaeological resources are significant and warrant a full excavation (Stage 4) or if the site may be preserved.

All work was conducted under archaeological licence P042. The Stage 1 Background Study pertains to project information number P042-288-2012.

1.1 Development Context

Fisher Archaeological Consulting (FAC) was contracted by Dillon Consulting Limited to undertake the Stage 1 Background Research for the proposed Tecumseh Hamlet subdivision on part of Lots 142, 143, 144, 145, 146, 147, 148, 153, 155 and 156, Concession 3, (geographic Township of Sandwich East), Town of Tecumseh, County of Essex, Ontario (*Figure 1*). The maximum boundaries of the Study Area on the north is County Road 22, on the south, County Road 42 (Division Road), and on the east County Road 19 (Manning Road). The furthest west edge of the Study Area is the western limit of Lot 142. The

Study Area is comprised of four sections (see **Figure 2**), the total area being approximately 227 hectares: **Section 1**: from the Canadian Pacific Rail (CPR) track north to County Road 22 on the east side of Banwell Road, part Lots 144 to 148; **Section 2**: from County Road 42 north to the hydro corridor and either side of Banwell Road, part Lots 142 to 148; **Section 3**: a triangular section bounded by the CPR, hydro corridor and County Road 19, part Lots 155 and 156; and **Section 4**: a small triangle off County Road 19 and bounded by the hydro corridor on the north, part Lot 156.

The development plan includes areas of low-to-mid density housing, low rise apartments, commercial space, and community parks (**Figure 3**). The Study Area is currently rural and rural residential, with small housing subdivisions at the northeast corner of Banwell Road and Intersection Road, and along County Road 42. A cemetery is located on the west side of Banwell Road just south of hydro corridor. Recent development consists of the construction of Tecumseh Vista Academy, a combined elementary and secondary school on Shields Street, off Banwell Road north of County Road 42. The school opened in 2011 and does not yet appear on any of the formal maps or satellite images of the area.

The Stage 1 background study is part of the Environmental Assessment for the servicing plan. Access to the Study Area for the property inspection was restricted to public land and right-of-ways (ROWs).

1.2 Archaeological Context

The majority of the Study Area is agricultural land, with isolated rural residential properties and small housing surveys along the roads, and the Tecumseh Vista Academy with its playing fields off Banwell Road. The natural topography is relatively flat, and there are dredged ditches along the roads to aid in drainage. The fields are divided by hedgerows, and a large wood lot is located at the cemetery on Banwell Road.

Section 1, approximately 90 hectares, is located on the east side of Banwell Road, bounded by the CPR line in the south and the right-of-way (ROW) for County Road 22 in the north. The eastern boundary for this section is an extant subdivision. Intersection Road crosses Section 1 in an east/west alignment. A small subdivision is situated on the northeast corner of Banwell and Intersection Roads, and two house lots and a farmstead front the south side of Intersection Road at the east edge of the Study Area. Apart from these few houses and farm buildings (see **Figure 2**), this section appears to be comprised of cultivated fields and hedgerows.

Section 2 straddles Banwell Road, extending from the hydro corridor (that is parallel and adjacent to the south side of the CPR in this section) south to County Road 42, and is approximately 114 hectares. West of Banwell Road in Section 2 the fields are aligned east/west (versus the north/south alignment typical in the rest of Section 2 and Section 1). The Study Area extends to the west edge of these fields. There are a few farmhouses that front the west side of Banwell Road in Section 2, and a residential development along County Road 42 on the west side of Banwell Road. The one large wood lot within the Study Area is located on the south edge of the hydro corridor, on the west side of Banwell Road; the Smith Black Cemetery is situated fronting Banwell in this wood lot.

East of Banwell Road, the Study Area remains cultivated fields from the hydro corridor south to the new Tecumseh Vista Academy on Shields Road. The ROW for Shields Road is heavily disturbed, with berms

of topsoil and debris on the north side of the road. The school property has been extensively landscaped. South of the school, a mixture of residential and commercial buildings front County Road 42. The segment of Section 2 that extends east of the school is also agricultural. The eastern boundary of this section is McAuliffe Park, which includes a large wood lot and a sports park.

Section 3 fronts the west side of County Road 19 (Manning Road), and is bounded on the north by the CPR and the southwest by the hydro corridor. It is also primarily agricultural, with two residences on County Road 19 and a small wood lot in the northwest corner. Section 3 is approximately 21 hectares.

Section 4 is a small triangle (approximately two hectares) of cultivated land that meets County Road 19 at its southeast corner. It is bounded by the hydro corridor on the northeast, the subdivisions to the west, and a farm and field to the south.

The following discussion details the environmental and cultural setting of the research area. This provides a framework for conducting the archaeological potential survey.

1.2.1 Physiographic Features

The topography of southern Ontario is primarily due to glacial and post-glacial action. Glacial Lake Whittlesey and Lake Warren, which covered Essex County, left most if it “smoothed by shallow deposits of lacustrine clay which settled in the depressions while the knolls were being lowered by wave action” (Chapman & Putnam 1984:147). These shallow deposits were laid on the clay till that overlies the limestone or shale base. This whole area, encompassing most of Essex County and part of the former Kent County, is known as the St. Clair Clay Plains (*ibid*). The St. Clair Clay Plains region has little relief, lying between 172.5 and 210 metres above sea level (a.s.l.), with the exception of a moraine at Ridgeway (*ibid*). Within this larger region is the Essex Clay Plain, between the basins of Lake Erie and Lake St. Clair. The Study Area is located within the Essex Clay Plain.

The general topography of northern Essex County area is flat, but there are some areas of slightly higher ground, representing old shorelines or low hills. There is one such rise, listed as being 180 metres a.s.l., that is present within the northwest corner of Section 1. This contour is crossed by Banwell Road at approximately half way between Intersection Road and County Road 22, just west of a northward curve in the contour that continues to north of County Road 22. The contour then loops southeast to Pike Creek beyond the Study Area (National Topographic Series (NTS) 40 J/7, 1994). Interestingly, on the 1949 soil map (**Figure 4**) the contour is shown at 600' a.s.l. and the eastern side of the loop is within Sections 3 and 4 of the Study Area. Sandier soils are identified in relation to this contour. This 600' contour is then altered on later maps, whether in reality or through changes in surveying technology, so that by the 1978 NTS map it is beyond the limits of Section 1 and 4 (see **Figure 6**). Apart from the slight rise associated with the contour, topographic change within the Study Area is typically the result of landscaping.

1.2.2 Soils

The Study Area is located primarily in the Brookston Clay of the Essex Clay Plain, with bands of Brookston Clay Sand Spot Phase at the extreme northern edge and within the mid-southern section of the Study Area (**Figure 4**). The Brookston Clays are described as dark clays over mottled clays, down on to blue-grey gritty clay subsoil. The Brookston Clay Sand Spot phase is found in a series of shallow

sand knolls, with less than three to the clay base. Both these soil types are found on almost level terrain with poor natural drainage (Richards *et al* 1949: Soil Map of Essex County). Man-made ditches and tile underdrains have been constructed throughout the county to aid in drainage (Chapman & Putnam 1984:149).

Generally, a preference for settlement sites would be on well-drained soils, rather than poor ones such as clay or muck soils. However, the soil type cannot be used as a sole criterion for predictive modelling of site locations, as has been observed through archaeological survey and excavation.

1.2.3 Water Sources and Vegetation

The distance to a water source is a major factor in determining an area's archaeological potential. Other factors include soil, vegetation and landscape features. Generally, areas within 300 metres to a seasonal or year round source of water are considered to be of high archaeological potential (MTCS 2011: 20).

The Study Area is situated between Pike Creek and Little River, approximately 3.5 kilometres south of the current south shore of Lake St. Clair (the shoreline having been extended out into the lake in the 20th century), and is also in the vicinity of two other major sources of water: Lake Erie to the south and the Detroit River to the west, that connect the two lakes. A tributary of Little River flows across Section 2 of the Study Area south of the hydro corridor (see **Figure 1**). The dredged drainage ditch along the south edge of Intersection Road within Section 1 is also indicated on this map, connecting to a channelized drain on the west side of Banwell Road that then flows into Little River. It is unclear whether the channelized drain was a natural watercourse in the past or not; a second such drain is found in the north end of Section 1 (see **Figure 1**). There is also a channelized tributary of Little River along the west edge of Section 2, beginning approximately 400 metres north of County Road 42 and flowing northwards along the Study Area boundary for approximately 250 metres. Little River itself is approximately 1.5 kilometres or more west of the Study Area.

Pike Creek winds south and to the east of the Study Area. The creek is approximately 340 metres from Section 4, the other Study Area sections all being 400 metres or more distant from this water source. Pike Creek flows into Lake St. Clair, while Little River flows into the junction of this lake and the Detroit River.

The Detroit River corridor is unquestionably an area of high cultural and historical significance not only to the First Nations and Metis, but to the Europeans who followed in the more recent centuries. For thousands of years, the river has facilitated the movement of both peoples and goods throughout the interior of the continent, providing a route between Lake Erie, Lake St. Clair and northwards to Lake Huron. In addition, the rich resources found in the water and the surrounding lands encouraged intensive Aboriginal and early European settlement along its banks. The lakes provided navigable watercraft routes, accessible footpaths along their shores, and many natural resources within a short distance.

The general region of the Study Area was once covered in swamp, and the vegetation would have reflected those wet conditions. Prior to clearing of the land by various groups of settlers, the region would have been covered in forests of “elm, black and white ash, silver maple, and other moisture-loving trees” (Chapman & Putnam 1984:149). On the drier grounds there would have been tall prairie grasses.

Marshes would have been excellent sources for a variety of waterfowl, fish, and other fauna, as well as varied flora for Aboriginal peoples to utilize.

1.2.4 Lithic Sources

Sources of siliceous stone, specifically chert, for making tools were often focal areas for pre-contact Aboriginal peoples. There are no immediate primary sources of chert in the area. The nearest primary chert sources are the Kettle Point Formation found off the southern shore of Lake Huron and Bayport chert in Michigan. Further afield sources would have included the Onondaga Formation found along the northeast shore of Lake Erie (Eley and von Bitter 1990:4). The area has a heavy till load of cobble and pebble cherts and these were utilized by various Aboriginal groups through the millennia.

1.2.5 Archaeological Sites

Historic research and known archaeological sites provide a cultural background in which to place the Study Area and any archaeological resources that might be found during an assessment. FAC requested a search of the Ontario Archaeological Sites Database (OASD) by the Ministry of Tourism, Culture and Sport to determine the number of registered sites within one kilometre of the Study Area. One site was located within the results of this search, which is AbHr-4. AbHr-4 was discovered in 1991 during a survey of the hydro corridor on behalf of Ontario Hydro. It is located east of Banwell Road in what is currently an agricultural field/hydro easement between Sections 1 and 2 of the Study Area (**Figure 2**). AbHr-4 is an isolated side-notched projectile point found within a scatter of mid to late 20th century material (OASD).

There are also a number of registered sites located along Pike Creek, further east and northeast of the Study Area. AbHr-5, the Silverman Site, is approximately 4.5 kilometres from Section 1 along the creek. This site is a Late Woodland period village (*ca* A.D. 800-1650), including burials, that was documented in 1994 (Poulton & Assoc. 2004:11). AbHr-5 has been fully excavated. Also along the river, AbHr-7 and AbHr-8 are isolated Aboriginal lithic find spots of biface fragments.

1.2.6 Previous Archaeological Work

There is a record of one previous archaeological study within the Study Area. In 2006, Archaeological Services Inc. prepared a Stage 1 report titled *Stage 1 Archaeological Assessment, County Road 43/Banwell Road Improvements Class EA and Preliminary Design, County Road 42 northerly to CP Rail Line, County of Essex, Ontario*, for proposed road works (ASI 2011, Revised; CIF P057-285-2006). The study area for that EA partially overlaps the Tecumseh Hamlet Study Area: along the right-of-way (ROW) of Banwell Road south of the CP Rail line, the northern ROW of County Road 42, and on alternate route options for the northern half of the intersection of Banwell Road and County Road 42.

The Stage 1 for the County Road 43/Banwell Road Improvements by ASI (2011) indicated high potential for archaeological resources within 100 metres of the roads and also noted the presence of a tributary of Little River and the potential for the many of the smaller channelized drains to have once been naturally associated with the river (ASI 2011:2-5). The report recommended Stage 2 in areas of high potential, with specific attention to the location of the Smith Black Cemetery due to the fact that the grave locations are unknown (*ibid*: 5). Recommendation 2 stated that “prior to any land-disturbing activities adjacent to the Smith Black Cemetery, investigations will be required to confirm the presence or absence of unmarked graves involving either the monitoring of the area by a licensed archaeologist

during construction or the removal of the topsoil with a Gradall followed by the shovel-shining of the exposed surfaces and inspection for grave shafts” (*ibid*).

1.3 Historical Context

1.3.1 Aboriginal History

Aboriginal peoples have inhabited Southern Ontario for over 11,000 years, and there is potential to find evidence of the earliest groups (Early and Late Paleo-Indian) through to the post-European contact period in the general Windsor area (CRM *et al.* 2002:5-16). After the final retreat of the glaciers and the opening up of the Great Lakes basin, people moved into the area. What follows is a brief synopsis of the peoples who came before the European settlers — from Paleo-Indians to Late Woodlands people when first contact was made¹.

During the geological time frame of Lake Algonquin there is direct evidence that people were inhabiting southern Ontario (Ellis & Deller 1990:39). These people are known to researchers as Paleo-Indians who were non-agriculturalists and depended upon hunting and foraging of wild foods to survive. They would have moved their camps on a regular basis to the areas that would have provided resources as they became available. The size of the groups of people would in part depend upon the size and nature of those resources available at a particular location (Ellis & Deller 1990:52). People would have gathered or dispersed through the year depending on the availability of resources and social constraints. The environmental conditions of spruce parkland/woodland to pine forests would have necessitated frequent moves and a large range of territory in order to acquire adequate resources.

In the Windsor area, there is the potential for finding both Early and Late Paleo-Indian tools and sites. For Essex County, there is only one registered site (AaHs-16) containing a Late Paleo-Indian component. The site is multicomponent, situated southwest of Amherstburg. While the Paleo-Indian period lasted for a millennium, the Archaic horizon lasted for approximately seven times that length spanning from 8,000 B.C. to 850 B.C. It would appear that the Archaic peoples in Southern Ontario were subsisting in smaller territories than the former Paleo-Indians, thereby becoming more regionalized. Their population was increasing, probably due to the more reliable food resources as well as greater biodiversity in these resources. The broad divisions in the Archaic may be broken down into the Early, Middle and Late Archaic. The Early Archaic peoples continued with some characteristics from the Paleo-Indians, but developed some of their own, as any culture is never static.

The water levels of the Great Lakes by the end of the Late Archaic were essentially modern, so there would have been no restrictions concerning habitation because of this factor. Windsor would have been a prime area for Late Archaic Aboriginal people, and there would have been movement from Michigan and Ohio to up around the shores of Lake Huron.

1

The following discussion of the general Paleo-Indian, Archaic and Woodland history of Aboriginal peoples in southwestern Ontario is taken directly from the CRM group 2002 report, as the author of the cultural section in the 2002 report is the editor for this current report and grants permission for its use in this section.

One of the major differences between the Late Archaic and Early Woodland (800 B.C. to *ca.* 0 B.C.) in the archaeological record of southern Ontario was the appearance of pottery. By the time of the Middle Woodland, there was a major shift in the way people settled the landscape and procured foods. It is at this time (500 B.C. to A.D. 700) that people were making fish a more important aspect of their diet, although hunting and foraging were done as well. As a consequence, rich and large sites began to appear on river valley floors. The sites were inhabited periodically for sometimes hundreds of years, and represented a warm season macroband base camp, to take advantage of spawning fish. People kept returning to particular fish spawning grounds, and became more reliant on this resource. People were becoming more sedentary and had a restricted band territory, compared to the people of the Archaic.

When exactly the Late Woodland began and the Middle Woodland ended has been debated by archaeologists, but the designation has been based on a number of materially distinct differences from the Middle Woodland. Differences include things such as new settlement and subsistence strategies, a new type of pottery construction, different pottery decorating techniques, and a variety of projectile point forms. Based on these characteristics, it is generally felt that the Late Woodland period began at around 800 A.D. and continued until A.D. 1650, after which the time frame is designated as post-contact period.

Archaeological work has shown that Aboriginal peoples in the Windsor area include Archaic period camps dating back to 1,800 to 1,500 B.C. and people continued to live in the area in villages with sites dating to *ca.* A.D. 1100. The arrival of Europeans brought extensive changes to the Aboriginal groups in the area. Populations were decimated and social upheaval ensued, including re-location and re-organization. Conflict between the Algonquians and the Neutral that had started in the 15th century, continued into the 16th century, and by the mid-1500s, the Algonkian groups shifted out of southwestern Ontario (CRM *et al.* 2002:2-13).

The earliest historic references to Aboriginal villages in the Windsor area are drawn from mid-17th century French explorers, who indicated a Neutral village and a mixed Neutral/Wenro village present (Lajeunesse 1960:xxxi). Across the river on the Detroit side, there was a mixed Huron (Wendat/Wyandot) and Tionontati village established near Detroit in 1679. Once Fort Pontchartrain du Détroit was established in 1701, the Odawa² moved to its vicinity since the area had been a summering ground for them at least since the 1680s. The two main Aboriginal groups to establish permanent settlements in the Windsor area during the 1700s were the Odawa and the Hurons (establishing a village next to the French Jesuit mission (de Léry 1752 in CRM *et al.* 2002:2-14).

The Odawa village moved extensively in the early 1700s. By 1721, the village was listed as being located on the south shore of the river, and is described as being inhabited by “the Outaouais who, together with the Hurons and the Poutouatamis have made wastes³ containing about two leagues frontage by eight arpents deep” their home (Lajeunesse 1960:26). By 1752, three villages are shown – the Odawa

²Odawa and Ottawa are generally interchangeable terms.

³The original French word is *deserts*, more appropriately translated as deserted or uninhabited lands.

and Huron villages are on the south side of the river, and a Potawatomi village is on the north side, opposite the Huron village.

It was not until 1790 that a formal cession of Aboriginal lands was drafted by Alexander McKee (an Indian Department agent) and 27 chiefs of the Ottawa, Poutouatamis, Huron, and Chippewa at Detroit. McKee had “been instructed to purchase all the shoreline between Long Point on Lake Erie and the Chenal Ecarté River...which empties into the St. Clair River” (Surtees 1994:108). The chiefs agreed to the lands on the eastern side of the Detroit River to be surrendered, and retained two specific parcels of land – the Huron Reserve [Anderdon Township] and the Huron Church Reserve (Surtees 1994:108; Lajeunesse 1960:171 [full transcript]), which are to the southwest and west of the Study Area.

Today, the nearest First Nation on the Ontario side is Bkejwanong (Walpole Island), some 50 kilometres to the northeast around Lake St. Clair. The descendants of the Huron are today known by various names, including Wendat and Wyandot. Wyandot Nations include the Wyandot Nation of Anderdon in Trenton, Michigan, the Huron-Wendat Nation at Wendake, Quebec, Wyandot Nation of Kansas, Kansas City, and Wyandotte Nation of Oklahoma, located at Wyandotte, Oklahoma.

Another distinct Aboriginal group are the Métis, who are the result of intermarriage and liaisons between fur traders and Aboriginal women. “This Métis people were connected through the highly mobile fur trade network, seasonal rounds, extensive kinship connections and a collective identity (i.e., common culture, language, way of life, etc.). Distinct Métis settlements emerged throughout what was then called “the Northwest”. In Ontario, historic Métis settlements emerged along the rivers and watersheds of the province, surrounding the Great Lakes and throughout to the northwest of the province. These settlements formed regional Métis communities in Ontario that are an indivisible part of the Metis Nation” (Métis Nation Ontario 2013).

1.3.2 Essex County, Township of Sandwich East, & Town of Tecumseh

The Detroit River shoreline comprises the earliest continuous European settlement in Ontario. The European influx began in the early 18th century with French settlement that grew up around Fort Ponchartrain (later Fort Detroit) on the north side of the river. In the mid 18th century, French families were encouraged by the governor of Québec to settle and farm the land by the river in order to promote trade in Detroit (CRM *et al.* 2002:2-16). The earliest surveys (including the early British surveys) were accomplished in the French manner with long, thin lots backing onto the waterfront around the river and up along the southern shores of St. Clair. The Study Area is within this lot system (Lajeunesse 1960: Figure 14).

With the American Revolution, United Empire Loyalists began moving into the region, and in the late 18th and early 19th centuries, the British re-surveyed the area, gradually moving inland and encouraging settlement in the interior. By the 1790s British settlement was underway, and although the interior of Essex County was surveyed, the population remained concentrated along the lakes and river shores for many decades (CRM *et al.* 2002:16). In 1792, Essex County was formally recognized, as well as eighteen other counties under the newly established province of Upper Canada (County of Essex 2010).

The Township of Sandwich was surveyed first under the French, then completed by the British in 1791. In 1861 the Township of Sandwich was divided into Sandwich East and Sandwich West (Town of Tecumseh, 2012). In 1893, Sandwich East was further subdivided and Sandwich South was created. In 1966 Sandwich East was once again subdivided, and this time was dissolved, being annexed into both the City of Windsor, and the Township of Sandwich South. Thirty-three years later, in 1999, the Township of Sandwich South was amalgamated, along with the village of St. Clair Beach, into the Town of Tecumseh. In 2003 the City of Windsor annexed 23 square kilometers from the Town of Tecumseh; the annexed portion is beyond the Study Area boundaries (*ibid*).

The village of Tecumseh was established at the junction of the Tecumseh Road and the Great Western Rail line, on the eastern edge of the township (see **Figure 5**). This intersection is roughly 2 kilometres northeast from the northeastern most point of Section 1 of the Study Area. The French were the initial European settlers of this area, the majority of them descendants of those who had established their seigneurial land holdings along the banks of the river in the late 1700s (Town of Tecumseh, 2012). At this time there were only three families which had settled in the area (*ibid*). The first post office at Tecumseh, and therefore the community, was known as “Ryegate” until 1912, when the village was renamed Tecumseh in honour of Tecumseh, a Shawnee chief who was killed at battle in the War of 1812 (Town of Tecumseh, 2012).

The construction of Tecumseh Road in 1838 and the establishment of the Great Western Railway opened up the area even further for settlement. As the Town of Windsor grew after the 1860s, Tecumseh began to grow as well due to the overflow of new immigrants. The first post office was located on the northeast corner of Tecumseh Road and Lesperance Road and was operated by a Mr. Christie. Some of the first businesses in Tecumseh included a lumber mill, a grocery store, a cheese factory on Banwell Road operated by Joseph Breault, a bakery, three butcher shops, a canning factory and a brewery (*ibid*). The village became an important railway depot and stopover for travellers on their way to Windsor as County residents could take a horse and buggy into Tecumseh and then transfer onto the train. Several popular hotels were started in Tecumseh as a result to accommodate travellers, such as the Bedell Hotel, the Soulliere Inn, the Hebert and the Hotel Perreault (*ibid*).

The border communities and townships of Essex County in the 19th century were home to a growing population of African-Canadians beginning after the War of 1812 and continuing throughout the century, many of whom came to Canada on the Underground Railroad from the States (Walls 2013). Sandwich East (later South), including at least a portion of the Study Area, was one of the locations where this often marginalized group settled and formed a community. Communities are recorded at Little River, Pike Creek and Puce River, typically with at least one church and maybe a school (*ibid* and Walls n.d.). The African Methodist Episcopal Church was associated with Lot 143 of Sandwich East (South) as early as 1850, and this lot later became known as Negro Lot 143 (Land Registry Abstract Index and OGS 1984). The Smith Black Cemetery is also located on this lot (see **Section 1.3.3**). The Little River settlement had at least two churches, the second being the Little River Baptist Church, also located on the Third Concession of Sandwich East Township and known to have been in operation between 1855 and 1881 (ARMBA 1940:17, 42). The precise location of either of these churches, or the Little River settlement, is unclear.

As the townships developed, the road network also increased. The ROW for Banwell Road was established in 1852 between Lots 143 and 144, Sandwich East (Land Registry Instrument B520). The road was named after Henry Banwell, one of the land owners of Lot 144 (*ibid*). Then in 1883, a by-law established Intersection Road across Lots 144 to 151, from Banwell to Lesperance Roads (*ibid*). The creation of these roads is reflected on the *Illustrated Historic Atlas of Essex and Kent Counties, 1880-1881*, as Banwell Road is depicted but Intersection Road is not (see **Figure 5**).

By the end of the 19th century, Windsor was becoming an industrial city important for international trade and shipping, a trend that expanded rapidly in the 20th century with the influx of automobile plants and other manufacturing complexes. The expansion of Windsor aided in the continuing development of the surrounding townships and villages.

1.3.3 19th Century History of Lots 142 to 148, 153, 155 and 156, Concession 3

A number of historical documents were consulted when conducting the background research of the above lots in Sandwich (East and then South) Township. Primary resources such as census, land registry records and historic maps, were utilized in conjunction with secondary sources. **Appendix A** provides tables of the relevant transactions from the Land Registry Abstract Index; unfortunately some of the records have been lost (Lot 155 among them), and many of the actual Instruments are illegible. Here follows a summary of the research results.

Lots 142 & 143

The patenting of land in Essex County in the early 1800s frequently entailed large plots being granted to land speculators, who seldom lived on the lot but would hold it and sell it later for increased value. The lots just to the west of the Study Area were patented in 1826 to one such speculator, James Askin. It is possible that at least some of the lots within the Study Area were also patented by speculators as they were recorded as sets of lots from the patent: Lots 142 and 143 to Josette Berthelet (1848), and Lots 144, 145 and 146 to Matthias Woodley (1846).

There were only a few transactions recorded for Lots 142 and 143 in the Abstract Index. These involve the transfer of the land from Berthelet to the Trustees of the African Methodist Episcopal (AME) Church in 1850 (also including Lot 141; see Instrument B111); a Plan of Subdivision of Lot 143(?) in 1852 (Plan O65); the Instrument (B520) detailing the road ROW transfer to the township also in 1852; and what is probably a transfer of Trustee-ship in 1863 (Instrument E224). The next transaction recorded is in 1939, and the type of transaction is illegible.⁴

The church Trustees named in 1850 are George Williams, Alfred Kelly and Phillip Molton (alternate spelling Morton). George Williams and Alfred Kelly can be found in the 1852 Census. Williams is listed as a married 'coloured person', age 50. He was a 'white washer' by trade, a Methodist, and born in the United States. Williams appears to have been married to a C. Williams, also of the United States. Their household in 1852 consisted of four children (the eldest being nine), and a servant girl, E.A. Johnson (aged 19). They lived in a one and a half storey frame house. None of the children were

⁴ Plan O65 could not be found, and the only legible instrument was that transferring land for the ROW.

recorded as in school. George Williams was the Vice President of the Fugitives Union Society, and Josiah Henson of the Dawn settlement [now Dresden] was its President (OHT 2008: 7).

“After the 1793 Act prohibiting the importation of slaves into Upper Canada, African American slaves began escaping to Canada through the Underground Railroad. This increased after the War of 1812” and by the 1850s, there were at least two missions aimed at helping fugitive slaves own and manage their own land in Canada: the Fugitive Union Society and the Refugee Home Society (OHT 2008:2). Both societies were operative in the Puce River settlement and surrounding area *ca.* 1850, however, by 1852, it was the Refugee Home Society that appeared to be the main organization in this region (*ibid*: 7). This Society provided a five acre lot free of charge to refugees from slavery, to be cleared within three years, and an adjoining 20 acres to be purchased over nine years (*ibid*: 3).

Alfred Kelly is also an African-Canadian from the United States. Aged 54 in 1852, he and his wife Jane had four children and lived in a one storey shanty. What lot they lived on is unknown.

As previously stated, it is unclear where the AME church structure, if there even was one, was located. The Smith Black Cemetery, located on Lot 143, may be a family cemetery or may be associated with the church (see **Section 1.3.4** for more details on this cemetery). Nor it is known where Williams’ house was and if it was on either Lots 142 or 143. The construction of Banwell Road in 1852 suggests a desire to build further into the lots, rather than just near the north and south ends, the north end being at Tecumseh Road and the south at County Road 42 (Division Road). Thus, it is likely that structures located more than a few hundred metres from these two roads post-date 1852.

Lots 144, 145 & 146

Lots 144 to 146, the south part of which were patented together in 1836, were sold later that same year to Henry Banwell. Banwell subdivided a portion for his lot in 1851 to James Banwell. James is not listed in the 1852 census, and perhaps moved out of the area, as he and his wife sold their portion that year to Richard Hunter. The Banwell family, comprised of Henry, his wife Susan, and sons Augustus and Edward, had all emigrated from England and in 1852 were farmers and labourers who lived in a one storey frame house (Census). Hunter was an African-Canadian farmer born in the United States, and he, his wife, four sons and two labourers lived in a one storey log shanty (Census). While Hunter was listed as a Baptist, his wife, children and the young labourers (aged 15 and 17) were Methodists and probably attended the AME church in the neighbourhood.

After the construction of Banwell Road, these lots are further subdivided, and numerous transactions depict mortgages, dowers and sales. Among the names is the Honourable Colonel John Prince, one of the early leaders of the county (Land Registry and Taylor 1867). Prince appears to have had his own estate lot closer to the Detroit River and his association with this lot would have been purely financial. Names of owners, or probable owners, between 1855 and the 1890s are Banwell, Hunter, Grant, Collins, Lachance and St. Louis. The rich heritage of this region, African, British and French-Canadian, are represented by these names.

Lots 147 & 148

Lots 147 and 148 both appear to have stayed within the same families, and as whole lots, until the late 1800s. Lot 147 was patented to Thomas Duchesne in 1836. The next transaction is his will, dated 1863. There appears to have been some disputes over the land, as the original patent is re-submitted in 1900, and the will in 1902.

The advancement of modern utilities is recorded with these lots, as land is transferred or easements made to the Hydro-Electric Power Company in 1914, the Hydro-Electric Power Commission of Ontario in 1941 and 1962, and 1970 and the Ontario Natural Gas Storage and Pipeline Limited in 1963 and 1966. In 1889, the Ontario and Quebec Railway Company (O. & Q.) purchased portions of these lots among others, to establish the Windsor end of their Ontario division line (Land Registry and Kennedy 2005). This line was then operated by the Canadian Pacific Rail, and still is today. The effects of these transfers are visible on the superseded topographic maps (Figures 6a to 6d).

Lot 148 was patented to Jean Baptiste Campeau in 1850. The 1852 Census lists J.B. Campeau Sr. as a 70 year old farmer. In 1855, his will is registered (Instrument C289), and in 1880, another will for J. B. Campeau is registered (Instrument 2718). This second is probably for J.B. Jr, who was 38 years old with a wife and five children in 1852 (Census). Again the land stays in the family, the next transaction (after the by-law to open Intersection Road in 1883), is the will of Alfred Campeau, a son of J.B. Jr, and a deed transferring a small parcel of the land from Alfred to his brother Joseph in 1888. This is the first subdivision of the lot, after which the land is primarily sold in small tracts from 14 to 21 acres, and, while the Campeaus retain a portion, other families such as the Dejardins and Lesperances purchase the small tracts.

Lot 153, 155 & 156

Lot 153 was also patented in 1836, and changed hands three times that year, from Joseph La Farrier, to John Williamson to Benjamin Lavallie. The last sale was for a portion of the land only, and thus the subdividing of Lot 153 began early. Lavallie sold his portion to Antoine Lesperance in 1842. (The only Lesperance in the 1852 Census is a 15 year old servant girl.) Four other families held portions of Lot 153 in the 19th century beginning in 1859: Gorin, Lauzon, Baillargeon and Cochoy. Louis Cochoy obtained 20 acres of the lot in 1859 by Indenture and then in the 1890s by Deed. The 1880 map of Sandwich Townships (Belden 1881) indicates an L. Cochoy with a homestead at the south end of Lot 153 fronting County Road 42 (see **Figure 5**). It is the only structure indicated on the lot, although the northern end of the lot is on the edge of the village of Tecumseh.

Lot 155 south of Tecumseh Road is a short lot, meeting Lot 153 at an angle. Unfortunately the Land Registry Records for this lot have been lost, so there is minimal information. The Great Western Railway crosses the north end of the lot south of Tecumseh Road (Belden 1881). There are no structures indicated on this lot on the 1880-1881 *Historic Atlas of Essex and Kent Counties*.

The same information stated for Lot 155 also pertains to Lot 156. However, there are at least partial Land Registry records for this lot. In 1912, part of the lot among other lands is sold by the widow Lemire to Florence Hebert. Neither of these individuals could be found in the 1911 Census in Sandwich East or Sandwich South Townships.

Summary

The above research indicates that these lots were first officially farmed in the mid-1800s, however they do not discount the possibility of squatters on the land prior to the patents. The settlers' names indicate the strong French connection of the region, and the census information confirms that a number of African-Canadian families were also present. George Williams could be considered a person of local importance, although the location of his actual dwelling is unknown.

There may have been a church structure within the Study Area in addition to the Smith Black Cemetery. The 1852 Census points to a variety of housing from shanties to log cabins to frame structures. While County Roads 42 and 19 were probably the first roads as they each separate townships and survey lines,

Banwell and Intersection Roads were also constructed in the mid to late 19th century, and the CPR line in the late 1800s. Therefore, the only roads within or bounding the Study Area that are not historic roads are County Road 22 and Shields Road. Historic structures or associated sites could be expected fronting any of the 19th century roads, although the only house depicted on the 19th century mapping is the Cochoy farmstead on Lot 153 in the *Historic Atlas* (however it should be noted that the historic atlas' often depicted only the homes of subscribers).

1.3.4 The Smith Black Cemetery

The Smith Black Cemetery is located on Banwell Road, Lot 143, in the historic township of Sandwich East, later Sandwich South. The lot is referred to in the Ontario Genealogical Society (OGS) records as "Negro Lot 143" (OGS 1984). The cemetery has a minimum of 20 recorded individuals listed, their ages and dates presented in **Table 1** as transcribed by the OGS (OGS 1984).

Table 1
Smith-Black Cemetery Recorded Burials

Sir Name, First	Age	Born-Died
Alonzo ? & sons ?	?	?
BISH, Eliza (Smith)	53	1877-1930
BOARMAN, Edna (Smith)	86	1854-1940
BOARMAN, Hazel (Scott)	34	1900-1934
ROSS, James F.	42	1866-1908
SMITH, ?	?	?
SMITH, Amanda (Steward)	?	?
SMITH, David C.	58	1872-1930
SMITH, George	65	1858-1923
SMITH, George Washington	?	?
SMITH, James E.	42	1866-1908
SMITH, John W.	55	1864-1919
SMITH, John Wilson	?	?
SMITH, Louis	51	1871-1922
SMITH, Myrtle (Turner)	24	1885-1909
SMITH, Robert R.	58	1876-1934
TUPPINS, Victoria (Smith)	69	1880-1949
WILSON, John	?	?
WRAY, Amanda J. (Smith)	73	1879-1952
WRAY, James H.	76	1855-1931

The headstones indicate the cemetery's recorded use span from the early to mid 20th century. The oldest recorded headstone marker being that of James F. Ross (1866-1908) and the latest stone being that of Amanda J. Wray (1879-1952) (OGS 1984). There were probably more individuals buried than are present in these records however, as the cemetery was overgrown and in disrepair prior to its restoration in the 1970s. An article in the Windsor Star, 1977, describes the cemetery and some of its history as told by a descendant of some of the interred and by a long-time neighbour (Vannie 1977). These second-hand accounts indicate that many of the original markers from the turn of the 20th century were comprised of wooden crosses which have since decomposed, and that the cemetery may have been in use as early as the 1880s (Vannie, 1977).

The names on the markers are not those of the 19th century land records, however a James Ross is depicted on the 1880 *Historic Atlas* map of Sandwich Townships as residing on Lot 141 Concession 3, with a homestead fronting County Road 42. A search of the 1911 Census for other individuals provided only a few more details on one family: James (born 1858) and Mandy (Amanda, born 1879) Wray were listed as living in Maidstone Township with their step-daughter Hazel Scott (born 1900), and step-son. They are an African-Canadian family of Methodist faith, the parents and daughter buried in this cemetery.

The Smith Black Cemetery was named after the Smith family which had historically owned the lot (Vannie, 1977), presumably after a dissolution of, or as part of, the AME Trustees. A descendant of the Smith's had maintained the cemetery until it was inactive, *ca.* 1940, and in the 1970s he petitioned the Municipality of Sandwich South to restore the graveyard. The municipality agreed and during restoration it was given its current name, as it had previously been known on assessment rolls simply as "Negro cemetery, owners unknown" (*ibid*). The project's plan involved recovering the toppled headstones from across the wooded section of the five acre lot and re-erect them on the frontage off Banwell Road, erecting a fence at the same time (*ibid*).

The cemetery was not indicated on any of the 20th century National Topographic Series maps until after its restoration in 1978, however the wood lot that it is within is depicted. The following section details the land use of the Study Area in the 20th century.

1.3.5 20th Century Land Use of the Study Area

Knowing the former land uses of the Study Area aids in determining the archaeological potential for both the preceding millennia and the more recent historic periods. This section provides a detailed description of the land use in the 20th century based on topographic maps and aerial/satellite imagery. A summary of the information gathered from these sources is presented in **Table 2**.

Table 2
Summary of Maps & Aerial Images Relevant to the Study Area

Image	Year	Comments
<p>Illustrated Historical Atlas of the Counties of Essex and Kent. Figure 5</p> <p>-provides a starting point for the 20th Century maps</p>	1881	<ul style="list-style-type: none"> -Little development present, mostly farm lots; -Banwell, Lesperance, Manning, and County Road 42 are present in similar locations; -County Road 22 not present; -House on south end of lot 153, belonging to L. Cochoy (probably Louis Cochoy from the land census); -Smith Black Cemetery is not indicated; -Great Western Railway present north of the Study Area.
<p>National Topographic Series 40 J/7 Edition 1 Figure 6a</p>	1908	<ul style="list-style-type: none"> -Shows the village of Tecumseh to the northeast of the Study Area; -Canadian Pacific Railway (CPR) and Intersection Road are extant; telegraph lines indicated on the south side of the CPR; -Study Area is agricultural; multiple small to medium sized wood lots between the CPR and County Road 42; County Road 22 is not yet constructed; -Development in the form of smaller roads and houses is beginning between Lesperance Road and the eastern edge of Sections 1 & 2 of the Study Area; -Structures (probably farm houses) present - 1 in Section 1, 7 in Section 2, 0 in Sections 3 & 4; -Bridge indicated on Banwell Road south of the CPR, presumably for the Little River tributary; -600' contour line within Sections 1, 3 and 4 of the Study Area; -Smith Black Cemetery is not indicated.
<p>National Topographic Series 40 J/7 Edition 3 Figure 6b</p>	1957	<ul style="list-style-type: none"> -Housing along Lesperance and County Road 19 grows more dense; -Hydro corridor parallel to the CPR turns southeast at Lesperance Rd, similar to modern lines; -Tecumseh increases in size; - Addition/removal of houses within Section 2 (now 9 possible houses & a number of barns/outbuildings depicted too).
<p>National Topographic Series 40 J/7 Edition 4 Figure 6c</p>	1978	<ul style="list-style-type: none"> -Highway 2 (current County Road 22) has been constructed across the northern end of the Study Area; -Increase in housing and businesses on the west side of Banwell Road (Section 2), Intersection Road (Section 1), and County Road 42 (Section 2). Still no structures depicted in either Sections 3 or 4. -Community park (St. Alphonse Park) and a school (St. Peters Catholic School) are marked in the subdivision to the east of Section 2; -A tributary of Little River is depicted crossing Section 2 of the Study Area; -The 600' contour has altered and no longer is depicted within Sections 1 and 4 of the Study Area.

Image	Year	Comments
National Topographic Series 40 J/7 Edition 5 Figure 6d	1986	<ul style="list-style-type: none"> -Highway 2/County Road 22 is extended to form County Road 22 as it exists in alignment in modernity -McAuliffe Woods Conservation Area marked to the northwest of the St. Alphonse community park; the limits for the conservation are (erroneously?) extended into the Study Area; -Structures indicated fronting County Road 19 in Section 3; -Hydro corridor is expanded, as depicted by 2 transmission lines; gas line also present parallel to south edge of CPR -Cemetery (Smith Black) is now indicated on Banwell Road within the Study Area.
National Topographic Series 40 J/7 Edition 6	1994	<ul style="list-style-type: none"> -Increased development in the surveys off Lesperance Road; -Increased development at the south end of Banwell Road, and at the intersection of Banwell Road and County Road 42; -Channelized drain depicted crossing the north end of Section 1; -Community park off the west side of Section 2 is expanded; -Tecumseh expands in the north along the lakeshore, and south to meet new subdivisions; -natural gas valve station indicated within Section 3; -Small wood lot indicated in the extreme northeast of Section 1; wood lots elsewhere reduced to the Smith Black Cemetery and a small area of Section 3 by the CPR; -Contour lines have switched to metres; the 180M a.s.l. line is identified within Section 1 of the Study Area.
National Topographic Series 40 J/7 Edition 7 Figure 1	1999	-No significant changes from the 1994 6 th edition.
Google Earth Image	2004	<ul style="list-style-type: none"> -Increase in housing at the northeast quadrant of the intersection of Banwell and Intersection Roads; -Natural gas valve station visible in Section 3, just south of the CPR fronting County Road 19.
Google Earth Images	2005-2007	-No significant changes to the Study Area.
Google Earth Image	2009	-Shields Road is now constructed, intersecting Banwell Road on the east, approximately 500M north of County Road 42 (Tecumseh Vista Academy is later constructed on Shields Road).
Google Earth Image Figure 2	2011	-No significant changes from 2009 Google Earth Image.
Ontario Base Map 1:10,000 Figure 1	2012	<ul style="list-style-type: none"> -Still does not indicate the school or the cemetery. Shields Road is indicated; -The structures depicted in the hydro corridor north of Section 2 are no longer extant; -A structure is depicted within the small wood lot in Section 3.

Based on the information from the above table, the Study Area has had a varied history. The following provides highlights of this history, as well as summarizing the previous table.

At the turn of the 20th century, the lands within the Study Area were predominantly utilized for agriculture, with a few scattered farmsteads and small wood lots (**Figures 5 and 6a**). Banwell Road, Intersection Road, E.C. Row Avenue (off the northwest corner of Section 1, ending at Banwell Road), and County Roads 19 and 42 are already established. The CPR is also in place. At this time Tecumseh is a small village at the intersection of the Great Western Railway (GWR) and Tecumseh Road. By 1908, the GWR had been bought out and renamed the Canada National Railway (CNR). Small roads are being constructed parallel to Lesperance Road, and the number of residential lots in that region is increasing. There are a handful of farmhouses within the Study Area, at least some of which were probably present and not indicated in the *Historic Atlas*.

By the end of the 1950s however, Tecumseh is extending south into the suburbs off Lesperance Road and continues to grow in density until the 1990s when the survey development fully abuts the eastern edges of Sections 1 and 2 (compare **Figures 6b and 1**). The changes to the structures in Sections 1 and 2 are gradual over this period, with some house additions/removals, and an increase in the construction and/or recording of barns and outbuildings. Commercial businesses also increase along County Road 42 (**Figure 6c**). The small housing survey on the northeast corner of Intersection and Banwell Roads begins between 1957 and 1978 (**Figures 6b and 6c**), while the number of structures at the south end of Banwell Road continually increases. The house and associated outbuildings fronting County Road 19 in Section 3 of the Study Area were only constructed in the late 20th century (compare **Figures 6c and 6d**).

Alterations to utilities and roads are also noted. By the end of the 1950s the hydro corridor appears to match the current alignment (**Figure 6b**). A natural gas pipeline is constructed by 1986 parallel to the south edge of the CPR with a valve station off County Road 19 within Section 3 of the Study Area (**Figure 6d**). In 1961, Highway 2 (renamed County Road 22 in the 1990s) was realigned with the construction of the Pike Creek Bypass from Pike Creek to Banwell Road, and in the 1970s it was extended further west creating what would be recognizable as County Road 22 today (Kings Highways 2012).

By the end of the 1970s, the St. Alphonse Park has been established along St. Alphonse Road on the eastern edge of Section 2 (**Figure 6c**), and within the following decade, the McAuliffe Woods Conservation Area is created on the eastern boundary of Section 2, with access from St. Alphonse Park (**Figure 6d**). It appears on the topographic maps that the conservation area is within the Study Area, however this is probably a mapping error. Three small wood lots are still extant within the Study Area by the turn of the 21st century: the woods associated with the cemetery in Section 2, a small wood in the northeast corner of Section 1, and a small wooded area in the northwest corner of Section 3.

The only major change to the Study Area during the 21st century is the construction of Shields Road *ca* 2009 and the subsequent construction of the Tecumseh Vista Academy off that road. Shields Road is apparent on **Figure 2**, while the school is not depicted on any current mapping or satellite imagery, having only been constructed in 2011.

1.3.6 Historic Plaques

A search for historical plaques was conducted. The nearest historical plaque, The Founding of Tecumseh, is approximately 1.5 kilometers north of the Study Area on Lesperance Road (Ontario Plaques). Another plaque of interest although at a distance from the Study Area, is the Puce River Black Community plaque on County Road 42 east of Puce River. While specifically referring to the Puce River Black community, the plaque also commemorates the Refugee Home Society and the refugees slaves

who the Society aided to settle on 25 acre lots in Sandwich and Maidstone Townships (OHT 2008: 1). This plaque reinforces the importance of African-Canadian heritage to the region.

1.3.7 Historic Research Summary

The results of the historic background research indicate that Aboriginal peoples were living in this region of Essex County during the late 18th and into the 19th centuries. The onset of European settlement during that same period first centralized and then dispersed the Aboriginal groups. There is no documented record of contact-period Aboriginal sites within the Study Area itself. During the mid-19th century, the Study Area was settled by French, British and African-Canadians, and the land cleared for farming. A portion of the Study Area (Section 2, Lots 143 and 143) was owned and managed by the Trustees of the African Methodist Episcopal church beginning in 1850. One of the Trustees, George Williams, was also active in the Fugitive Union Society. The Smith Black Cemetery, also on Lot 143, is reputed to have been established in the 1880s, although its legible headstones indicate burials between 1908 and 1952. Whether the cemetery was associated with the AME church or not is unknown. This community is possibly part of the Little River settlement.

The CPR railway was constructed in the 19th century, as were all the roads associated with the Study Area apart from County Road 22, which was constructed in the late 20th century, and Shields Road, constructed *ca* 2009. The Study Area has remained primarily agricultural to the present day, although the number of houses has increased over the past 100 years. The area of greatest development is at the south end of Banwell Road, with the recent construction of the Tecumseh Vista Academy and a number of 20th century homes and businesses fronting Banwell and County Road 42.

2.0 Methodology

Information about the archaeological potential was gathered from various sources. The archaeological potential for Aboriginal sites has been assessed using the data collected from the Ontario Sites Database (OSD), and from environmental data collected from geological, soils, NTS topographic and Ontario maps. Euro-Canadian/African-Canadian site potential has been assessed using data from the OSD system, the OGS, historic plaques, historic maps, and from primary and secondary historic sources.

During the limited property inspection conducted on October 10th, 2012, under partly sunny skies, the Study Area was checked for current land use, if the land had been extensively disturbed, the presence of any structures and physiographic features.

Documents from the property inspection include the photograph catalogue (**Appendix B**) and field notes.

3.0 ANALYSIS AND CONCLUSION

The Study Area is situated in a region of the Essex Clay Plain with low relief, with pockets of sandier soils that do not greatly improve the general drainage. The presence of a the 600' or 180M contour on the NTS maps possibly follows the only natural rise in elevation. The historic vegetation cover would have provided a variety of hunting and plant-gathering resources. There are no immediate sources of chert for tool making, apart from till chert. Therefore, the primary environmental factors in determining the potential for Aboriginal archaeological sites within the Study Area is the distance from water and the low rise in an otherwise level terrain. The Little River tributary and the channelized potential tributaries are all considered minor or seasonal watercourses, with high potential for archaeological resources (both Aboriginal and Euro/African-Canadian). One isolated projectile point (AbHr-4)

discovered in the hydro corridor within 50M of Section 1 and 100M of Section 2 of the Study Area, confirms the potential for finding Aboriginal material.

The same environmental factors that increase the potential for Aboriginal sites also pertain to the early Euro/African-Canadian settlement patterns, with the addition of road networks and later trains. County Road 42, County Road 19, Banwell Road and Intersection Road are all historic roadways with a high potential for the discovery of sites within 100 metres of the roads. Likewise, there is high potential for archaeological resources associated with the construction of the railway within 50 metres of the CPR line.

The Study Area appears to have been settled in the mid 1800s. The identification of a number of these settlers as African-Canadian, and the potential for discovery of institutional structures (particularly the AME church) related to the early African-Canadian settlement of Ontario is significant. Unfortunately, the precise location of the homesteads, or any other structures, including the 'Little River settlement' is unknown. However, the Smith Black Cemetery is identified as a feature associated with this community, and therefore all land within 300 metres of the cemetery would also retain high potential for archaeological resources. There is a challenge with this however, as the boundary of the cemetery is unclear from the visual inspection or maps. The wood lot in which the cemetery is located is 2.4 hectares in size. The cleared area by Banwell Road containing the re-erected headstones is approximately 0.25 hectares or 0.6 acres. The stated size of the cemetery when it was transferred to the municipality was five acres, or two hectares (Vannie 1977). There was also reference at that time to collecting markers from the woods (*ibid*). Therefore, it should be assumed that the cemetery could occupy this wood lot.

The opening of Banwell Road in 1852 would have incredibly increased the road frontage on the adjacent lots, and this was purposefully utilized for homesteads, as indicated by the number of farm houses on the 1908 NTS map. It is probable that a number of these farmsteads were established in the mid to late 1800s as refugee homesteads provided by the Fugitive Union Society or the Refugee Home Society.

While there has been a moderate increase in development of the Study Area within the past century, the Study Area remains primarily agricultural land. Intensive modern land disturbance reduces the potential to some degree, however the precise level of disturbance will have to be determined during the Stage 2 Assessment of the areas of high potential. Only those areas of otherwise high potential confirmed through the limited property inspection as extensively disturbed are reduced in potential at this stage.

The *Standards and Guidelines for Consulting Archaeologists* indicate that a distance of 300M from "features of archaeological potential" such as water courses, registered sites and areas of early Euro-Canadian settlement, retain high potential for archaeological resources (MTCS 2011: 20, 21). The Standards also indicate areas of "elevated topography" as retaining high potential (*ibid*). This may include the slight rise of the 180M contour, should it be noticeably higher than the surrounding land during the Stage 2 Assessment. Therefore, it is also indicated as having high potential on the potential mapping (**Figure 7**), based on the most current NTS contour survey. In addition to these features, a distance of 100M from historic transportation routes such as roads, trails and railways, is considered to have high potential (MTCS 2011: 18, 21). **Figure 7** displays the potential results for the Study Area based on these criteria, while the following provides a summary of the results for each section.

Section 1 Potential

Therefore, as a result of the background research, it has been determined that Section 1 has high archaeological potential within 100 metres of Banwell Road, Intersection Road and the CPR line, and 300 metres from the channelized drains within or adjacent to the Study Area and from the registered

findspot AbHr-4. There is also high potential associated with the rise in elevation at the north end of Section 1.

The potential may be reduced in certain locations based on modern disturbance. For example, there is a varying degree of disturbance to the road ROWs and both roads are raised. Intersection Road has a dredged ditch along the south, and utilities along the north. The residential lots at the corner of these two roads appear to have been partially landscaped. The level of disturbance would need to be confirmed during the field assessment.

Section 2 Potential

Section 2 retains high archaeological potential within 100 metres of Banwell Road and County Road 42, within 300 metres of the Little River tributary, and of the channelized drain on the west edge of this Section, and within 300 metres of the boundary of the Smith Black Cemetery (boundary assumed to be the same as the wood lot). Areas of disturbance that would lower this potential noted within Section 2 are the ROW of Shields Road, the Tecumseh Vista Academy, and most of the commercial properties fronting County Road 42. As in Section 1, the ROW of Banwell Road may also be disturbed from previous road construction.

The Smith Black Cemetery itself requires special consideration. Any proposed soil disturbances either within the indicated boundary or adjacent to the boundary as marked in **Figure 7**, would require topsoil stripping to determine the presence or absence of graveshafts.

Section 3 Potential

Section 3 has high archaeological potential only within 100 metres of the CPR line, where it is not disturbed by the gas pipeline, and within 100 metres of the County Road 19 ROW. The County Road 19 western ROW is extensively disturbed by the extant dredge drainage ditch. The 20th century house lot may also be determined during the Stage 2 to be disturbed.

Section 4 Potential

Section 4 has high archaeological potential within 100 metres of the County Road 19 ROW.

4.0 RECOMMENDATIONS

Based on the Stage 1 Background Research, there is high potential for archaeological resources in association with the water courses, roads, railways and cemetery. Therefore, FAC recommends the following:

- 1) That the areas of high archaeological potential within the Study Area as defined on **Figure 7** and described in **Section 3.0** are subjected to Stage 2 Assessment prior to any development. This recommendation acknowledges that the potential may be reduced during the Stage 2 Assessment due to extensive modern disturbances;
- 2) That any soil disturbance activities adjacent to the boundary of the Smith Black Cemetery as defined on **Figure 7** and in **Section 3.0**, or within the boundary, be preceded by topsoil stripping monitored by a licensed archaeologist in order to confirm the presence or absence of grave shafts.

5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

- 1) This report is submitted to the Minister of Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c0.18. 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 Ministry of Tourism and Culture, a letter will be issued by the minister stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- 2) 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 complete 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*.
- 3) Should previously undocumented 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 sec. 48(1) of the *Ontario Heritage Act*.
- 4) The Cemeteries Act, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, c.33 (when proclaimed in force) requires that any person discovering human remains must notify the police or coroner and the Registrar of cemeteries, Ministry of Consumer Services (416 326-8406).

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PROJECT PERSONNEL

Project Manager: Jacqueline Fisher (P042)

Limited Property Inspection: Ruth Macdougall (P359)
James B. Badow (P255)

Background Research: Katherine Graham
Garett Hunt
Barbara Johnson
Ruth Macdougall

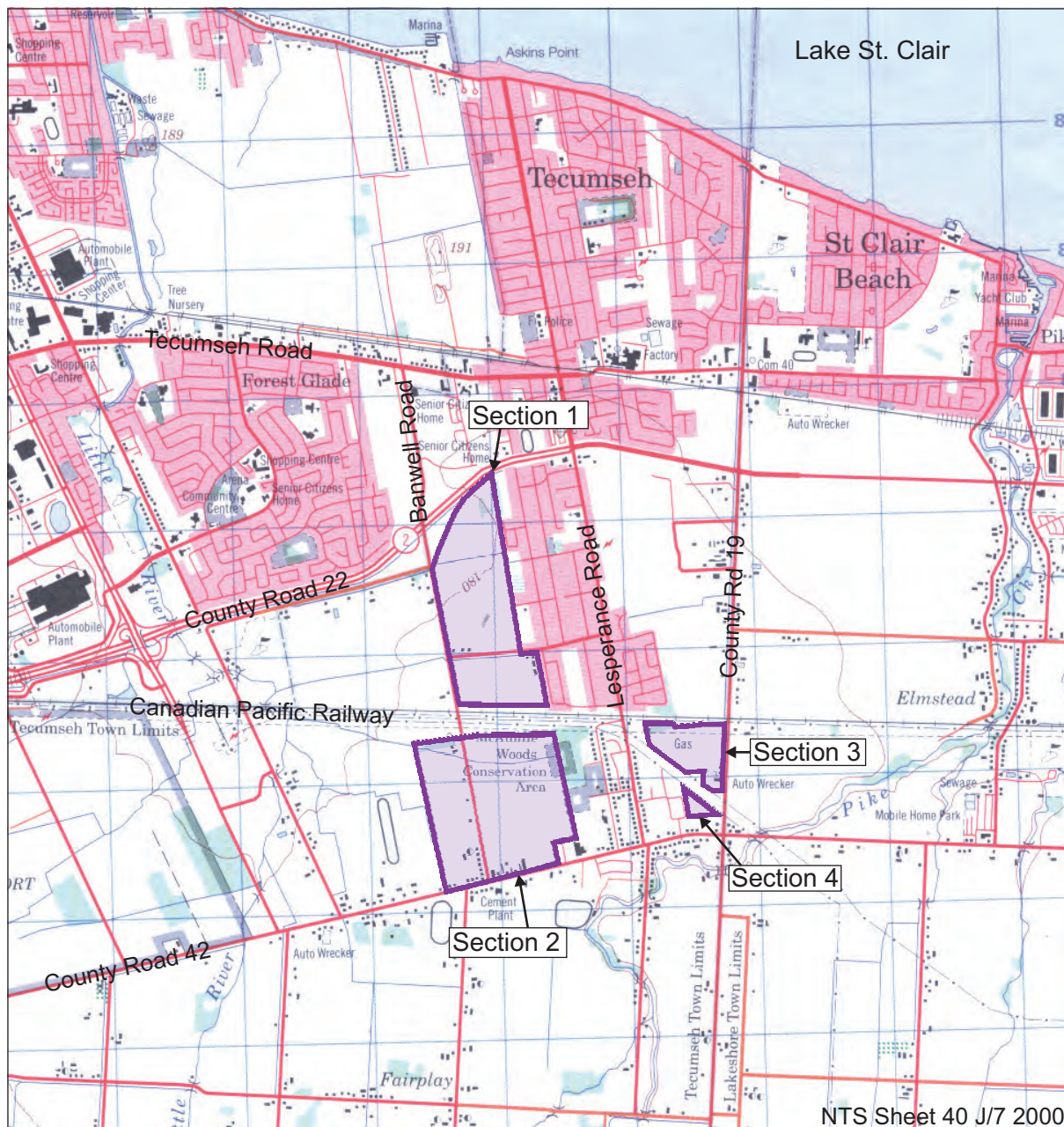
Report Authors: Ruth Macdougall
Garett Hunt

Graphics: Garett Hunt
Ruth Macdougall

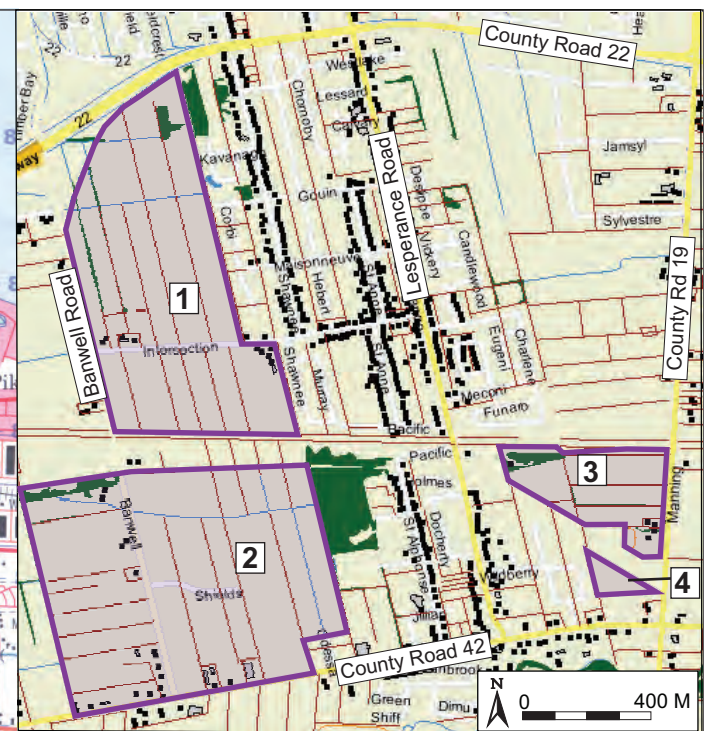
Report Editor: Jacqueline Fisher

**NPD Table for the Tecumseh Hamlet Servicing Plan
Archaeological Stage 1: Background Research**

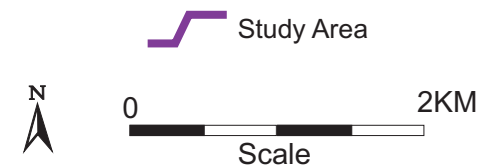
Permission was obtained to enter the property described in the above report		Only public & ROWS
The licensee had permission to remove any archaeological objects recovered during the scope of the above named project		NA
The archaeological record will be curated at FAC's facilities		
Property Inspection Dates	Weather	Ground Conditions
10 October 2012	Partly sunny, windy	clear, dry



Fisher Archaeological Consulting



MNR 2013



TECUMSEH HAMLET SERVICING PLAN
Dillon Consulting Limited

Figure 1: Study Area, Location and Topography



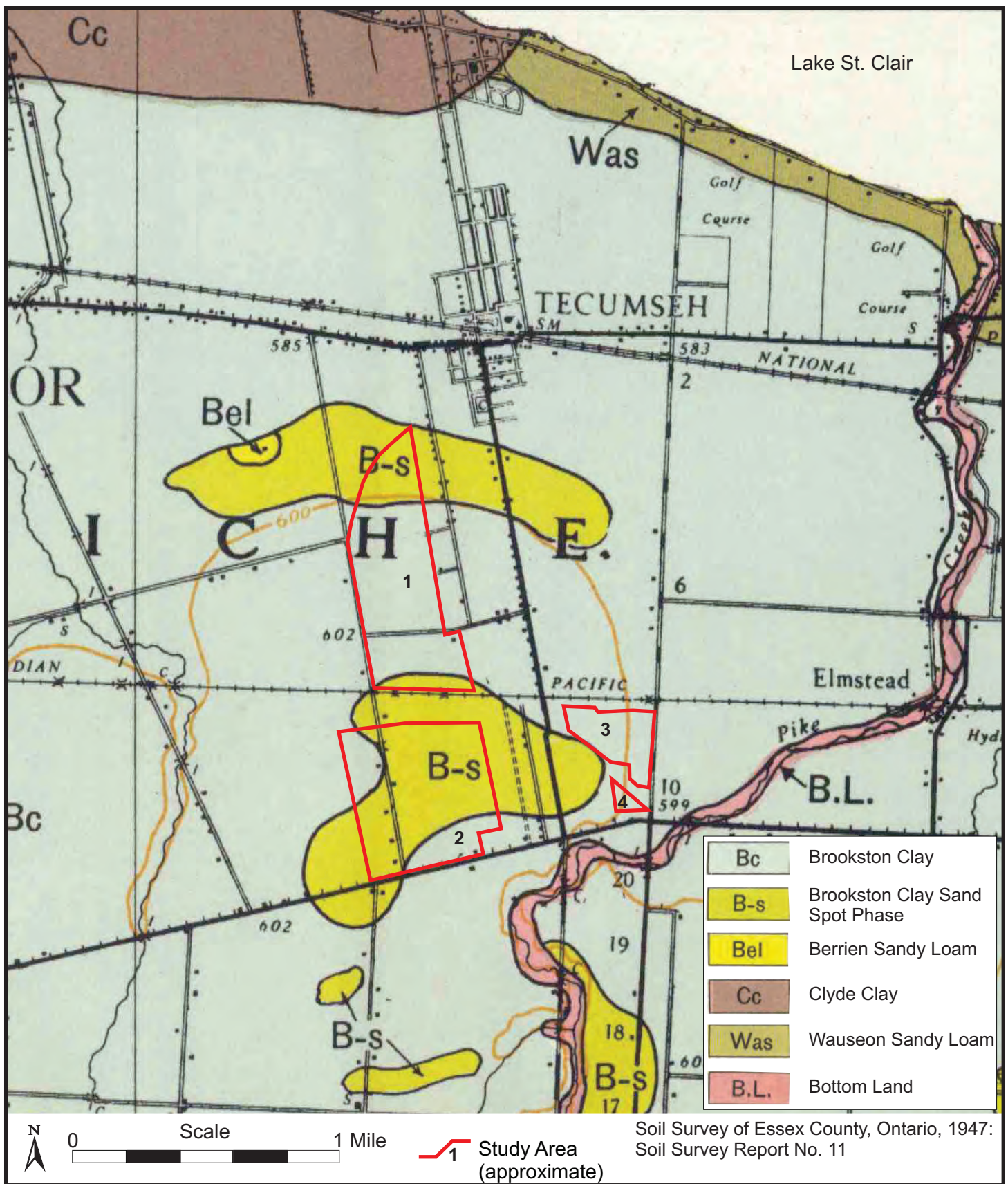
Figure 2: Study Area Boundaries



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TECUMSEH HAMLET SERVICING PLAN
Dillon Consulting Limited

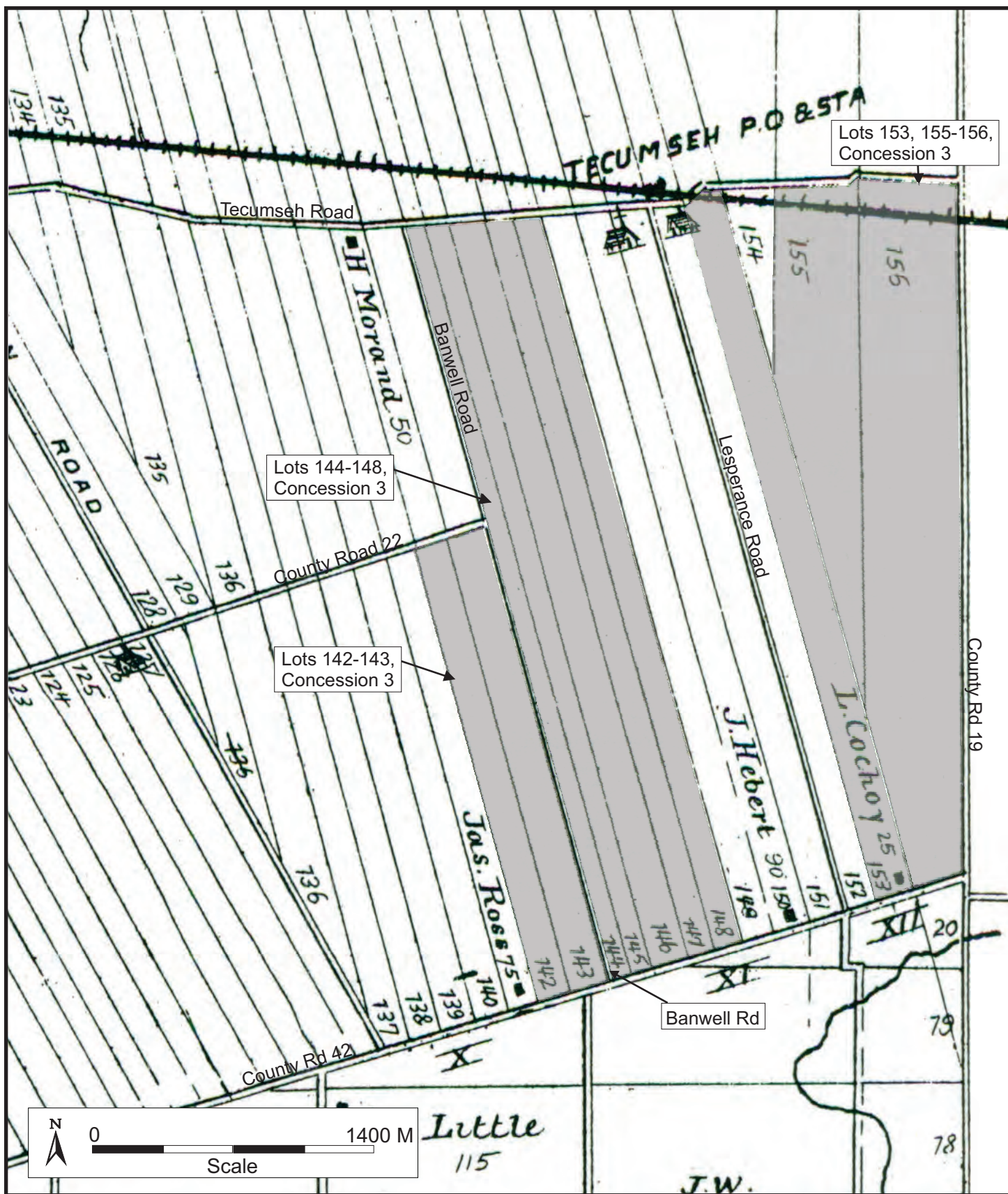
Figure 3: Proposed Development



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Figure 4: Soils Map of Essex County



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Figure 5: Historic Atlas of Essex County, 1881
Northeast Corner of Sandwich Township

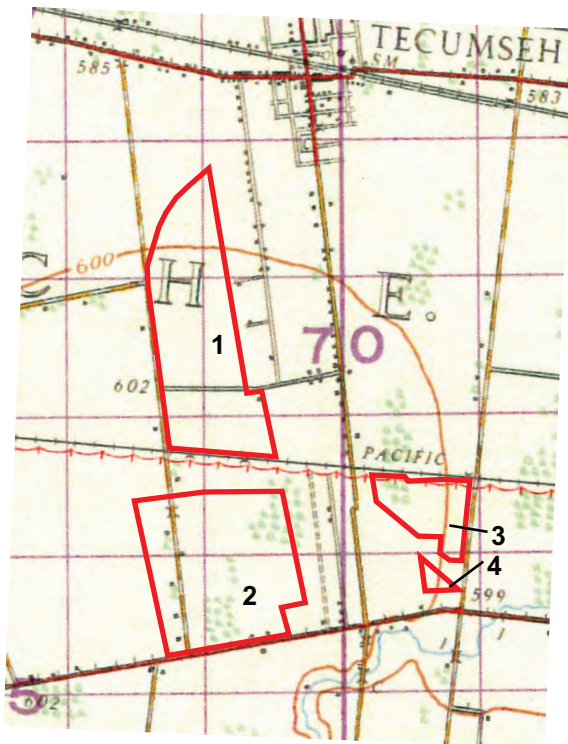


Figure 6a: NTS Sheet 40 J/7 1908 (1st Edition)

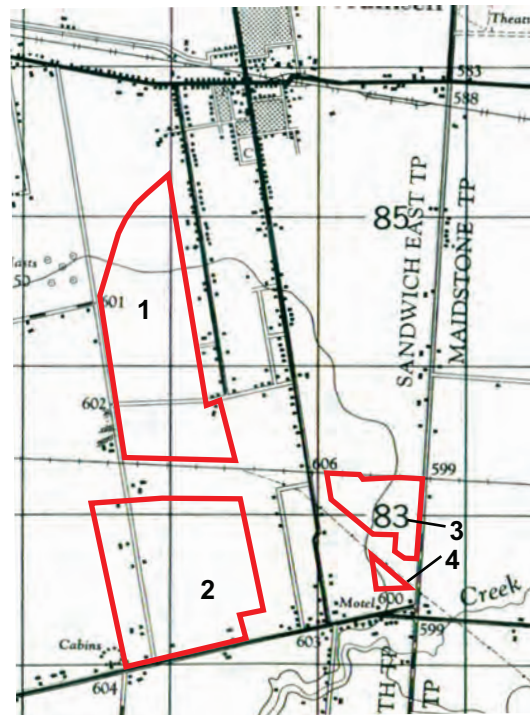


Figure 6b: NTS Sheet 40 J/7 1957 (3rd Edition)

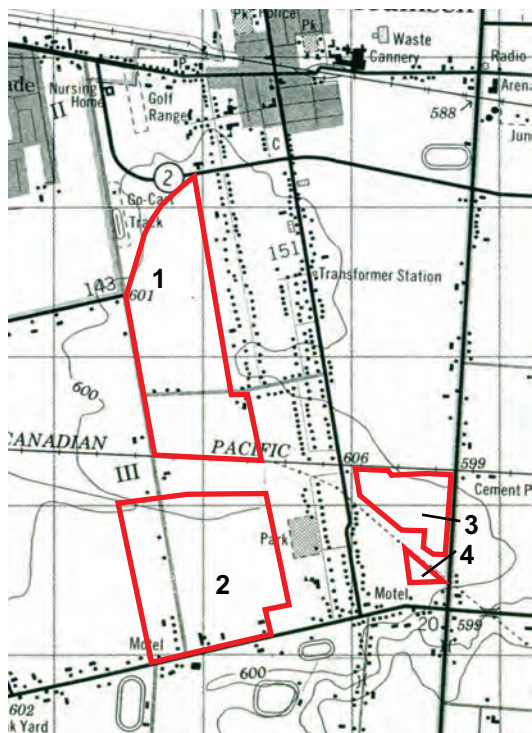


Figure 6c: NTS Sheet 40 J/7 1978 (4th Edition)

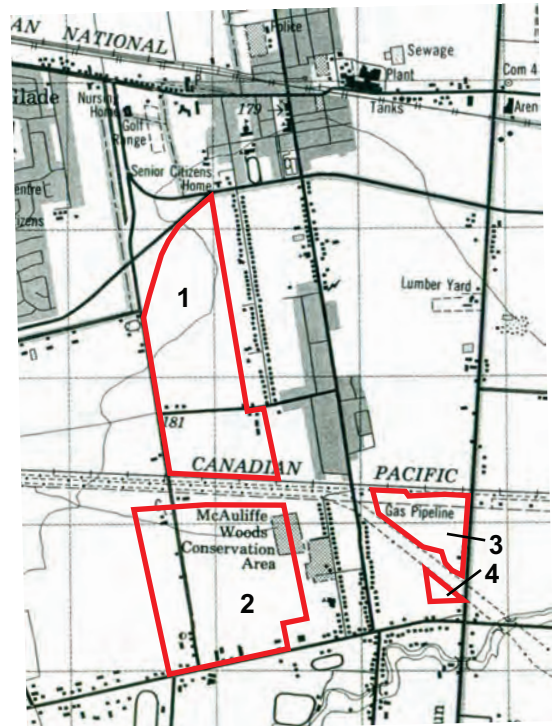

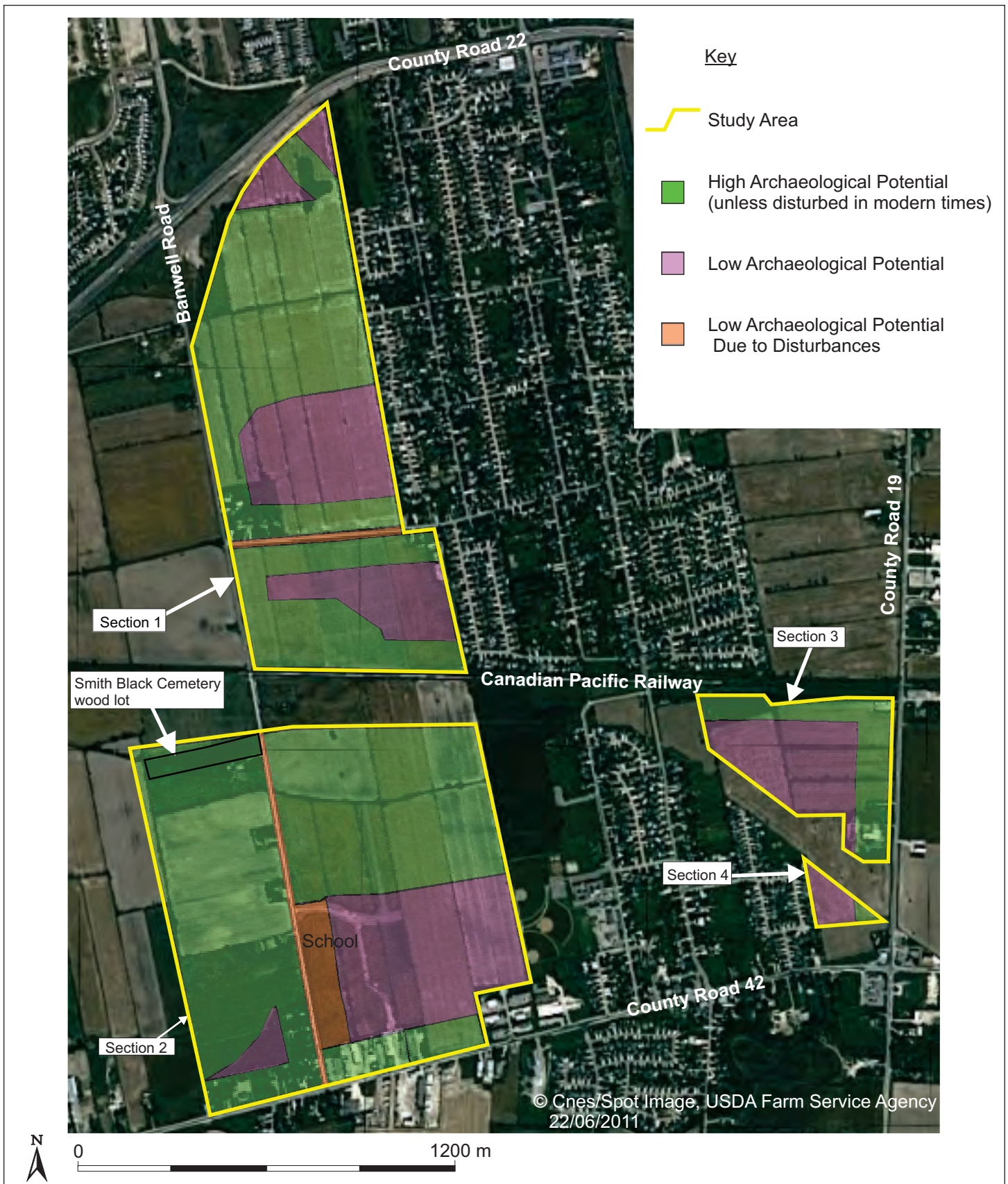


Figure 6d: NTS Sheet 40 J/7 1986 (5th Edition)



 Study Area (approximate)



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Figure 7: Archaeological Potential Results



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Figure 8: Location & Direction of Photographic Plates



Plate 1: Looking SE down the east side of Banwell Road, south of Intersection Road.



Plate 2: Looking north across the fields on the north side of Intersection Road.



Plate 3: New Tecumseh Vista Academy school on Shields Road north of the intersection of Banwell Road and County Road 42; looking SW.



Plate 4: Field east of new school; looking SSE.



Plate 5: Field at north end of Banwell Road; looking northeast. The saplings are along the channelized ditch.



Plate 6: Smith Black Cemetery on Banwell Road; looking W.



Plate 7: Residential area at west end of Intersection Road, on the north side; looking NE.



Plate 8: Looking east along Intersection Road towards the extant subdivisions beyond the Study Area limit.



Plate 9: Residential and agricultural lots on County Road 19; looking W.



Plate 10: Drainage ditch on Intersection Road at the southeast corner of Banwell Road; looking W.



Plate 11: Looking south along Banwell Road towards the new school. Note the mix of residential and agricultural lots on the west side.



Plate 12: Looking southwest across the hydro easement south of the CPR towards the wood lot associated with the Smith Black Cemetery.

APPENDIX A: Land Registry Abstract Index, Selected Records

Lots 142, and 143

Inst. / No.	Inst. Date	Reg. Date	Grantor	Grantee	Land & Amount	Remarks
Patent	20 June, 1848		Crown	Josette Berthelet	200 acres	Lots 142 + 143
Indenture B111 ⁵	12 Feb, 1850	20 Nov, 1850	Josette Berthelet	George Williams, Alfred Kelly, Philip Molton, M. E. Church, Trustees of the Africa	£125	Called with Lots 141 + 142
Indenture B520	11 Dec, 1852	18 Feb, 1853	George Williams, Alfred Kelly, Philip Morton, Henry Banwell, Richard Hunter	The Municipality of the Township of Sandwich		Road Way
2 C. D. Correct Error O14	29 June, 1853	3 Aug, 1853	Josette Berthelet	Gorge Williams, Alfred Kelly, Philip Morton	200 acres	Lots 142 + 143
Plan O65	30 June, 1852	14 Sept, 1853	of the subdivision of Lots 142 & 143 in 3 Con made by P. D. Bal for PH. S.			
Affirmant of trust E224 ⁶	14 Sept, 1863	12 Oct, 1863	Alfred Kelly	Richard Coleman	\$1.50	Of this sights A. Leuster...
—? 15.21588	2 June, 1932	12 Oct, 1939	Jaime? E. L. Parent	Annabel Durfey	\$2500	Pt of Lots 142+143

Instr. = Instrument; No. = Instrument Number; Reg. = Registration

⁵ Unfortunately this indenture is illegible.

⁶ Also almost entirely illegible.

Lots 144, 145, and 146

Inst. / No.	Inst. Date	Reg. Date	Grantor	Grantee	Land / Amount	Remarks
Patent	15 April, 1836		Crown	Matthias Woodley		S parts of lots 144, 145, + 146
B + S E51	7 July, 1836	19 July, 1836	Mathias Woodley	Henry Banwell	135 acres £45	S parts of lots 144, 145, +146
B + S J177	26 Aug, 1846	27 Aug, 1846	Henry Banwell	James Banwell	40 acres £10	N parts of Lots 144, 145, 146
Bar of Dower B152	17 Feb, 1857	18 Feb, 1957	Susan Banwell, wife of Henry Banwell	James Banwell	see assignment of dower	
Indenture 153	18 Feb, 1851	18 Feb, 1851	James Banwell	Richard Hunter	40 acres £150	N parts of Lots 144, 145, 146
Indenture 250	11 Dec, 1852	18 Feb, 1853	The trustees of the A.M.E. Church, Henry Banwell, Richard Hunter	The Municipality of the Township of Sandwich		A road way
Indenture 259	4 Sept, 1855	5 Sept, 1855	Henry Banwell	Laban Collins	100 acres £450	the remaining S part of lots 144, 145, 146
Indenture 471	8 Dec, 1856	11 Dec, 1856	Laban Collins	Jacob Frazier	100 acres £245	remaining S part of lots 144, 145, 146
B + S 608	24 Oct, 1857	28 Oct, 1857	Jacob Frazier	Laban Collins	100 acres £245	remaining S part of lots 144, 145, 146
B + S 670	25 Mar, 1858	27 Mar, 1858	Laban Collins	John Prince	100 acres	see meut...?
P of Attorney 193	27 Feb, 1863	3 June, 1863	The Hon John Prince	Octavius Prince	see power of attorney	
Deed 194	1 June, 1863	13 June, 1863	The President + Treasurer of the Society C.P.B. + S. Society + the Hon John Prince	Francis Jones Hughes + Sarah Hughes his wife	\$1800	Lots 144, 145, + 146
Indenture 277	27 Jany, 1864	23 Mar, 1864	Francis Jones Hughes + Sarah his wife	Laban Collins	100 acres \$1400	S part of Lots 144, 145, + 146
Indenture 720	13 Feb, 1866	27 Feb, 1868	Richard Hunter	Edmund Walls	40 acres \$950	N part of Lots 144, 145, +146
Indenture 885	27 May, 1869	31 May, 1869	Laban Collins + wife	Jones Lathberton	100 acres \$200	S part of Lots 144, 145, + 146

Inst. / No.	Inst. Date	Reg. Date	Grantor	Grantee	Land / Amount	Remarks
Deed 1261	8 Feb, 1872	9Feb 1872	Edmund Walls + wife	F.? H. Lachance	40 acres \$1550	N part of Lots 144, 145, +146
Q.C.D.	20 May, 1875	21 May, 1875	Grace Grant, widow	The Corp: of Sandwich East	10 acres \$200	A strip of the west of the N part of lot 144
By Law	11 July, 1883	7 Aug, 1883	to establish + open a road across lots 144 to 151			
Deed	14 Mar, 1891	17 Mar, 1891	Grace Grant, widow	Francis L. St. Louis	100 acres \$4000	S part of Lots 144, 145, + 146

Instr. = Instrument; No. = Instrument Number; Reg. = Registration

Lots 147

Inst. / No.	Inst. Date	Reg. Date	Grantor	Grantee	Land / Amount	Remarks
Patent	13 Apr, 1836		Crown	Thomans Duchesne	58	Pt of lot
Will 910	21 Jan, 1863	20 Aug 1869	Thomans Duchesne	See will of...		
Q.C.D. 2736	19 Feb 1880	20 Feb 1880	Henry Duchesne et al.	Mary Peter	\$1	W½ of S or rear pt of lot 127
Deed 3452	17 Mar 1883	19 Mar 1883	Mary + Charles Peter	Francis X. Lachance	\$900	W½ of S or rear pt of lot 127
By Law 92	11 July, 1883	7 Aug 1883	To establish and open a road across Lots 144 to 151			Inclusive
Deed 5241	4 Mar 1889	29 Apr 1889	Francois Duchesne	O + Q Rway Co.	6 + 6/100 acres \$49.50	pt of E ½ of lot 147
Deed 5453	27 Apr 1889	9 May, 1889	Francis X. Lachance + wife	O + Q Rway Co.	3 + 13/100 acres \$375	pt of lot 147
Exemplification of Grant 7821	13 Apr 1836	23 Oct 1901	The Crown	Thomans Duchesne	58 acres	S or rear pt of lot 147
P of Will 7926	24 Jan 1900	3 Jun 1902	Francois Duchesne	Telephone Duchesne	37½ acres	Pt of lot 147
Deed 7932	18 June, 1902	20 June, 1902	Denis Rocheleau, E of Francois Duchesne	Telephone Duchesne	\$1	Pt of E½ of lot 147

Lots 148

Inst. / No.	Inst. Date	Reg. Date	Grantor	Grantee	Land / Amount	Remarks
Patent	16 Dec, 1800		Crown	Jean Campeau	100 acres	S prt.
Patent	29 Aug 1810		Crown	Joseph Campeau	203 acres	Lot 148 in 3 Con
Will C289	29 Mar, 1855	17 Oct, 1855	Jean Baptist Campeau	see will of...		
Will C710	27 July, 1879	28 Jan, 2880	Jean B. Campeau	see will of...		
By Law A92	11 July, 1883	7 Aug, 1883	to establish + open a road across lots 144 to 151			
Will C598	23 Feb, 1888	10 Mar, 1888	Alfred Campeau	see will of...		
Deed Q760	23 Feb, 1888	10 Mar, 1888	Alfred Campeau	Joseph Campeau	18½ acres \$720	NW 1/4 of lot 148
Deed Q761	23 Feb, 1888	10 Mar, 1888	Joseph Campeau	Alfred Campeau	18½ acres \$720	NW 1/4 of lot 148
Deed R5208	29 Mar, 1889	16 Apr, 1889	Joseph Campeau	O. + Q. Railway Company	1 + 33/100 acres \$133	for part of lot 148
—? 5495	4 Feb, 1890	11 Feb, 1890	Joseph Campeau	British Can: Ltd. Co.	36 acres \$600	N½ of lot 148
Deed 7198	18 Oct, 1897	23 October, 1897	Jeremie Campeau + Abraham Broville the at m. Aimie Campeau, widow	Alexis Desjardins	36 acres \$1339	N½ of lot 148
Grant 10714	28 Nov, 1913	3 Dec, 1913	Alexis Desjardins	Hydro Electric Power Company	.89 acres \$133	part of lot 148
Indenture —?	31 May, 1921	32 May, 1921	Edmond Campeau (bachelor)	Fredrick Campeau	18½ acres \$800	SE 1/4 of lot 148
Indenture 15722	25 Sept, 1922	9 Oct, 1922	Auguste Lesperance	—? Jacques	21 acres \$1500	N½ of lot 148

Instr. = Instrument; No. = Instrument Number; Reg. = Registration

Lots 153

Inst. / No.	Inst. Date	Reg. Date	Grantor	Grantee	Land / Amount	Remarks
Patent	13 April, 1836		Crown	Joseph La Farrier	200 acres	All
B + S 620	5 May, 1836	14 May, 1836	Joseph La Farrier	John Alexander Williamson	£50	amalgamation lands
B+S 4	5 May, 1836	25 May, 1836	John Alexander Williamson	Benjamin Lavallie	£13.10	S part pf lot 153
B + S 169	15 Dec, 1842	15 July, 1843	Benjamin Lavallie	Antoine Lesperance	90 acres £75	part of lot 153
Indenture 148	27 Jan, 1859	28 Jan, 1859	Antoine Lesperance + wife	Louis Cochoy	20 acres £50	part of lot 153
Indenture --12?	14 June, 1866	2 July, 1866	Antoine Lesperance + wife	Pierre Gorin	51 acres \$500	part of lot 153 and —? —?
Indenture 174	14 June, 1866	15 Sept, 1866	Antoine Lesperance + wife	Charles Chitaya	32 acres \$260	part of lot 153, Con 3
Indenture 178	15 June, 1866	4 Oct, 1866	Antoine Lesperance + wife	John Stone	6 acres \$60	part of lot 153, Con 3
Deed 1493	13 July, 1872	18 Aug, 1872	Pierre Gorin + wife	Francois Lauzon	25½ acres \$250	part of lot 153, Con 3
Deed --81?	17 Oct, 1885	24 Oct, 1885	Pierre Gorin + wife	Francois Lauzon	\$500	part of lot 153, Con 3
Deed --?	17 Oct, 1885	4 Nov, 1885	Pierre Gorin + wife	Aime Baillargeon	12½ acres \$325	part of lot 153, Con 3
Deed --?	17 Oct, 1885	4 Nov, 1885	Francois Lauzon + wife	Aime Baillargeon	12½ acres \$325	part of lot 153, Con 3
Deed --?	10 Apr, 1889	29 Apr, 1889	Francois Lauzon + wife	O. + Q. Rway C.	1 + 69/100 acres \$218	part of lot 153, Con 3
Deed --?	12 May, 1891	13 May, 1891	Alex Cochoy and all heirs	Louis Cochoy	20 acres \$125	part of lot 153, Con 3
Deed --?	22 Feb, 1895	2 June, 1898	Louis Cochoy	Alexandre Cochoy	20 acres \$1200	part of lot 153, Con 3
Deed --?	29 Mar, 1901	3 Apr, 1901	Aime Baillargeon	Gilbert Baillargeon	\$2500	part of lot 153, Con 3

Instr. = Instrument; No. = Instrument Number; Reg. = Registration

Lots 156

Inst.	Inst. Date	Registration Date	Grantor	Grantee	Land / Amount	Remarks
Deed 10062	22 Jan, 1912 ⁷	14 Jan 1912	Wm D. ? + wife	J—? E. R—?	A.O.L. \$500	S part of Lot 156
Deed 2128	29 May, 1912	31 Jun, 1912	Desilda Lemire, widow + Amanda Lemire, family	Florence Hubert	A.O.L. \$150	S part of Lot 156

Instr. = Instrument; No. = Instrument Number; Reg. = Registration

⁷ The Land Registry Abstract for Lot 155 and the earliest records of Lot 156 are missing.

Appendix B: Tecumseh Hamlet Servicing Plan – Archaeological Stage 1 Photographic Catalogue

Photo Label	Description	Direction	Date (D/M/Y)
DSCF0011	Banwell Road eastern ROW south of County Rd 22 intersection (just outside the Study Area)	NE	10/10/2012
12	Drainage ditch at the intersection of Intersection Road and Banwell Road, on the southeast corner	SW	10/10/2012
13	Drainage ditch along Intersection Road	S	10/10/2012
14	Looking to residential lawns and some light landscaping, at intersection of Intersection Road and Banwell Road	N	10/10/2012
15	Looking to residential lawns and some light landscaping, near intersection of Intersection Road and Banwell Road	NE	10/10/2012
16	Looking into the fields east of Banwell Road, south of Intersection Road	SE	10/10/2012
17	Looking along Intersection Road from the corner of Banwell	E	10/10/2012
18	Looking into the fields east of Banwell Road, south of Intersection Road	SE	10/10/2012
19	Looking down Banwell Road, south of Intersection Road, into the eastern fields	SE	10/10/2012
20	Looking down Banwell Road, south of Intersection Road, at shallow ditching and the raising of the road	S	10/10/2012
21	Looking down Intersection Road at deep ditch on south side of this road and the utilities on the north	E	10/10/2012
22	Looking across a field along Intersection Road	N	10/10/2012
23	Looking down Intersection Road looking at the ditching on the north side, note the residential and agricultural areas to the east	E	10/10/2012
24	Looking down Intersection Road looking at the ditching on the north side	W	10/10/2012
25	Hydro easement running on the south side of the CPR railway tracks	W	10/10/2012
26	Hydro easement running on the south side of the CPR railway tracks and fields south of tracks; wood lot in rear is with cemetery	SW	10/10/2012
27	CPR railway tracks and railway south ROW with gas line	W	10/10/2012
28	West side of Banwell Road Road, on south side of the CPR	S	10/10/2012
29	Hydro easement running on the south side of the railway tracks and railway right of way	E	10/10/2012

30	Hydro & gas easements running on the south side of the railway tracks and fields south of tracks, east side of Banwell	SE	10/10/2012
31	West side of Banwell Road, looking at road ditches and across to wood lot with cemetery	S	10/10/2012
32	Looking across Banwell Rd to McAuliffe CA wood lot in the distance	SE	10/10/2012
33	Looking down west side of Banwell Road, south of the railway tracks	N	10/10/2012
34	Showing mixture of residential & agricultural lands on west side of Banwell, south of the hydro corridor	NW	10/10/2012
35	Looking down drive way on west side of Banwell Road, south of the railway tracks	W	10/10/2012
36	Looking down west side of Banwell Road, south of the railway tracks, showing little to no ditching	S	10/10/2012
37	Looking down east side of Banwell Road, south of the railway tracks; cemetery is in wood lot beyond the white fence	N	10/10/2012
38	Looking northeast across the fields on the east side of Banwell	NE	10/10/2012
39	Looking into eastern fields off Banwell, north of the school; McAuliffe CA is in the background	E	10/10/2012
40	Looking down east side of Banwell Road to the new Tecumseh Vista Academy	SE	10/10/2012
41	Looking down east side of Banwell Road, south of the railway tracks, to the new Tecumseh Vista Academy	S	10/10/2012
42	Entrance to Tecumseh Vista Academy off Shields Rd; Banwell Rd is in the background	SW	10/10/2012
43	Entrance to new school off Shields Rd, that is also a new road	W	10/10/2012
44	Looking across from the school entrance to the berms on the north side of Shields Rd	NW	10/10/2012
45	Looking east along Shields Rd	E	10/10/2012
46	Northern edge of construction disturbance related to the new school & road	N	10/10/2012
47	Agricultural fields north east of the school, taken from the east end of Shields Rd; McAuliffe CA is in the distance	NE	10/10/2012
48	Looking towards County Road 42 along the east property boundary for the new Tecumseh Vista Academy	SE	10/10/2012
49	From same location as #48, looking towards parking lot of new school	SW	10/10/2012
50	Looking on east side of Banwell Road at edge of Study Area, just south of County Road 22	N	10/10/2012

51	Looking on east side of Banwell Road towards residential housing, north of Intersection Rd	S	10/10/2012
52	Looking on east side of Banwell road towards fields, just south of County Road 22; saplings are along drainage ditch	NE	10/10/2012
53	Looking across the County Rd 22 ROW towards the north end of the Study Area	S	10/10/2012
54	Looking across the County Rd 22 ROW towards the north end of the Study Area	S	10/10/2012
55	Smith Black Cemetery, on west side of Banwell Road, just south of the hydro corridor	W	10/10/2012
56	Smith Black Cemetery, on west side of Banwell Road, just south of the hydro corridor	W	10/10/2012