Stage 1 Archaeological Assessment Water Main Back-Up Route to the Ottawa International Airport
from Earl Armstrong Road to South of Alert Road,
Part of Lots 16-20, Concession 3 and Part of Lots 14-16,
Gore Concession, Former Township of Gloucester, Carleton County

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Comment [MTC53]: PIF number, licensee name and license number are very clear
EXECUTIVE SUMMARY

G.A. Archaeology (GAA) was contracted by the Municipal Infrastructure Office of the City of Ottawa to conduct a Stage 1 archaeological assessment of the proposed water main route in a rural area of the City of Ottawa in the former Township of Gloucester, Carleton County. The study corridor follows High Road from the intersection of High Road and Earl Armstrong Road to the Ottawa International Airport. The study corridor runs through Lots 16-20, Concession 3 and Lots 14-16, Gore Concession.

This study involved a review of documents pertaining to the corridor including historic maps, aerial photographs and local histories. A property inspection was conducted on September 5, 2011 within the areas GAA was given permission to access. The inspection revealed that portions of the subject property are undisturbed. The subject property has archaeological potential based on the proximity of existing historic structural ruins, the proximity of historic roads and topographic features and the fact that the area is not disturbed and is indicated as having potential on the City of Ottawa archaeological management plan (Archaeological Services Inc. & Geomatics International Inc. 1999a, 1999b).

Archaeological recommendations have been made based on the background historic research, property inspection, locations of known or registered archaeological sites, previous archaeological assessments and indicators of archaeological potential. These recommendations include the following:

1) A Stage 2 archaeological assessment will be conducted by a licensed consultant archaeologist using the pedestrian survey method at 5 m intervals in areas along the corridor which have been recently ploughed and are in appropriate condition at the time of survey (as illustrated by the area marked in yellow on Map 11, p. 36);

2) A Stage 2 archaeological assessment will be conducted by a licensed consultant archaeologist using the test pit survey method at 5 m intervals in all areas along the corridor which have not been recently ploughed or do not have appropriate conditions for pedestrian survey at the time of the Stage 2 assessment (as illustrated by the areas marked in pink on Map 11, p. 36);

3) The section of the corridor within Lots 14 and 15, Gore Concession which was not inspected during the Stage 1 will undergo a Stage 2 archaeological assessment by a licensed consultant archaeologist using the test pit survey method at 5 m intervals (MTC 2011a);

4) A geophysical survey will be conducted in the area surrounding the St. Thomas’ Cemetery along with the test pit survey as part of the Stage 2 assessment (as illustrated by the area marked in green on Map 11, p. 36). This should later be followed by topsoil stripping of the corridor as part of a Stage 3 archaeological assessment under the supervision of a licensed consultant archaeologist to determine the extent of the cemetery and to ensure no graves will be disturbed;

5) No further archaeological assessments are recommended for areas which have been determined to be disturbed including the following intersections; High Road and Earl Armstrong Road, including the proposed staging area; High Road and the rail bed; High Road and Bowesville Road; and High Road and Leitrim Road (as illustrated by the areas marked in blue on Map 11, p. 36);

6) The Stage 2 archaeological assessment will follow the requirements set out in the 2011 Standards and Guidelines for Consultant Archaeologists (MTC 2011).
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October 7, 2011
Report No. 11-1126-0065
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Comment [MTC57]: S&Gs 7.5.4 S1: include all licensed, unlicensed and specialist personnel involved in fieldwork and report production
1.0 PROJECT CONTEXT

1.1 Objectives

The objectives of a Stage 1 archaeological assessment, as outlined by the Standards and Guidelines for Consultant Archaeologists [2011a], are as follows:

- To provide information about the property's geography, history, previous archaeological fieldwork and current land condition;
- To evaluate in detail the property's archaeological potential, which will support recommendations for Stage 2 survey for all or parts of the property; and
- To recommend appropriate strategies for Stage 2 survey.

1.2 Development Context

GA Archaeology (GAA) was contracted by The City of Ottawa to conduct a Stage 1 archaeological assessment of the proposed water main route in a rural area of the City of Ottawa in the former Township of Gloucester, Carleton County. The City of Ottawa is supplying the Ottawa International Airport with a back-up water source which will provide service to the southern airport buildings and the rest of the airport in the event that the primary water main is damaged.

This archaeological assessment has been triggered by a Municipal Class Environmental Assessment Part II: Municipal Water and Wastewater Projects, Schedule B, activity 1; “Establish, extend or enlarge a water distribution system and all works necessary to connect the system to an existing system or water source, where such facilities are not in either an existing road allowance or an existing utility corridor” (Municipal Engineers Association 2000). This project is in the pre-approval stage.

The study corridor is a 5 m buffer on either side of the proposed water main route. This 10 m wide corridor is located to the west of the western edge of the traveled surface of High Road. The corridor includes the road shoulder and ditches. The new water main will begin at the intersection of High Road and Earl Armstrong Road and continue to the Ottawa International Airport. The overall length of water main route and the corridor is 2.9 km (Map 1 and Map 2, p. 26 and p. 27). The study corridor encompasses an area of 2.9 ha. The intersection of Earl Armstrong and High Road will be used as a staging area.

At the time of the archaeological assessment, the study corridor was in the process of becoming an easement property. The land is owned by six individuals and the Ottawa International Airport.

The City of Ottawa has an archaeological management plan which was developed in 1999, The Archaeological Resource Potential Mapping Study of the Regional Municipality of Ottawa-Carleton. The management plan covers the Township of Gloucester (Archaeological Services Inc. and Geomatics International Inc. 1999a, 1999b). According to the management plan, the entire study corridor has archaeological potential.

Permission to access Lots 16, 17, 18, 19, 20, Concession 3 and Lot 16, Gore Concession was coordinated by the City of Ottawa from the six individual property owners; no limits were placed on this access. Access was denied for the property inspection of Lots 14 and 15, Gore Concession by the Ottawa International Airport, which occupies the property.
1.3 Historical Context

1.3.1 Historic Documentation

There are several histories of Carleton County that provide insight into the early settlement of Gloucester Township, most notably the Illustrated Historical Atlas of Carleton County (Belden 1879) and The Carleton Saga (Walker and Walker 1968). Specific histories of Gloucester Township are more anecdotal in nature and include; Gloucester Roots (Kemp 1991), Gloucester Memories (Rowat 1986) and Bowesville: A Place to Remember (Johnston 1988). The Gloucester Historical Society has a number of files dealing with specific families and properties within that township.

The now defunct Local Architectural Conservation Advisory Committees (LACACs) for the former Cities of Nepean and Gloucester completed inventories of heritage buildings within their jurisdictions. These files are now held by the City of Ottawa Archives. The National Capital Commission (NCC) and the Federal Heritage Building Review Office (FHBRO) have also designated heritage buildings and properties within the City of Ottawa (National Capital Commission 2002, 2003).

The proposed corridor intersects with the Canadian Pacific Railway (CPR) line immediately north of Earl Armstrong Road. As will be discussed below, the CPR track follows that of the historic Bytown and Prescott/St. Lawrence and Ottawa Railway (see Section Study Area Specific History, p. 5). Extensive information on the railways of Ottawa can be found at Colin Churcher’s Railway Pages (Churcher 2008, n.d.).

1.3.2 Pre-Contact Period

The Ottawa valley was covered by the Laurentide Ice sheet up until approximately 11,000 before present (BP). After the period of deglaciation, the Ottawa Valley was covered by the Champlain Sea. This sea extended from Rideau Lakes Ontario in the south, along the Ottawa Valley, St. Lawrence area, ending at approximately Petawawa in the west. The exact western boundary is unknown as current elevation levels reflect the isostatic rebound of the land after the melting of the glaciers and cannot be used to determine the location of the Champlain Sea at the time of its existence. The eastern portion of the Sea extended into the Atlantic.

The earliest possible settlement in the Ottawa area would have been after the Champlain Sea disappeared and vegetation and wildlife had sufficiently occupied the area to sustain humans (Watson 1999a:28). The prehistoric sequence of occupation for the Ottawa Valley is not completely understood. During the early and middle Paleo-Indian period (12,000 to 10,000 BP) Ottawa would have remained inundated by the Champlain Sea, or would have been deficient in the resources required for occupation. However, during the late Paleo-Indian period (10,000 – 9,000 BP) as the Champlain Sea receded, it is possible that Paleo-Indians migrated along the changing waterfront eventually moving into the Ottawa Valley (Watson 1999a:38).

Paleo-Indians were characterized by their nomadic lifestyle. These highly mobile hunters and gatherers relied on the caribou, small game, fish and wild plants found in the sub-arctic environment of the time. Although evidence exists of Paleo-Indian occupation in Ontario as early as 11,000 BP, very little evidence exists for the occupation of the Ottawa Valley by Paleo-Indians. Due to the existence of the Champlain Sea, significant occupation of the Ottawa area did not occur until the Archaic period (9,500 – 2,500 BP). By 8,000 BP the lakes and rivers were approximately in their present locations and deciduous forests would have been established. Evidence of earlier occupation by Paleo-Indians in the Ottawa Valley consists of two bifacially fluted projectile...
points found near Rideau Lakes. This location would have been near the shore of the Champlain Sea during the time fluted points were being used (Watson 1999b).

Pre-contact sites in the Ottawa Valley provide evidence of occupation during the Archaic period, when hunting and gathering was still the main subsistence strategy, but migration was more restricted to local areas. Lithic technologies also changed during this period. A broader range of tool types was created, but the necessary skill and workmanship decreased from the Paleo-Indian standards. Ground stone tools appeared, such as adzes and gouges, tool types which indicate increased wood working (Wright 1972:H-1; The Canadian Encyclopedia 2011).

The Archaic period showed the development of trade networks over large areas. Two sites which demonstrate the use of this network include Morrison’s Island (BkGg-12) and Allumette Island (BkGg-11) in the Outaouais region of the Ottawa River (Clermont 1999:45-46). Other sites with Archaic period components in the Ottawa Valley during the Archaic period include; Jessup Falls (BjFs-2) and Pendleton (BiFs-2), along the South Nation River and at Rideau Lakes.

The Archaic period was followed by the Woodland period, beginning around 2,500 BP in Ontario, and lasting until 450 BP. This period is characterized by the introduction of pottery. There is evidence of ceremonial rituals including elaborate grave goods. Woodland subsistence strategies were still based on hunting and gathering. Although Woodland people were nomadic, their migratory routes followed seasonal patterns to proven hunting locations rather than following migrating herds (Watson 1999b:56). Trade networks continued to flourish through the Woodland period. By 1,800 BP the trade networks had reached their peak and covered much of North America.

Initial pottery forms were crude and imitated vessels made in the Archaic period out of steatite stone. One example of this type of pot was located along the east bank of the Ottawa River at the Deep River site (CaGi-1), north of Isle-aux-Allumettes, Quebec (Watson 1999b:59). Over time, pottery became more refined and began to include elaborate decorative patterns. These decorative styles are distinct for specific regional populations as well as specific date ranges (Laliberté 1999:73). The decorative style found in eastern and south-central Ontario, the region of the study corridor, is ‘Point Peninsula’. The western region of Ontario was occupied by Saugeen populations and the northwestern area was occupied by the Laurel populations (Laliberté 1999:73).

Towards the end of the Middle Woodland period (approximately 1,500 BP) agriculture was introduced and began to take on a larger role in subsistence. It began with the cultivation of corn, beans and tobacco and eventually led to the creation of semi-permanent and permanent villages. Many of these villages were surrounded by large palisades, indicating increased hostilities between neighbouring groups. By the end of the Late Woodland period distinct regional populations occupied specific areas of southern Ontario. This settlement pattern was more common in regions of arable land such as southern Ontario, while many groups in other regions retained a semi-nomadic lifestyle.

1.3.3 Post-Contact History

At the time of initial contact, in the seventeenth century, the French documented three Algonquin groups residing in the vicinity of the study corridor (Heindenreich and Wright 1987). The Algonquin groups may not have created permanent settlements in the area as a result of hostilities with Iroquoian speaking populations to the south; however, it is known that the northern reaches of the South Nation River basin were used as hunting territories by the Algonquin at this time.
Etienne Brulé is reported to be the first European in the region. He travelled up the Ottawa River in 1610, three years before Champlain visited the area. The first significant European settlement of the region did not occur until 200 years following this visit, although the Ottawa River continued to be a major fur trade route providing access to the upper Great Lakes and Hudson Bay. Prior to 1820, the only method of transportation into the area was by river. In the eighteenth century fur trading posts were erected along the shores of the Ottawa River to trade with the Algonquin.

The region was initially under the jurisdiction of France until the end of the seven year war, in 1763, when it was ceded to Britain. During the American revolutionary war many British subjects moved to British North America (Canada). The scarcity of roads and poor state of transportation beyond the Ottawa River shore slowed settlement in other parts of the townships (Belden 1879:61). Two years after the 1791 division of the Province of Quebec into Upper and Lower Canada, John Stegmann, the Deputy Surveyor for the Province of Upper Canada, undertook an initial survey of four townships (Nepean, Gloucester, North Gower and South Osgoode) straddling the Rideau River near its junction with the Ottawa River. At the same time, John Graves Simcoe, Lieutenant Governor of the Province of Upper Canada, issued a proclamation which attracted new settlers to the region.

The first permanent settler to the region was Philemon Wright, who settled in Hull in 1800 with five other families (Bond 1984:24). By 1805 Wright had developed a significant lumbering industry in the region.

1.3.4 Study Area Specific History

As one of the earliest roads in the region, High Road served as the stage route between the St. Lawrence Front and the developing community at Bytown. For much of the early twentieth century, High Road was known as Bowesville Road as it passed through that community. This road was used by the Bytown and Prescott stage coach as early as 1834 (Johnston 1988:86-87). The present Bowesville Road was known as Bogtown Road to the south of Leitrim (then Pine) Road and as Back Road to the north of Leitrim Road. Farms were established along High Road by the early 1830s and an inn was opened around this same time. The Canadian Pacific Railway line, the remains of which intersect High Road north of Earl Armstrong Road, was originally constructed as the Bytown and Prescott Railway in 1854 and was the first railway into Ottawa. When the Bytown and Prescott Railway cut through the Concession 3 lots in 1854, a siding and station were built beside the tracks on Lot 18. A side-road appears to have been built to link the new station with High Road, approximately 500 m to the west.

In the Rideau Front of Gloucester Township, several small villages developed in the nineteenth century. The study corridor runs through the outskirts of two such villages, Bowesville which centred on Gore Lot 11 and Johnston’s Corners, south of the intersection of Bowesville/High Road and Albion. Bowesville village included a school, a Methodist church and cemetery, a Catholic church, stores, blacksmith shops and a post office (Johnston 1988). In the nineteenth century, Johnston’s Corners, originally called ‘Hard Scrabble’ in reference to the difficult overland journey from the Rideau River, included a blacksmith shop, a post office, a Presbyterian church and cemetery and a school (Walker and Walker 1968:183).

Appendix B provides a summary of the property histories by lot and concession. The table is based on the background research of land registry records, census records and historic maps.

A large area surrounding Bowesville was expropriated in 1950 to make way for significant expansion to the Ottawa Flying Club/Uplands Airport to create a larger, regional airport. Demolition began the following year and most buildings from north of Hunt Club Road to south of (Earl) Armstrong Road between Limebank Road and
STAGE 1 WATER MAIN BACK-UP ROUTE TO THE OTTAWA INTERNATIONAL AIRPORT

Albion Road were removed. Some of the foundations remain visible, as do the old field boundaries and other evidence of historic settlement including apple trees, lilacs, roses, and other ornamental shrubs and garden flowers. The locations of previous structures have been superimposed onto a map showing the study corridor and a recent satellite image (Map 3, p. 28).

1.3.5 St. Thomas’ Church

David Gumble donated two acres for the construction of a Methodist Church and cemetery in 1870. This Church can be seen on the 1879 Belden map (Map 5, p. 30). The first interment in the St. Thomas’ Cemetery occurred in 1874. According to the registrar of cemeteries, historic documents indicate that approximately 37 burials were placed in the St. Thomas’ Cemetery (Ministry of Consumer Services 2011). The cemetery was on the north side of the church and was bordered by a wooden fence.

In the 1920’s, a new Methodist church began construction on Albion Road less than a kilometre away. This new church cemetery was put to use immediately and no new burials were placed in the St. Thomas’ Cemetery. After the construction of the new church, the old church was used as a small school for a few years between 1922 and 1925 at which point it was abandoned.

The only map showing the location of the St. Thomas’ church is the 1879 Belden map. No historic plans or maps indicate the cemetery.

1.3.6 Summary

The land registries, census records and historic maps show that although this area was mainly rural, it had a high level of occupancy in the late nineteenth century. The lack of development after the 1950’s airport land expropriation has ensured that much of the archaeological potential associated with the original dwellings likely remains undisturbed.

The St. Thomas’ Church and cemetery property has archaeological potential. As the exact boundary of the cemetery is unknown, there is a chance that burials may exist near High Road with in the present subject property. In addition to this, the use of the church between the early 1870s and 1925 may also be revealed in the archaeological record.

Based on current knowledge of the pre-contact archaeology of the Ottawa Valley, there is potential for pre-contact archaeological sites in this area.

1.4 Archaeological Context

1.4.1 Current Conditions

The study area consists of a study corridor and a staging area. The 10 m wide study corridor parallels an existing paved, two-lane roadway (High Road) which has shallow ditches and also gravel shoulders in some sections. The study corridor passes through open cultivated fields (Image 1, p. 20), lightly wooded areas and fallow fields (Image 3, p. 21) and it also traverses sections of roadway at Bowesville Road and Leitrim Road. The former CPR railway bed runs across the study corridor: there is a raised bed of gravel where the tracks have been removed (Image 2). The staging area falls within the paved intersection of Earl Armstrong and High Roads. The area is rural and no dwellings are present along this stretch of High Road.
1.4.2 Physiography

The region of the study corridor lies near the boundary of two physiographic regions: the Russell and Prescott Sand Plains and the Ottawa Valley Clay Plains (Chapman and Putnam 1966:209) (Map 6 p. 31). The clay plains are characterized by flat, poorly drained topography while the sand plains offer moderately better drainage. This topography was most significantly influenced by the post glacial sequence of events in the region. The clay soils, deposited by the Champlain Sea (ca. 10,500 to 8,000 B.C.), were subsequently covered by sand deposits from the emerging fresh water drainage, which included the formation of a delta at the confluence of the Champlain Sea and an earlier, larger channel of the Ottawa River between Hawkesbury and Ottawa. Some of these sands were eroded to the underlying clay deposits by later channels of the developing Ottawa River.

The study area soils consist of Kars Gravelly Sandy Loam. This is a “light brown loam over stony light brown sandy loam over roughly stratified sand and gravel” (Department of Agriculture n.d.). The topography in areas with this soil is characterized as “Strong to gently undulating; good to excessive drainage” (Department of Agriculture). To the immediate east of the study corridor the soils consist of Uplands Sands, these include “shallow layers of organic matter, brown sand, grey sand and brown sand over deep yellow sand” (Department of Agriculture n.d.). Within areas of Uplands soils the land is described as “Undulating; excessive Drainage” (Department of Agriculture n.d.). The geology of the study area consists of glacial deposits, specifically ice-contact stratified drifts (Geological Survey of Canada 1982). These are characterized by large amounts of gravel and sand with cobbles and lenses of till. Within the area of this type of glacial deposit several gravel pits have been constructed. None of the gravel pits fall within the study corridor, however; some pits exist or have existed adjacent to it.

High Road was constructed on the Greely Ridge which extends along the project area in a north-south direction. The ridge formed as a deposit between two Late Wisconsinan ice lobes (Gadd 1987).

No water courses, existing or relic, are adjacent to the study corridor however, according to historic maps, a marsh previously existed in the area of Albion Road, approximately 800 m from the subject property.

The study corridor is within the Upper St. Lawrence sub-region of the Great Lakes-St. Lawrence Forest Region. The deciduous trees characterizing this sub-region include sugar maple, beech, red maple, yellow birch, basswood, white ash, laritgoth aspen, red and burr oak, white eastern hemlock, eastern white pine, white spruce and balsam fir are among the coniferous species (Rowe 1977:94). Most of the study corridor was cleared of the original forest cover during the nineteenth century through both lumbering and agriculture.

1.4.3 Previous Archaeological Assessments

Although a number of archaeological discoveries were made in the late nineteenth and early twentieth centuries (Jamieson 1989), systematic archaeological work in the region remained limited until recently. Over the past 20 years, however, numerous cultural resource management studies related to specific properties or development projects have been undertaken in the Ottawa area and many of these are near the proposed water main route.

A Stage 1 archaeological assessment was conducted within 50 m of the study corridor in 2006 (Swayze 2006). This assessment covered the east side of High Road and a portion of the south side of Leitrim Road. Stage 2, 3 and 4 assessments resulted from this Stage 1. The Stage 2 archaeological assessment located a historic site which was determined to be on the Gilligan property. It was registered as the Gilligan Site (BhFv-21). The site is
adjacent to Bowesville Road, within Lot 17, Gore Concession, and is located 20 m southwest of the present subject property. Stage 3 and 4 excavations were conducted in 2009 and 2010 on the Gilligan Site (BhFv-21) (Golder Associates 2009a, 2010a, 2010b). No structures were located during this assessment, but a significant number of artifacts were located and the old fence line of the property was also found. The entire site was mitigated during the Stage 4.

A Stage 3 archaeological assessment was conducted in 2007 on the location of the former Gloucester Station (BhFv-11) which is within 1 km of the present study corridor [Heritage Quest 2007]. This was followed by a Stage 4 assessment also in 2007 (Golder Associates 2007). The entire site was mitigated during the Stage 4. The Gloucester Station site (BhFv-11) is located within Lot 18, Concession 3, approximately 500 m east of the present subject property.

Additional archaeological assessments which have taken place near the study corridor include a 2008 Stage 1 assessment of the proposed Leitrim Park and Ride Facility, followed by a Stage 2 of part of this area (Golder Associates 2008a, 2009b) and a Stage 1-2 of a proposed subdivision development at the intersection of Earl Armstrong Road and Limebank Road (Golder Associates 2008b). Neither of these assessments resulted in the discovery of any sites and no further archaeological investigations were recommended.

1.4.4 Registered Archaeological Sites

There are no identified archaeological sites within the corridor. A search of the OASD indicated that two registered sites are located within a 1 km radius of the study corridor [MTC 2011b]. These are BhFv-11 (Gloucester Station), a late nineteenth century site located along the original Prescott and Bytown Railway, and BhFv-21 (the Gilligan Site), a late nineteenth century farmstead. These two sites were described in Section 1.4.2.

The City of Ottawa was contacted to obtain a list of any built heritage properties surrounding the study corridor. There are no built heritage structures within the study corridor; however a listed heritage property, the 1890s Foran House, is present at the southwest corner of Earl Armstrong Road and High Road, just south of the study corridor. This is important to note as the presence of properties designated or listed under the Ontario Heritage Act in the vicinity of the study corridor may indicate archaeological potential (MTC 2011a:17).

1.4.5 Summary

During recent archaeological work conducted in this area, several sites have been located near the present subject property. Archaeological potential is increased by the proximity of other known archaeological sites. Although none are within the property, one site, the Gilligan site (BhFv-21) is located very close to the corridor which indicates that late nineteenth century historic sites can be found along the roads in this area.

Archaeological potential is also increased by topographic features. As mentioned above, High Road was built on the Greely Ridge and the study corridor runs through the Prescott Russell sand plains. Both of these features increase the pre-contact archaeological potential of the study corridor.
2.0 FIELD METHODS

A property inspection was conducted for Part of Lots 16, 17, 18, 19, 20, Concession 3 and Part of Lot 16, Gore Concession on September 5, 2011. This inspection was undertaken to determine if there were any areas of disturbance which affected the archaeological potential, and to determine what survey strategies would be appropriate for a Stage 2 assessment, should it be required.

The inspection systematically covered the entire area to which we were granted access. The property owned by the Ottawa International airport was not inspected as we were not granted permission to enter the property. The weather on the date of inspection was partially sunny with a temperature of 27 degrees Celsius.

The property was inspected within the areas where access had been granted, alongside High Road. Areas of archaeological potential, as indicated by historic maps and the City of Ottawa archaeological management plan (Archaeological Services Inc. and Geomatics International Inc. 1999), were examined to confirm if features of archaeological potential were present and if there were any areas of disturbance which would have removed archaeological potential. Section 1.4.2 of the Standards and Guidelines for Consultant Archaeologists (MTC 2011:21-22) states that areas that are shown to have archaeological potential in a municipal archaeological management plan can only be exempt from a Stage 2 if they have been confirmed to be disturbed through a property inspection.

The study corridor includes open cultivated fields (Image 1, p. 20), lightly wooded areas and fallow fields (Image 3, p. 21). Through the course of the property inspection, the archaeological remains of two structures and one well were located. The first corresponds to the location of the John Britt farmstead on the Belden Map (Map 5, p. 30), in Lot 19. It consists of a partial stone wall and foundation (Image 4, p. 29). The second set of ruins is located at the Patrick Murray property on Lot 19 (Map 5, p. 30). These ruins consist of a square depression with cut stone and other visible debris on the ground surface (Image 5, p. 22). In Lot 17, near the location of the Bartley Gilligan dwelling on the Belden map (Map 5, p. 30), a stone well was located (Image 6, p. 22).

Areas of disturbance were also noted. These include the surface of High Road itself and its intersections; High Road and Earl Armstrong Road, including the proposed staging area; High Road and the railroad bed; High Road and Bowesville Road; and High Road and Leitrim Road. The study corridor extends into the paved road surface, the road shoulder and ditches in some areas, which were deemed to be disturbed.

It could not be determined if the ground was disturbed within the Ottawa International Airport area which we were not permitted to access, therefore this area must be subject to a Stage 2 archaeological assessment.

Field notes and photographs of the property were taken during the inspection. The photograph locations and directions were noted and all photographs were catalogued (see Appendix A). Photograph locations and directions have been shown on Map 8 (p. 33).

This archaeological assessment was carried out during the pre-approval stage of the water main project, therefore detailed design mapping was not available. Aerial photographs from 2011 have been used for base mapping instead of a detailed plan.

Comment [MTCS26]: S&Gs 7.7.2: If a property inspection is carried out, describe explicitly how the standards from S&Gs 1.2 were met.

Comment [MTCS27]: S&Gs 1.2 S1

Comment [MTCS28]: Describe the weather on the fieldwork dates rather than stating the weather was "appropriate".

Comment [MTCS29]: S&Gs 7.7.6 2a: a statement regarding the lack of availability of higher quality mapping

Comment [MTCS30]: S&Gs 7.5.12, S2d: if formal project mapping is not available, other images may be used as specified
3.0 ANALYSIS AND CONCLUSIONS

3.1 Archaeological Potential

A number of factors are employed in determining archaeological potential. Criteria for pre-contact archaeological potential is focused on physiographic variables that include distance from the nearest source of water, the nature of the nearest source/body of water, distinguishing features in the landscape (e.g., ridges, knolls, eskers, wetlands), the types of soils found within the area of assessment and resource availability. Also considered in determining archaeological potential are known archaeological sites within or in the vicinity of the study corridor. Historic research provides the basis for determining historic archaeological potential. Land registry records, assessment roles, census, historic maps and aerial photographic evidence and a property inspection of the project area all assist in determining historic archaeological potential. Additionally, the proximity to historic transportation corridors such as roads, rail and water courses also affect the historic archaeological potential.

The study corridor is located alongside an historic transportation corridor (High Road). This road was originally used as a stage coach route between the St. Lawrence Front and the developing community at Bytown. In addition to this, the first railroad into Ottawa (the Bytown and Prescott Railroad) crosses the study corridor (Image 2, p. 20). The historic archaeological potential is increased by the fact that little development has occurred in this area. After the expropriation of portions of the study corridor for the expansion of the Ottawa Airport in the 1950s, no buildings were constructed along High Road. The study corridor also has pre-contact archaeological potential. Although there are no adjacent water sources, the topography of the corridor is situated on the Greely Ridge and the surrounding area has undulating topography. Two historic archaeological sites are present within 1 km of the study corridor and three others are within 3 km.

A review of the historic maps, land registry and census records show that High Road was an active farming community, with the southern portion of the Village of Bowesville extending into the study corridor. Along the west side of High Road were several farms, a town hall and a church. In the immediate area there was also an inn and a train station.

During the property inspection, the ruins of two structures were noted along the west side of High Road, just outside the study corridor. The first corresponds to the location of the John Britt farmstead on the Belden Map (Map 5, p. 30) in Lot 19. They consist of a partial stone wall and foundation (Image 4, p. 29). The second set of ruins is located on the Patrick Murray property on Lot 19 (Map 5, p. 30). These ruins consist of a square depression with cut stone and other visible debris at on the ground surface (Image 5, p. 22). In Lot 17, near the location of the Bartley Gilligan dwelling on the Belden map (Map 5, p. 30), a stone well was located, also immediately outside the study area (Image 6, p. 22). These ruins are indicated on Map 11 (p. 37). The presence of these ruins in close proximity to the study corridor indicates high archaeological potential.

The inspection of the location of the former St. Thomas’ Methodist Church revealed that the cemetery has been left in disrepair with few remaining headstones standing (Image 7, p. 23) and several of them laid down in a row (Image 8, p. 23). Those which were laid down in a row were of a style which is generally meant to be erected as a standing headstone. This indicates that the stones were partially buried after their original location was lost. Additionally, no fence line is present along High Road to indicate the cemetery boundaries. The present extent of the cemetery is unknown and burials may extend into the proposed water main corridor.
The City of Ottawa has an archaeological management plan (Archaeological Services Inc. and Geomatics International Inc. 1999a and 1999b). This management plan indicates that the entire corridor has archaeological potential (Maps 9 and 10, p. 34 - p. 35). According to the Standards and Guidelines for Consultant Archaeologists (MTC 2011:22), an area deemed to have archaeological potential by an archaeological management plan can only be exempt from a Stage 2 archaeological assessment when it has been confirmed through a property inspection that the potential for the entire project has been removed through disturbance.

Areas of disturbance confirmed during the property inspection are the intersections of High Road and Earl Armstrong Road (including the proposed staging area), the intersection of Leitrim Road and High Road, the intersection of Bowesville Road and High Road, the intersection of High Road and the rail bed (Image 2, p. 20) and the surface and shoulders of High Road itself (Image 9, p. 24).

Lots 14 and 15 of Gore Concession appear on the City of Ottawa archaeological management plan as having potential and were not inspected as access was not granted for the Stage 1 assessment therefore, these lots must undergo a Stage 2 archaeological assessment.

### 3.2 Conclusions

Based on these findings, the entire corridor has archaeological potential, with the exception of the areas noted above as disturbed, and should undergo a Stage 2 archaeological assessment (Map 11, p. 36).

As the study corridor is 10 m in width, pedestrian survey is not required except for areas of recently ploughed land. One field is presently under cultivation: a pedestrian survey should be conducted at five metre intervals within this field, in accordance with the Standards and Guidelines for Consultant Archaeologists (2011a:30).

Other areas of potential as shown on Map 11, p. 36 should be assessed by means of a test pit survey at five metre intervals in accordance with the Standards and Guidelines for Consultant Archaeologists (2011a:30).

The portion of the study corridor extending into the Ottawa International Airport was not subject to a Stage 1 property inspection. Aerial photography supports that the area has not recently been under cultivation; therefore this portion of the study corridor should be subject to a test pit survey at five metre intervals in accordance with the Standards and Guidelines for Consultant Archaeologists (2011a:30).

Test pits should be excavated by hand in a 5 m grid pattern throughout the corridor, with test pits measuring a minimum of 30 cm in diameter, excavated 5 cm into subsoil and all soil being screened through a minimum 6 mm mesh.

As the present extent of the St. Thomas’ Methodist Church cemetery is unknown, this area should undergo a geophysical survey in order to determine the boundary of the cemetery and whether or not any graves are present within the study corridor. This geophysical survey should be supplemented with sod stripping in order to ground truth the results.

Comment [MTCS34]: S&G 1.4.2 S1

Comment [MTCS35]: S&Gs 7.7.3 S2: Identify and describe areas that have been subject to extensive and deep land alterations where the archaeological potential has been removed.

Comment [MTCS36]: S&Gs 7.7.3 S1: Identify areas of archaeological potential within the study area

Comment [MTCS37]: S&Gs 2.1.2 S1f: Narrow linear survey corridors may be test pitted except where the lands meet the standards for pedestrian survey at the time of fieldwork.

Comment [MTCS38]: S&Gs 2.1.1 S1: Actively or recently cultivated agricultural land must be subject to pedestrian survey. The airport lands have not been recently cultivated. S&Gs 2.1.2 S1c: Abandoned farmland with heavy brush and weed growth may be surveyed by test pitting.

Comment [MTCS39]: S&Gs 2.1 Guideline 2: Geophysical survey may assist in identification of archaeological resources, but not as an alternative to standard SI 2 methods
A combination of geophysical survey methods (outlined below) and test pit survey should be conducted in vicinity of the cemetery during the Stage 2 archaeological assessment. Topsoil stripping is also recommended as a Stage 3 strategy prior to any ground disturbance taking place near the cemetery. Topsoil stripping will help to confirm the findings of the geophysical survey and may locate soil color changes the geophysical survey cannot while the geophysical survey may locate subtle stratigraphic changes that may not be observable through test pitting or sod stripping (Conyers 2004). Although the corridor is not running through the cemetery property, there is a chance that a burial may have been placed outside of the present cemetery limits.

Both high-resolution electromagnetic induction (EM) and ground penetrating radar (GPR) surveys are considered to be useful to identify individual grave sites and, by extension, define the limits of a grave yard (Jones 2008). With an EM survey, the disturbed soil in a grave shaft can sometimes be detected as a change in terrain apparent conductivity and it may also be possible to detect the presence of a coffin directly (Gaffney 2003). Changes in terrain apparent conductivity associated with a grave shaft may be due to a combination of factors including:

- Disrupted stratigraphy;
- Changes in porosity and water retention characteristics of the soil within the grave shaft; and
- Possible chemical alteration of the soil about the grave due to decay.

GPR can be used to profile changes in soil composition, compaction and water distribution and virtually any man-made disturbance of the soil will cause disruption of natural stratigraphy and cause redistribution of soil water. GPR measurements over such areas can detect these changes which may have occurred hundreds of years previously. In addition, the technique responds to localized metal or rocks buried in soils. This makes it a powerful tool for direct detection of buried artifacts. GPR is widely used to locate buried bodies and grave sites.

Comment [MTCS40]: This discussion is not required but it provides info to the proponent about the value and contribution of the recommended geophysical survey.

Comment [MTCS41]: S&Gs 2.2 Guideline 4: making this Stage 3 recommendation for topsoil stripping early in the Stage 1 report allows the proponent to plan ahead for later work. Also, this ensures that all parties involved in the project are aware of the need for further investigation.
4.0 **RECOMMENDATIONS**

Based on the background research and the results of the property inspection, portions of the corridor are considered to have archaeological potential and a Stage 2 assessment is required in areas within the corridor which have not been determined to be disturbed. The Stage 1 assessment investigation has provided the basis for the following recommendations:

1) A Stage 2 archaeological assessment will be conducted by a licensed consultant archaeologist using the pedestrian survey method at 5 m intervals in areas along the corridor which have been recently ploughed and are in appropriate condition at the time of survey (as illustrated by the area marked in yellow on Map 11, p. 36);

2) A Stage 2 archaeological assessment will be conducted by a licensed consultant archaeologist using the test pit survey method at 5 m intervals in all areas along the corridor which have not been recently ploughed or do not have appropriate conditions for pedestrian survey at the time of the Stage 2 assessment (as illustrated by the areas marked in pink on Map 11, p. 36);

3) The section of the corridor within Lots 14 and 15, Gore Concession which was not inspected during the Stage 1 will undergo a Stage 2 archaeological assessment by a licensed consultant archaeologist using the test pit survey method at 5 m intervals (MTC 2011a);

4) A geophysical survey will be conducted in the area surrounding the St. Thomas’ Cemetery along with the test pit survey method as part of the Stage 2 assessment (as illustrated by the area marked in green on Map 11, p. 36). This should later be followed by topsoil stripping of the corridor as part of a Stage 3 archaeological assessment under the supervision of a licensed consultant archaeologist to determine the extent of the cemetery and to ensure no graves will be disturbed.

5) No further archaeological assessments are recommended for areas which have been determined to be disturbed including the following intersections; High Road and Earl Armstrong Road, including the proposed staging area; High Road and the rail bed; High Road and Bowesville Road; and High Road and Leitrim Road (as illustrated by the areas marked in blue on Map 11, p. 36);

6) The Stage 2 archaeological assessment will follow the requirements set out in the 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC 2011).
5.0 ADVISE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the Minister of Tourism and Culture 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 for Consultant Archaeologists (2011a) 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, Culture and Sport, 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 Archaeological Reports referred to in Section 65.1 of the Ontario Heritage Act.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject 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.


Comment [MTCS46]: The wording for this section is given in S&Gs 7.5.9
6.0  **BIBLIOGRAPHY AND SOURCES**

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n.d.(b)  *Heritage Designation: Heritage Districts*. Planning and Developing Department, Pamphlet available through the Heritage Section, Planning and Infrastructure Approvals Branch, City of Ottawa.
STAGE 1 WATER MAIN BACK-UP ROUTE TO THE OTTAWA INTERNATIONAL AIRPORT


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Kemp, Lois ed.  

Laliberté, M.  

National Capital Commission  


Ministry of Consumer Services  

Ministry of Culture  

Ministry of the Environment  

Ministry of Tourism and Culture  

2011b *Sites within a One Kilometre Radius of the Project Area Provided from the Ontario Archaeological Sites Database, September 1, 2011.*

Municipal Engineers Association
STAGE 1 WATER MAIN BACK-UP ROUTE TO THE OTTAWA INTERNATIONAL AIRPORT


Library and Archives of Canada (LAC)

National Map Collection (NMC):

1825  Plan of the Township of Gloucester, Coffin, NMC 4830

1863  Map of the County of Carleton, Canada West. H.F. Walling. NMC 43061

Census Records

T-6367, Gloucester Township 1891

C-13229, Gloucester Township 1881

C10012, Gloucester Township 1871

C-1012, Gloucester Township 1861

C-11716, Gloucester Township 1851

M-7735, Gloucester Township 1823-1828 and 1830-1841

National Air Photo Library (NAPL)

1945  A9557-23

1959  A15331-38
7.0 IMAGES

Image 1: Field alongside High Road showing ploughed conditions (D012).

Image 2: Rail bed at High Road facing northeast (D009).

Comment [MTC51]: S&G 7.7.5: the images should document features affecting the determination for archaeological potential and should also support the recommendations.
Image 3: Fallow field south of the intersection of Bowesville Road and High Road (D013).

Image 4: Ruins of the John Britt farm on the west side of the High Road, immediately north of the Ottawa and Prescott/St. Lawrence and Ottawa/CPR track, as seen on the Belden Map of 1879 (D010).
Image 5: Ruins of the Patrick Murray farm on the west side of High Road looking southeast to the John Britt Farmstead as seen on the Belden Map of 1879 (D011).

Image 6: Laid fieldstone-lined well in Lot 17 Concession 3, at the location of the Bartley Gilligan farmstead, looking south (D018).
Image 7: Cemetery at the ruins of the former St. Thomas' Methodist church (D015).

Image 8: Displaced stones at the St. Thomas' Cemetery laid out in a row (D016).
Image 9: View of High Road looking southeast showing the disturbance caused by the road (D003).

Image 10: Field along High Road south of the rail bed (D007).
8.0 MAPS

Comment [MTCS52]:
S&Gs 7.5.12: regional map scale is between 1:25,000 and 1:50,000

S&Gs 7.7.6 S3: clearly indicate on mapping which areas are recommended for Stage 2 and which areas are not. (Map 11).

S&Gs 7.7.7 St 4: separately map each category of low potential (disturbed vs. steeply sloped vs. wet) (Maps 9 + 10).
LEGEND

- STUDY CORRIDOR
- STAGING AREA

NOTE
THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING G.A. LTD. REPORT

REFERENCE
DATA: 2008 CANMAP, DMTI SPATIAL
DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 18

SCALE METRES 1:40,000

Ottawa, Ontario
G.A.
ARCHAEOLOGY
Ottawa, Ontario

G.A.
ARCHAEOLOGY
Ottawa, Ontario

 scales: N:\Active\2011\1126 - Environmental and Cultural Sciences\11-1126-0065 Model Reports_MTC_Spatial IM\MXD\1111260065-1000-01.mxd

KEY PLAN

G.A.
ARCHAEOLOGY
Ottawa, Ontario

G.A.
ARCHAEOLOGY
Ottawa, Ontario

 SCALE AS SHOWN REV. 0 REVIEW DH

PROJECT No. 11-1126-0065

PROJECT TITLE STAGE I ARCHAEOLOGICAL ASSESSMENT-
WATER MAIN BACK-UP ROUTE

MAP 1
LEGEND

STUDY CORRIDOR
STAGING AREA
WATER MAIN ROUTE
1879 STRUCTURES
1945 STRUCTURES
1906 STRUCTURES

REFERENCE
BASEMAP PROVIDED BY MICROSOFT AND ESRI CANADA 2011
PROJECTION: TRANSVERSE MERCATOR  DATUM: NAD 83  COORDINATE SYSTEM: UTM ZONE 18

NOTE
THIS DRAWING TO BE READ IN CONJUNCTION WITH THE G.A. ARCHAEOLOGY LTD. ACCOMPANYING REPORT.

STAGE I ARCHAEOLOGICAL ASSESSMENT-
WATER MAIN BACK-UP ROUTE

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SCALE 1:8,000
METRES

STUDY CORRIDOR
STAGING AREA
WATER MAIN ROUTE
1879 STRUCTURES
1945 STRUCTURES
1906 STRUCTURES

REFERENCE
BASEMAP PROVIDED BY MICROSOFT AND ESRI CANADA 2011
PROJECTION: TRANSVERSE MERCATOR  DATUM: NAD 83  COORDINATE SYSTEM: UTM ZONE 18
LEGEND
- STUDY CORRIDOR
- STAGING AREA
- WATER MAIN ROUTE

REFERENCE
HISTORICAL MAP - 1879 - EAST GLOUCESTER - BELDEN
HISTORICAL MAP - 1906 - OTTAWA - QUEBEC TOPOGRAPHIC - DEPARTMENT OF MILITIA AND DEFENCE
PROJECTION: TRANSVERSE MERCATOR   DATUM: NAD 83   COORDINATE SYSTEM: UTM ZONE 18

NOTE
THIS DRAWING TO BE READ IN CONJUNCTION WITH THE G.A. ARCHAEOLOGY LTD. ACCOMPANYING REPORT.

STAGE I ARCHAEOLOGICAL ASSESSMENT-
WATER MAIN BACK-UP ROUTE

PROJECT
STAGE I ARCHAEOLOGICAL ASSESSMENT-WATER MAIN BACK-UP ROUTE

TITLE
1879 AND 1906 HISTORICAL MAPS
PHYSIOGRAPHY

7- DRUMLINS
9- LIMESTONE PLAINS
11- SAND PLAINS
12- CLAY PLAINS
14- BEACHES
17- PEAT AND MUCK

SOIL SURVEY

UPLANDS
MANOTICK

NOTE
THIS DRAWING TO BE READ IN CONJUNCTION WITH THE G.A. ARCHAEOLOGY LTD. ACCOMPANYING REPORT.

REFERENCE
SOIL MAP OF CARLETON COUNTY, DEPARTMENT OF CHEMISTRY, ONTARIO AGRICULTURAL COLLEGE, GUELPH, AND THE EXPERIMENTAL FARM SERVICE, DOMINION DEPARTMENT OF AGRICULTURE, OTTAWA.
1982. SURFICIAL GEOLOGY, OTTAWA ONTARIO – QUEBEC. SURVEYS AND MAPPING BRANCH, GEOLOGICAL SURVEY OF CANADA, OTTAWA.
PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83 COORDINATE SYSTEM, UTM ZONE 18

LEGEND

STUDY CORRIDOR
STAGING AREA
WATER MAIN ROUTE
WATERCOARSE
ROAD
WATERBODY

SOIL SURVEY AND PHYSIOGRAPHY MAPS

PROJECT
STAGE | ARCHAEOLOGICAL ASSESSMENT- WATER MAIN BACK-UP ROUTE

TITLE

MAP 6

SCALE: 1:40,000 METERS
LEGEND

- STUDY CORRIDOR
- STAGING AREA
- WATER MAIN ROUTE

REFERENCE
AERIAL PHOTO - A56573-23-1945
AERIAL PHOTO - A15331-38-1959
PROJECTION: TRANSVERSE MERCATOR
DATUM: NAD 83
COORDINATE SYSTEM: UTM ZONE 18

NOTE
THIS DRAWING TO BE READ IN CONJUNCTION WITH THE G.A. ARCHAEOLOGY LTD. ACCOMPANYING REPORT.

STAGE I ARCHAEOLOGICAL ASSESSMENT-
WATER MAIN BACK-UP ROUTE

STUDY CORRIDOR
STAGING AREA
WATER MAIN ROUTE

SCALE: 1:14,000
METERS

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LEGEND

- PHOTO LOCATION AND DIRECTION
- STUDY CORRIDOR
- STAGING AREA
- WATER MAIN ROUTE

REFERENCE
BASEMAP PROVIDED BY MICROSOFT AND ESRI CANADA 2011
PROJECTION: TRANSVERSE MERCATOR  DATUM: NAD 83  COORDINATE SYSTEM: UTM ZONE 18

NOTE
THIS DRAWING TO BE READ IN CONJUNCTION WITH THE G.A. ARCHAEOLOGY LTD. ACCOMPANYING REPORT.

STAGE I ARCHAEOLOGICAL ASSESSMENT-
WATER MAIN BACK UP

PHOTO LOCATIONS AND DIRECTION

STUDY CORRIDOR
STAGING AREA
WATER MAIN ROUTE

SCALE 1:5,000
METRES

METRES

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2011
1126 - Environmental and Cultural Sciences
11-1126-0065 Model Reports_MTC
Spatial IM
MXD
1111260065-1000-08.mxd

Ottawa, Ontario
G.A. ARCHAEOLOGY LTD.
STAGE I ARCHAEOLOGICAL ASSESSMENT - WATER MAIN BACK-UP

LOT 15, GORE
LOT 16, GORE
LOT 14, GORE
LOT 18, CON 3 FROM RIDEAU RIVER
LOT 17, GORE
LOT 15, CON 3 FROM RIDEAU RIVER
LOT 17, CON 3 FROM RIDEAU RIVER

REFERENCE
BASEMAP PROVIDED BY MICROSOFT AND ESRI CANADA 2011
Projection: Transverse Mercator Datum: NAD 83 Coordinate System: UTM Zone 18

NOTE
THIS DRAWING TO BE READ IN CONJUNCTION WITH THE G.A. ARCHAEOLOGY LTD. ACCOMPANYING REPORT.

LEGEND
STUDY AREA
WATER MAIN ROUTE
LOT AND CONCESSION
ARCHAEOLOGICAL POTENTIAL
NO POTENTIAL - DISTURBED BY ROADWAY AND RAIL BED CONSTRUCTION
ARCHAEOLOGICAL POTENTIAL FROM THE CITY OF OTTAWA MASTER PLAN
LEGEND

STUDY CORRIDOR
STAGING AREA
PEDESTRIAN SURVEY
GEOPHYSICAL AND TEST PIT SURVEY
TEST PIT SURVEY
DISTURBED AREA
LOT AND CONCESSION

SCALE: 1:5,000

METRES

STAGE I ARCHAEOLOGICAL ASSESSMENT - WATER MAIN BACK UP

ARCHAEOLOGICAL RECOMMENDATIONS

NOTE
THIS DRAWING TO BE READ IN CONJUNCTION WITH THE G.A. ARCHAEOLOGY LTD. ACCOMPANYING REPORT.
APPENDIX A
Photographic Catalogue
## APPENDIX A
### Photographic Catalogue

<table>
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<td>09/09/2011</td>
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<td>18</td>
<td>3</td>
<td>View of the field adjacent to High Road</td>
<td>NW</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
<tr>
<td>D013</td>
<td>17</td>
<td>3</td>
<td>Fallow field south of the intersection of Bowesville Road and High Road.</td>
<td>N</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
<tr>
<td>D014</td>
<td>17</td>
<td>3</td>
<td>View of Bowesville Road from the High Road intersection</td>
<td>S</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
<tr>
<td>D015</td>
<td>16</td>
<td>Gore</td>
<td>Cemetery at the ruins of the St. Thomas Anglican Church</td>
<td>W</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
<tr>
<td>D016</td>
<td>16</td>
<td>Gore</td>
<td>Displaced stones at the St. Thomas Anglican Church laid out in a row</td>
<td>NW</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
<tr>
<td>D017</td>
<td>16</td>
<td>Gore</td>
<td>View of the intersection of Leitrim Road and High Road</td>
<td>N</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
<tr>
<td>D018</td>
<td>17</td>
<td>3</td>
<td>Dry laid stone well</td>
<td>S</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
<tr>
<td>D019</td>
<td>17</td>
<td>3</td>
<td>Bartley Gilligan property</td>
<td>E</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
<tr>
<td>D020</td>
<td>16</td>
<td>Gore</td>
<td>View into the Ottawa Airport property from Limebank Road</td>
<td>N</td>
<td>09/09/2011</td>
<td>LB</td>
</tr>
</tbody>
</table>
APPENDIX B

Detailed Property History
### APPENDIX B
Detailed Property History

<table>
<thead>
<tr>
<th>Con.</th>
<th>Lot</th>
<th>Part</th>
<th>Year</th>
<th>Occupant(s)/Owner (age)</th>
<th>Notes</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>16</td>
<td>200 acres</td>
<td>1803</td>
<td>Sarah Wood</td>
<td>May not have occupied the property</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>200 acres</td>
<td>1851</td>
<td>Jonah Wood (62); Mary Wood (20)</td>
<td>Lived in a 'log shanty'</td>
<td>LAC C-11716</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1852</td>
<td>Bytown and Prescott Railway</td>
<td>Small section conveyed to railway</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>N/A</td>
<td>1852</td>
<td>Edward Malloch</td>
<td>Malloch purchased pieces of the property from woods between 1852-1856</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1859</td>
<td>John Cunningham</td>
<td>Obtained through affidavit</td>
<td>Land Registry A-6614</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1861</td>
<td>John Cunningham Jr. (27); Alice Cunningham (24)</td>
<td></td>
<td>LAC C-1012</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N/A</td>
<td>1863</td>
<td>Jonah Wood</td>
<td>Shown as the occupant of the property, in contradiction to land registry and census records</td>
<td>Walling 1863 (Map 4, p. 29)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>147 acres</td>
<td>John Cunningham (38); Elizabeth Cunningham (26); Margaret Jane Cunningham (3); Elizabeth Cunningham (5); Anastasia Cunningham (1)</td>
<td></td>
<td>LAC C-10012</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1871</td>
<td>Andrew Jardin</td>
<td>Land registry records indicates that the grantee for this transaction was Mary Woods</td>
<td>Land Registry A-6614</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1879</td>
<td>Andrew Jordan</td>
<td></td>
<td>Belden 1879 (Map 5, p. 30)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1881</td>
<td>Andrew Jardine (61); Laralane Jardine (53); 7 children</td>
<td></td>
<td>LAC C-13229</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North 100 acres</td>
<td>1894</td>
<td>James Stewart</td>
<td></td>
<td>Land Registry A-6614</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South 100 acres</td>
<td>1898</td>
<td>James Quinn</td>
<td>Grantee for the transaction was Emos Jardine</td>
<td>Land Registry A-6614</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>17</td>
<td>200 acres</td>
<td>1802</td>
<td>Samuel Buell</td>
<td>Crown Patent</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1825</td>
<td>Samuel Buell</td>
<td>Shown as property owner</td>
<td>Coffin 1825 (Map 4, p. 29)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>200 acres</td>
<td>1831</td>
<td>John Cunningham</td>
<td>Grantee Sheriff MacDonell</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1833</td>
<td>John Cunningham</td>
<td>Owned an inn and tavern</td>
<td>LAC M-7735 Johnston G. 1988</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>200 acres</td>
<td>1844</td>
<td>James Heath</td>
<td></td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>200 acres</td>
<td>1853</td>
<td>William Petry</td>
<td></td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>200 acres</td>
<td>1853</td>
<td>George Byron Lyon Fellows</td>
<td></td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1863</td>
<td>George Byron Lyon Fellows &amp; J. Brouse</td>
<td>Shown as the occupants of the Lot on the Walling map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Con.</td>
<td>Lot</td>
<td>Part</td>
<td>Year</td>
<td>Occupant(s)/Owner (age)</td>
<td>Notes</td>
<td>Reference</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>------</td>
<td>------</td>
<td>-------------------------</td>
<td>-------</td>
<td>-----------</td>
</tr>
<tr>
<td></td>
<td>200 acres</td>
<td>1868</td>
<td>Bartholomew Gilligan</td>
<td>Gilligan indicate as an inn keeper on census records. Listed as owning a house, two barns and fanning mill</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>200 acres</td>
<td>1871</td>
<td>Bartholomew Gilligan (67) Mary Ann Gilligan (34) Nine children</td>
<td>Belden 1879 (Map 5, p. 30)</td>
<td>LAC C-10012</td>
<td></td>
</tr>
<tr>
<td></td>
<td>197 acres</td>
<td>1879</td>
<td>Bartley Gilligan</td>
<td>Shown as the occupant of the property on the Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Part</td>
<td>1882</td>
<td>Joseph Gilligan</td>
<td>Portion of Lot unknown</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>200 acres</td>
<td>1888</td>
<td>Joseph Gilligan</td>
<td></td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>East 100 acres</td>
<td>1889</td>
<td>Joshua Hardy</td>
<td>Grantee Joshua Hardy</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>West 100 acres</td>
<td>1889</td>
<td>James W. Houston</td>
<td>Grantee Joshua Hardy</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>200 acres</td>
<td>1854</td>
<td>John Cunningham Jr.</td>
<td>Grantee on quick claim deed John Cunningham (prior to crown patent)</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1832</td>
<td>Two adults and one child</td>
<td>Property contains &quot;merchant shop&quot;</td>
<td></td>
<td>LAC M-7735</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1833</td>
<td>John Cunningham and five males</td>
<td>Two one story timber dwellings with three additional fireplaces (suggests a more substantial building like an inn)</td>
<td></td>
<td>LAC M-7735</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1851</td>
<td>John Cunningham (60) (inn keeper); William King (64) (Clerk); John Cunningham Jr. (18); Catharine Cunningham (60); Mary Ann Cunningham (15); Catharine Cunningham (12) Fourteen additional individuals (possibly occupants of the inn)</td>
<td>Listed buildings include a two story plank house and inn</td>
<td></td>
<td>LAC C-11716</td>
<td></td>
</tr>
<tr>
<td></td>
<td>200 acres</td>
<td>1860</td>
<td>John Cunningham</td>
<td>Grantee Edward Malloch</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1862</td>
<td>John Cunningham</td>
<td>Mortgage; Mary Fellows</td>
<td></td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1863</td>
<td>J. Cunningham</td>
<td>Shown as the occupant on the Walling Map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Part</td>
<td>1872</td>
<td>Joshua M. Hardy</td>
<td>Grantee Mary Fellows, part of Lot unknown</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
<tr>
<td></td>
<td>West 50 acres</td>
<td>1879</td>
<td>Joshua Hardy</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>East 145 acres</td>
<td>1879</td>
<td>J. B. Fellows</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1881</td>
<td>Joshua Hardy (34)</td>
<td></td>
<td></td>
<td>LAC C-13229</td>
<td></td>
</tr>
<tr>
<td></td>
<td>East 145 acres</td>
<td>1882</td>
<td>John Fitzsimmons</td>
<td>Grantee Mary Fellows</td>
<td>Land Registry A-6614</td>
<td></td>
</tr>
</tbody>
</table>
### APPENDIX B
Detailed Property History

<table>
<thead>
<tr>
<th>Con.</th>
<th>Lot</th>
<th>Part</th>
<th>Year</th>
<th>Occupant(s)/Owner (age)</th>
<th>Notes</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>19</td>
<td>200 acres</td>
<td>1803</td>
<td>Mary Waggoner</td>
<td>Crown Patent</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>200 acres</td>
<td>1806</td>
<td>Daniel Sheek</td>
<td>Grantee Jacob Waggoner</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>200 acres</td>
<td>1812</td>
<td>William McCauley</td>
<td>Grantee Daniel Sheek</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>200 acres</td>
<td>1825</td>
<td>Mary Waggoner</td>
<td>Shown as owner on the Coffin Map</td>
<td>Coffin 1825 (Map 4, p. 29)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1833</td>
<td></td>
<td>Michael Murray</td>
<td></td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td>1833</td>
<td>North 100 acres</td>
<td></td>
<td>Michael Murray</td>
<td></td>
<td>LAC M-7735</td>
</tr>
<tr>
<td></td>
<td>1841</td>
<td>North 100 acres</td>
<td></td>
<td>Michael Murray</td>
<td></td>
<td>LAC M-7735</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North 100 acres</td>
<td>1851</td>
<td>Michael Murray (60); Mrs. Murray (n/a); Patrick Murray (24)</td>
<td>One story wooden dwelling</td>
<td>LAC C-11716</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Part from North 100 acres</td>
<td>1852</td>
<td>Bytown and Prescott Railroad</td>
<td>Grantee Michael Murray Small parcel of land transferred</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>North 96 acres</td>
<td>1861</td>
<td>Michael Murray (77)</td>
<td>One story log house</td>
<td>LAC C-1012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North 100 acres</td>
<td>1863</td>
<td>M. Murray</td>
<td>Shown as the occupant on the Walling Map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North 100 acres</td>
<td>1863</td>
<td>Reverend John O’Brien</td>
<td>Willed by Michael Murray</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North 100 acres</td>
<td>1865</td>
<td>Patrick Murray</td>
<td>Grantee Rev. John O’Brien</td>
<td>Land Registry A-6614</td>
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<tr>
<td></td>
<td></td>
<td>North 70 acres</td>
<td>1871</td>
<td>Patrick Murray (40); Peter Gidson (53); Matilda Gidson (37);</td>
<td>Peter Gidson is listed as a farm labourer; a single house and</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10 Gidson children</td>
<td>two barns are listed on the property</td>
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<td></td>
<td></td>
<td>North 97 acres</td>
<td>1879</td>
<td>Patrick Murray</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North 100 acres</td>
<td>1894</td>
<td>John Murray</td>
<td>Inherited from John Murray</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North 100 acres</td>
<td>1895</td>
<td>Mary Murray</td>
<td></td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North 100 acres</td>
<td>1897</td>
<td>Margaret McKeller</td>
<td>Court ruling</td>
<td>Land Registry A-6614</td>
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<tr>
<td></td>
<td></td>
<td>North 100 acres</td>
<td>1899</td>
<td>John Backs</td>
<td>Grantee Margaret McKeller</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 100 acres</td>
<td>1833</td>
<td>Hugh Finland</td>
<td>Grantee Michael Murray</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 100 acres</td>
<td>1839</td>
<td>Hugh Finland</td>
<td></td>
<td>LAC M-7735</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 50 acres</td>
<td>1844</td>
<td>Christopher Annie</td>
<td></td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 100 acres</td>
<td>1861</td>
<td>Hugh Finland (65)</td>
<td>1 story log house; Contradicts land registry records indicating 50</td>
<td>LAC C-1012</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>acres were sold to C. Annie in 1844</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## APPENDIX B
### Detailed Property History

<table>
<thead>
<tr>
<th>Con.</th>
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<th>Notes</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>South 50 acres</td>
<td>1868</td>
<td>John Sutherland</td>
<td>Grantee James Annie, presumable Christopher Annie's heir; Mortgage to Donald Grant</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 50 acres</td>
<td>1870</td>
<td>James Connoran</td>
<td>Grantee Donald grant</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 50 acres</td>
<td>1879</td>
<td>James Conlin</td>
<td>Shown as occupant on Belden map (Conlin = Connoran?)</td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 50 acres</td>
<td>1895</td>
<td>Elizabeth Connoran and Matthew Connoran</td>
<td>Inherited</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 100 acres</td>
<td>1863</td>
<td>H. Finlay</td>
<td>Shown as the occupant on the Walling Map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South center 50 acres</td>
<td>1863</td>
<td>Thomas Murray</td>
<td>Grantee Hugh Finland</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South center 50 acres</td>
<td>1867</td>
<td>Anastasia Britt</td>
<td>Grantee Thomas Murray (north half of the south half of the lot)</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South center 50 acres</td>
<td>1879</td>
<td>John Britt</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South center 50 acres</td>
<td>1879</td>
<td>John Foran</td>
<td>Quit Claim Deed</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South center 50 acres</td>
<td>1884</td>
<td>Timothy Sullivan</td>
<td></td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South center 50 acres</td>
<td>1900</td>
<td>Robert Duncan</td>
<td>Purchased from Sullivan Family</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unknown # of acres</td>
<td>1867</td>
<td>Thomas Reynolds</td>
<td>Small portions purchased from both Anastasia Britt and Patrick Murray, possibly connected to the railway</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td>3</td>
<td>20</td>
<td>200 acres</td>
<td>1821</td>
<td>Simon Fraser</td>
<td>Crown Patent</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>200 acres</td>
<td>1831</td>
<td>John Cunningham</td>
<td></td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West 100 acres</td>
<td>1839</td>
<td>John Foran</td>
<td></td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West 100 acres</td>
<td>1851</td>
<td>John Foran (40); Ellen Foran (32); Richard Foran (22); William Foran (20); John Foran (18); Michael Foran (17); Patrick Foran (14); Jane Muroney (25); Ellen Foran (10)</td>
<td></td>
<td>LAC C-11716</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West 100 acres</td>
<td>1855</td>
<td>William and John Foran</td>
<td>Inherited from John Foran</td>
<td>Land Registry A-6614</td>
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<tr>
<td></td>
<td></td>
<td>North west 50 acres</td>
<td>1863</td>
<td>William Foran</td>
<td>Shown as the occupant on the Walling Map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North west 36 acres</td>
<td>1871</td>
<td>Thomas Duncan</td>
<td>Grantee William Foran</td>
<td>Land Registry A-6614</td>
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<tr>
<td></td>
<td></td>
<td>South west 50 acres</td>
<td>1863</td>
<td>J, Foran</td>
<td>Shown as the occupant on the Walling Map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
</tr>
</tbody>
</table>
### APPENDIX B

**Detailed Property History**

<table>
<thead>
<tr>
<th>Con.</th>
<th>Lot</th>
<th>Part</th>
<th>Year</th>
<th>Occupant(s)/Owner (age)</th>
<th>Notes</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>South west</td>
<td>1872</td>
<td>Thomas Graham</td>
<td>Grantee John Foran</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>acres</td>
<td>1872</td>
<td>Thomas Duncan</td>
<td>Grantee Thomas Graham</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South west</td>
<td>1879</td>
<td>Thomas Graham</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>East 100</td>
<td>1841</td>
<td>Thomas Duncan</td>
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<td></td>
<td></td>
<td>acres</td>
<td>1851</td>
<td>Thomas Duncan (45); Catharine Duncan (44); John Duncan (22); Alexander Duncan (20); James Duncan (18); William Duncan (14); Thomas Duncan (8); Margaret Duncan (10); Sarah Duncan (18)</td>
<td></td>
<td>LAC C-11716</td>
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<tr>
<td></td>
<td></td>
<td>East 100</td>
<td>1863</td>
<td>T. Duncan</td>
<td>Shown as the occupant on the Walling Map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>acres</td>
<td>1871</td>
<td>Robert Duncan</td>
<td>Grantee Thomas Duncan</td>
<td>Land Registry A-6614</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South east</td>
<td>1879</td>
<td>Thomas Duncan</td>
<td></td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50 acres</td>
<td>1881</td>
<td>Thomas Duncan (73); Sarah Duncan (34); Mary Duncan (21); David William Duncan (15); Isabella Duncan (11)</td>
<td></td>
<td>LAC C-13229</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South east</td>
<td>1879</td>
<td>Robert Duncan</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50 acres</td>
<td>1881</td>
<td>Robert Duncan (34); Sarah Duncan (28); Frederick Duncan (3); Ida Duncan (2); John Duncan (1 month)</td>
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</tr>
<tr>
<td>Gore</td>
<td>14</td>
<td>acres</td>
<td>1883</td>
<td>Robert Duncan</td>
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<td>1837</td>
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<tr>
<td></td>
<td></td>
<td>South 50</td>
<td>1849</td>
<td>William Fitzsimmons</td>
<td></td>
<td>Land Registry A-6616</td>
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<tr>
<td></td>
<td></td>
<td>acres</td>
<td>1863</td>
<td>W. Fitzsimmons</td>
<td>Shown as the occupant on the Walling Map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
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</tbody>
</table>
## Appendix B
### Detailed Property History

<table>
<thead>
<tr>
<th>Con.</th>
<th>Lot</th>
<th>Part</th>
<th>Year</th>
<th>Occupant(s)/Owner (age)</th>
<th>Notes</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>West 50 acres</td>
<td>1851</td>
<td>William Fitzsimmons (40); Elizabeth Fitzsimmons (30); William Fitzsimmons (14); James</td>
<td>Swapped 50 acres with Fitzsimmons</td>
<td>LAC C-11716</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fitzsimmons (8); Samuel Fitzsimmons (5); Joseph Fitzsimmons (4); Mary Fitzsimmons (3);</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Jane Fitzsimmons (10); Mary Anne Fitzsimmons (1)</td>
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</tr>
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<td></td>
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<td>West 50 acres</td>
<td>1866</td>
<td>William Fitzsimmons</td>
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<td>1879</td>
<td>W. Fitzsimmons</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West 50 acres</td>
<td>1881</td>
<td>William Fitzsimmons (45); Catharine Fitzsimmons (41); Catharine Fitzsimmons (15); Joseph</td>
<td></td>
<td>LAC C-13229</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fitzsimmons (11); John Fitzsimmons (7); Mary Fitzsimmons (5); Lisabeth Fitzsimmons (3);</td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>and Emmet Fitzsimmons (3 months)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>North 50 acres</td>
<td>1854</td>
<td>John Freeman</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>South 50 acres</td>
<td>1863</td>
<td>J Freeman</td>
<td>Shown as the occupant on the Walling Map</td>
<td>Walling 1863 (Map 4, p. 29)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>East 50 acres</td>
<td>1866</td>
<td>J. Freeman</td>
<td>Swapped 50 acres with Fitzsimmons</td>
<td>Land Registry A-6616</td>
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<tr>
<td></td>
<td></td>
<td>North east 25 acres</td>
<td>1868</td>
<td>John Newman</td>
<td></td>
<td>Land Registry A-6616</td>
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<tr>
<td></td>
<td></td>
<td>North east 25 acres</td>
<td>1879</td>
<td>J.N.</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South east 25 acres</td>
<td>1869</td>
<td>James G. Morgan</td>
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<tr>
<td>Gore</td>
<td>15</td>
<td>South east 25 acres</td>
<td>1879</td>
<td>J.G.M</td>
<td>Shown as occupant on Belden map</td>
<td>Belden 1879 (Map 5, p. 30)</td>
</tr>
<tr>
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<td></td>
<td>Land Registry A-6616</td>
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<tr>
<td></td>
<td></td>
<td>100 acres</td>
<td>1821</td>
<td>Margaret Woods</td>
<td>Crown Patent</td>
<td>Land Registry A-6616</td>
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<tr>
<td></td>
<td></td>
<td>100 acres</td>
<td>1848</td>
<td>Jonah Woods</td>
<td></td>
<td>Land Registry A-6616</td>
</tr>
<tr>
<td></td>
<td></td>
<td>100 acres</td>
<td>1848</td>
<td>Edward Malloch</td>
<td></td>
<td>Land Registry A-6616</td>
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<tr>
<td></td>
<td></td>
<td>100 acres</td>
<td>1850</td>
<td>Michael Finlay</td>
<td>Leased from Edward Malloch</td>
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<tr>
<td></td>
<td></td>
<td>100 acres</td>
<td>1859</td>
<td>Michael Finlay</td>
<td>Quit Claim Deed</td>
<td>Land Registry A-6616</td>
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</tbody>
</table>
## APPENDIX B
### Detailed Property History

<table>
<thead>
<tr>
<th>Con.</th>
<th>Lot</th>
<th>Part</th>
<th>Year</th>
<th>Occupant(s)/Owner (age)</th>
<th>Notes</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 acres</td>
<td>1851</td>
<td>100 acres</td>
<td>1851</td>
<td>Michael Finlay (35); Elizabeth Finlay (30); Michael Finlay (9); Mary Finlay (7); David Finlay (4); Anna Finlay (2)</td>
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<td>LAC C-11716</td>
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<tr>
<td>2 acres</td>
<td>1860</td>
<td>Town of Bowesville</td>
<td>1860</td>
<td>Town of Bowesville</td>
<td>Donated by M. Finlay to build a town hall</td>
<td>Land Registry A-6616</td>
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<tr>
<td>Gore</td>
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<td>1821</td>
<td>1821</td>
<td>Margaret Woods</td>
<td>Crown Patent</td>
<td>Land Registry A-6616</td>
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<tr>
<td>100 acres</td>
<td>1848</td>
<td>Jonah Woods</td>
<td>1848</td>
<td>Jonah Woods</td>
<td></td>
<td>Land Registry A-6616</td>
</tr>
<tr>
<td>100 acres</td>
<td>1849</td>
<td>Edward Malloch</td>
<td>1849</td>
<td>Edward Malloch</td>
<td></td>
<td>Land Registry A-6616</td>
</tr>
<tr>
<td>100 acres</td>
<td>1851</td>
<td>David Gumble</td>
<td>1851</td>
<td>David Gumble (45); Catharine Gumble (41); David Gumble Jr. (22); Matthew Gumble (19); Joseph Gumble (16); Mary Gumble (18); Jane Gumble (12); Helen Gumble (8)</td>
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<td>LAC C-11716</td>
</tr>
<tr>
<td>2 acres</td>
<td>1870</td>
<td>Methodist Church</td>
<td>1870</td>
<td>Methodist Church</td>
<td>Donated by David Gumble</td>
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<tr>
<td>98 acres</td>
<td>1875</td>
<td>David Gumble Jr.</td>
<td>1875</td>
<td>David Gumble Jr.</td>
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<tr>
<td>1881</td>
<td>1881</td>
<td>David Gumble (51); Matthew Gumble (16); Catharine Gumble (14); Elizabeth Gumble (13)</td>
<td>1881</td>
<td>David Gumble (51); Matthew Gumble (16); Catharine Gumble (14); Elizabeth Gumble (13)</td>
<td></td>
<td>LAC C-13229</td>
</tr>
</tbody>
</table>

* Con. – Concession
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Fax: (613) 999-9988