

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

OF PROPOSED QUARRY SITE

ON LOTS 14 AND 15, CONCESSION XI

GOULBOURN TOWNSHIP

REGIONAL MUNICIPALITY OF OTTAWA

CARLETON

HERITAGE QUEST INC.

Archaeology, Cultural Resource Management, Historic Research

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT
OF PROPOSED QUARRY SITE
LOTS 14 AND 15, CONCESSION XI
GOULBOURN TOWNSHIP**

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1.0 EXECUTIVE SUMMARY

Heritage Quest Inc. was contracted by Mr. Kris Marentette of Golder Associates to undertake a Stage 1 archaeological assessment of a proposed quarry site over approximately 349 acres on Lots 14 and 15, Concession XI, in Goulbourn Township. The archaeological assessment was carried out as a requirement under the Aggregate Resources Act (Ontario), with the object of providing an indication of the potential for archaeological resources on the property.

There were no registered archaeological sites in the study area. The closest and only registered site in Goulbourn Township was the Michael Cassady farmstead (BhGa-4) on Lot 6, Concession XII, containing the remains of nineteenth century log buildings. A thorough review of documents at the Land Registry Office, aerial photographs, historic maps and local histories of the township revealed that no development had occurred on the proposed quarry site, beyond the construction of Jinkinson Road through the northern part of the property, the clearing of a few small fields in the north-west corner of Lot 14, and the erection of a barn or similar structure immediately opposite the Moore farm in Concession XII. This research indicated a low potential for historic archaeological resources.

Notwithstanding the presence of a small wetland on Lot 15, a field reconnaissance of the physiographic features of the subject property indicated a low potential for prehistoric archaeological resources. The relatively flat terrain and inaccessibility of the small wetland with no open running water suggested that the area was not likely to have been used by prehistoric peoples. The field reconnaissance also revealed no evidence of the barn structure opposite the Moore farm; any possible remains appear now to be in the Highway 7 right-of-way.

This investigation has provided the basis for the following recommendations:

- 1) No further archaeological work is necessary in the study area as currently defined (see figure 1).

- 2) Should deeply buried archaeological remains be found on the property during construction activities, the Ministry of Citizenship, Culture and Recreation (MCzCR) (416 314-7148) should be notified immediately.

- 3) In the event that human remains are encountered during construction activities, both the Ministry of Citizenship, Culture and Recreation, (416) 314-7148, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Commercial Relations, (416) 336-8392, should be notified immediately.

2.0 INTRODUCTION

Heritage Quest Inc. was contracted by Mr. Kris Marentette of Golder Associates to undertake a Stage 1 archaeological assessment of a proposed quarry site on Lots 14 and 15, Concession XI, Goulbourn Township. The archaeological assessment was a requirement under the Aggregate Resources Act (Ontario), with the object of providing an indication of the potential for archaeological resources on the property. Historical and background research was conducted from November 19th to November 24th, 1999, with a site inspection on the 22nd of November, 1999.

This report is divided into four main sections. The first provides background information on the property including a discussion of the environment, a brief review of relevant previous research undertaken and an outline of the prehistoric and historic sequences of occupation. The second reviews the identified archaeological and heritage resources in the immediate and neighbouring areas. This is followed by a discussion of the archaeological potential on the subject property. The final section provides a summary of the findings and makes recommendations concerning the need for further archaeological investigation of the study area. A complete catalogue of photographs taken during the field reconnaissance is provided as Appendix 1.

3.0 STUDY AREA

The study area consists of the north half of Lot 14, Concession XI, in Goulbourn Township and all of Lot 15, Concession XI, in Goulbourn Township (figure 1). The resulting property is "L"-shaped and comprises approximately 349 acres. The study area is bounded to the (grid) north by Provincial Highway #7, to the west by Jinkinson Road, to the south-west (on the south half of Lot 14, Concession XI) by an existing quarry owned by Dibblee Construction and to the south by an abandoned line of the Canadian Pacific Railway.

3.1 Environment

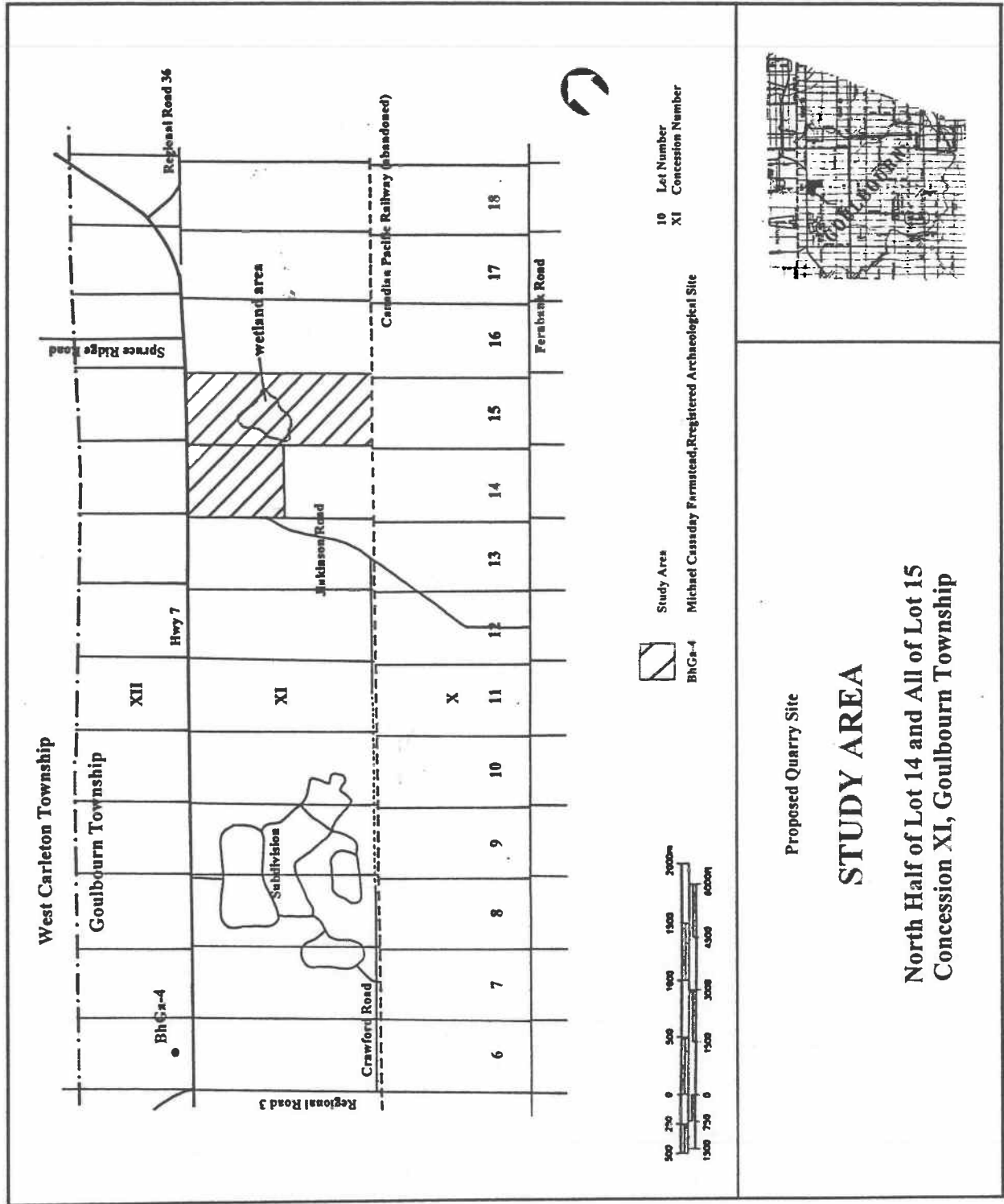
The subject property lies within the Smiths Falls Limestone Plain physiographic region, close to the north-eastern boundary with the Ottawa Valley Clay Plains. The limestone plain is characterized by shallow soil over limestone belonging to the Beekmantown formation, comprising grey limestone, magnesian limestone, blue-grey dolomite and some calcareous sandstone. The plain is quite flat and tends to be poorly drained, with depressions forming swamps, bogs and wetlands (Chapman and Putnam, 1984: 338-342).

The study area is characterized by relatively flat relief, though it rises to a very slight ridge in the north-west corner of the property and there is a gentle valley on Lot 13 to the west. It contains a small wetland near the centre of Lot 15, which does not appear to be well drained (plates 1 and 2). The wetland forms part of the North Goulbourn Wetland Complex, which has been graded as a Class 1 wetland by the Regional Municipality of Ottawa Carleton (Keddy, 1997: 12).

The Township of Goulbourn lies close to the western edge of the Upper St. Lawrence sub-region of the Great Lakes / St. Lawrence Forest Region. The trees characterizing this sub-region include sugar maple, beech, red maple, yellow birch, basswood, white ash, largetooth aspen, red oak and burr oak. Coniferous species include eastern hemlock, eastern white pine, white spruce and balsam fir. Poorly drained areas typically contain swamp adapted hardwoods, black spruce or white cedar. Largetooth aspen, white birch, balsam fir and white spruce are common regrowth species after devastation by fire (Rowe 1977: 94). More specifically, the study area has been included as part of the Stittsville West Natural Area (Area 304) by the Planning & Property Department of the Regional Municipality of Ottawa-Carleton. This area contains a number of submature upland and lowland deciduous, mixed and coniferous forests, containing primarily white cedar, white birch, sugar maple, red and silver maple and poplar, with some white spruce, black spruce, white pine, red oak, balsam fir, white elm and ash (plates 3 and 4). Area 304 contains four verified rare flora species - vervain, prairie cinquefoil, red pine and black spruce (Keddy, 1997: 12-14).

The study area has been cleared of its original growth trees either through nineteenth century logging or land clearance, or by one of the extensive forest fires which ravaged this part of the county in the late nineteenth century. The property has been logged again on probably several occasions; most notably in the last few years (after 1996; see plate 3).

Figure 1. The Study Area.



Proposed Quarry Site

STUDY AREA

North Half of Lot 14 and All of Lot 15
Concession XI, Goulbourn Township



Plate 1. The wetland from the north. Looking south-east. (HQ99-65-C002).



Plate 2. The wetland from the south. Looking north-west. (HQ99-65-C009).



Plate 3. Typical tree cover on Lot 15, Concession XI, north of the wetland, showing recent logging. Looking north-east. (HQ99-65-C001).



Plate 4. Typical tree cover on Lot 15, Concession XI, south of the wetland. Looking north-west. (HQ99-65-C004).

What drainage there is in this region is provided by two rivers: the Jock or Goodwood River and its tributaries, including King's Creek, which run through most of the township, and the Carp River which cuts across the north corner. No small creeks were found on the subject property, though it appears that small seeps feed the wetland noted above. The entire wetland complex has been reported as supporting the second largest Great Blue Heron population in the Ottawa-Carleton Region, as well as three other rare fauna species - moose, black bear and Blandings turtle (Keddy, 1997: 15).

At present the subject property is designated as "rural" and "extractive industrial reserve" by the Township of Goulbourn (Goulbourn map A in reference list). As noted above, it has been extensively logged in the past few years. A small pine tree plantation is located at the north-west corner of Lot 14, near some roughly fenced land possibly used as pasture. Most of the property is otherwise unused and undeveloped.

3.2 Previous Research

Published accounts of the history of Goulbourn Township include sections of **Carleton Saga** (Walker & Walker 1968), **Goulbourn Memories** (Goulbourn Township Historical Society 1996) and **The Heritage of Goulbourn: A Driving Tour** (Riedel 1990). Passing references are made in numerous histories of the National Capital area, for example **Where Rivers Meet: An Illustrated History of Ottawa** (Bond 1984) and **History of the Ottawa Valley** (Gourlay 1896). A description of the development of the township to 1879 can be found in Belden's **Illustrated Historical Atlas of Carleton County** (1879). The history of the village of Stittsville has been well documented in **Stittsville: A Sense of Place** (Bottrill 1998), and that of the village of Richmond in **Richmond on the Jock** (Curry 1993), **An Account of the Founding of Three Military Settlements in Eastern Ontario: Perth, Lanark and Richmond** (Playter, n.d.) and **Richmond 150: Yesterday and Today 1818 - 1968** (Richmond Town Council 1968). **Country Tales** (Stittsville Women's Institute, Tweedsmuir History Committee 1973) contains accounts of the development of all the villages in Goulbourn Township, and its companion volume **Farms and Families - Reflections from the Changing Countryside** (Stittsville Women's Institute, Tweedsmuir History Committee c.1969) documents many of the historic farmsteads in the rural areas of the township.

Literature concerning the pre-history of Goulbourn Township is almost non-existent. Apart from passing references in works such as those noted above, there are a few general articles by Sowter (1900, 1901, 1909 and 1917), Kennedy's "Champlain Sea and Early Ottawa River Shoreline Studies, 1975" (Kennedy, 1976) and James Jamieson's **An Inventory of the Prehistoric Archaeological Sites of Ottawa-Carleton** (Jamieson, 1989).

Almost all of the archaeological work in the region has been undertaken as a result of Cultural Resource Management studies. It should be noted that in 1998 the Regional Municipality of Ottawa Carleton was provided with an **Archaeological Master Plan** by Archaeological Services Inc., to aid in determining the need for these studies in advance of development. It provides an idea of the (principally pre-historic) potential for archaeological resources throughout the region.

Though no previous archaeological assessments appear to have been registered exclusively in the Township of Goulbourn, there have been a number undertaken in the surrounding area. One study which includes the northern edge of the subject property is an assessment of the archaeological and built heritage of Highway 7 from Carleton Place to Highway 417 by Archaeological Services Inc. (Williamson, 1993b). Studies in neighbouring townships by Heritage Quest Inc. include a Stage 1 & 2 assessment of part of the Carling Campus of Nortel Ottawa on Lots 8, 9 and 10, Concession I, Nepean Township (Daechsel, 1997) and a Stage 1 investigation at the Communications Research Centre, National Defence Complex Shirley's Bay on part of Lots 4 & 5, Concession A, Ottawa Front, Nepean Township (Kennett, 1998). Ken Swayze has undertaken two recent assessments in the vicinity of the study area, a Stage 1 investigation of a Consumer's Gas pipeline corridor between the city of Kanata and the town of Carp, West Carleton Township (Swayze, 1996), and a Stage 2 investigation of sections of the route along the Carp Road and Richardson Side Road (Swayze, 1997).

Studies by Archaeological Services Inc. include a Stage 2 assessment of the McNeely Avenue Mississippi River crossing in the town of Carleton Place, Beckwith Township, (Williamson, 1993a), a Stage 1 & 2 assessment of the Strandherd Stormwater Management Pond in the city of Nepean (MacDonald, 1997a), and a Stage 1 investigation of the Jockvale Stormwater Facility and drainage area (MacDonald, 1997b). Phillip Wright and Peter Engelbert (Wright and Engelbert, 1981) investigated the site of the proposed Ministry of Natural Resources District Office at Carleton place in Beckwith Township and Philip Gerrard (Gerrard, 1984) conducted work at the Pinhey Estate in Kanata.

Two corridors were assessed by Tom Ballentine near the study area: a proposed natural gas pipeline corridor from Shea Road to Richmond (Ballentine, 1986) and the Fallowfield Eagleson corridor (Ballentine, 1985). Four years earlier he had documented several historic sites in Rideau Township including a lime kiln and a nineteenth century homestead (Ballentine, 1981). Mount McGovern Inc. undertook a Stage 1 assessment of a proposed gravel pit on Lot 12, Concession A of Rideau Township. To the north of the proposed quarry site in West Carleton Township, the Cataraqui Archaeological Research Foundation conducted Stage 1 and Stage 2 investigations along the Highway 417 right-of-way (Daechsel 1992a and 1992b). Finally, Sue Jamieson excavated a lime kiln in the City of Nepean (Jamieson, 1975) and Pat Sutherland examined the archaeological potential for the Nortel site, also in Nepean (Sutherland, 1991).

Archaeological research work near the study area has been conducted by Clyde Kennedy at the Boomcamp-1 Site (Kennedy, 1972 and 1979) and Hugh Daechsel at the Sawdust Bay-2 Site, a Middle Woodland encampment on the Ottawa River in Fitzroy Township (Daechsel, 1981). Gordon Watson has extensively surveyed the Constance Bay area, locating several Woodland sites (Watson, 1972 and 1976).

3.3 Prehistoric and Historic Overview

3.3.1 Prehistoric Occupation

Our present understanding of the sequence of human occupation in the Ottawa area is limited because of the relative scarcity of work that has been undertaken. The following review provides a general outline of prehistoric occupation based on research throughout southeastern Ontario. Human occupation of southern Ontario followed the recession of the last glaciers from the region approximately 10,000 years ago. Referred to by archaeologists as Paleo-Indians, these populations likely consisted of small groups of mobile hunter-gatherers relying on a variety of plants and animals. Paleo-Indian sites have been found in southwestern Ontario, along the strand lines of glacial Lake Algonquin south of Georgian Bay, along the north shore of Lake Ontario and around the Rideau Lakes. The Ottawa area remained on the fringe of occupation at this time. The ridges and shorelines of the ancient Champlain Sea and the Ottawa River offer the greatest potential for Paleo-Indian sites.

The succeeding Archaic Period, dating between c.7000 and 1000 B.C., occurred during a gradual temperate shift in the environment. This period is generally characterized by increasing populations, developments in lithic technology and emerging trade networks. Archaic peoples remained as hunter-gatherers with an increasing emphasis on fishing. Archaic sites have been identified along the north shore of Lake Ontario and in the Upper Ottawa Valley, with Late Archaic sites recorded in the Rideau Lakes, Renfrew and Pontiac Counties and along the South Nation River at Jessup's Falls.

The Woodland Period, beginning c.1000 B.C., is distinguished from the Archaic by the appearance of pottery vessels. The Early and Middle Woodland sub-divisions of this period are characterized by expanding trade networks which extended over much of North America. Stylistic and artifactual variations suggest the development of distinct culture groups. Hunting, gathering and fishing continued as the basis for subsistence.

During the Late Woodland Period (c.1000 A.D. to the historic era) cultural variation became more distinct and domesticated plants were introduced. In southern Ontario, this led to a shift in subsistence with an increasing reliance on horticulture and the development of large semi-permanent and permanent villages. These changes, however, did not appear in the Ottawa Valley, which continued to be used mostly as a hunting territory and trade route.

Toward the end of the Late Woodland Period, conflict between native groups grew over the control of hunting territories and trade routes, resulting in the dispersal of the St. Lawrence Iroquois from the St. Lawrence River area and the movement of the Huron from the north shore of Lake Ontario to the Lake Simcoe / Georgian Bay area. Occupation within eastern Ontario became limited to travel along the rivers by Huron groups and hunting and gathering by local Algonquin populations. Iroquois groups also travelled through the area but did not establish settlements (Daechsel, 1995: 11-12).

3.3.2 Historic Occupation

Samuel de Champlain is credited with being the first European to document his explorations of the Ottawa Valley, initially in 1613 and again in 1615. He was preceded by two of his own emissaries, Etienne Brule around 1610 and Nicholas de Vignau in 1611. In the wake of Champlain's travels, the Ottawa River became the principal route to the interior for explorers, missionaries and fur traders. Throughout the seventeenth and eighteenth centuries this route was an important link in the French fur trade. The recovery of European trade goods (i.e. iron axes, copper kettle pieces and glass beads) from native sites throughout the Ottawa River drainage basin provides evidence of the extent of contact between natives and the fur traders during this period. The English, upon assuming possession of New France, continued to use the Ottawa River as an important transportation corridor (Daechsel, 1995: 12-13).

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, surveyed four townships (Nepean, North Gower, Osgoode and Gloucester) straddling the Rideau River near its junction with the Ottawa. In 1800, entrepreneur Philemon Wright settled in Hull Township with five families and 33 men, marking the beginning of permanent settlement in the Ottawa Valley. By 1805, Wright had established a significant lumber business in the area, an industry that would continue to dominate the local economy through the nineteenth century (Bond, 1984: 24).

Goulbourn Township

Goulbourn Township was part of a large tract of Indian land purchased by the British Government in 1816, as part of a defence/settlement scheme north of the Rideau River. The township was roughly surveyed over the following years, together with Bathurst, Drummond and Beckwith Townships in Lanark County. To help counter a steady trickle of American settlers into Upper Canada whose loyalty the Government felt could not always be relied upon, immigrants from the British Isles were given government assistance to travel to and homestead upon the new two hundred acre plots. Much of rural Goulbourn was settled between 1821 and 1824 (Walker & Walker, 1968: 489).

The first permanent community in the county was established in the third concession near the south-east corner of the township. In 1818 c.400 members of the British 99th Regiment and their families constructed a road from Bytown (Ottawa) and settled in and around the carefully planned village of Richmond (Bond, 1984: 29). Though most of the settlers were disbanded military, a number were tradespeople who accompanied the expedition or arrived shortly after to provide essential services for the community. By 1820 a grist mill and school house had been erected, by 1821 a saw mill, and in the next few years both an Episcopal and a Catholic church. Soon thereafter, the village may have had as many as twenty stores and a dozen breweries and distilleries. Though initially the most important settlement in the county, with the construction of the Rideau Canal and the shift in military focus to Bytown, the village went into a gradual but steady decline. In spite of becoming an independent municipal corporation in 1850, by 1879 Richmond had only four general stores, two harness shops, four blacksmith shops, two waggon shops, three shoe stores, one tailor, one combined grist and saw mill, one water mill, two hotels,

four churches, a school and a town hall (Belden, 1879a: 198-201).

One of the other early villages in the township was Ashton, located on the border with Beckwith Township. The second largest nineteenth century village in the township began its existence as 'Mount Pleasant' in the early 1820s. The first saw mill was built there by John Sumner in the mid-1820s, together with a potash works and a general store, and by the mid-nineteenth century the village had grown considerably to include three general stores, two taverns, a tannery, three blacksmith shops, three wagonmaker's shops, two tailors, a small foundry, a harness shop, three carpenters, a post office, a school and at two churches (Walker & Walker, 1968: 494-496; Belden, 1879a: 252).

Another of the earliest communities was Stittsville. Though several families settled in the vicinity in the early 1820s, the small village that developed was unnamed until Jackson Stitt was given the job of post-master in 1854. By 1864 Stittsville had a population of about 100, together with all the businesses and social institutions necessary for a thriving settlement. With the exception of one stone building, the village was swept away by the "great fire" of 1870. At the same time the Canada Central Railway was constructed a little to the south of the original village site, and when the reconstruction was completed much of the business community had migrated to the new transportation route. This area came to be known as New Stittsville and the original village became Old Stittsville. By 1879 the new community had two general stores, a hotel and a number of tradesmen's shops (Bottrill, 1998: 22-28; Walker & Walker, 1968: 500; Belden, 1879a: 251).

Of the other early hamlets, Munster by 1879 had a store, two blacksmith shops, a school, a temperance hall, an Orange hall and a Methodist church. Rathwell's Corners was home to the township Council, though according to Belden it lay "in the midst of a most uninviting tract of country, and dilapidation and deterioration seem to threaten its existence, though it was in the early days of the Township quite a little Village, with a couple of steam mills in the immediate vicinity, and any quantity of tradespeople" (Belden, 1879a: 251). In contrast Hazledean in the north-east corner of the township (settled between 1818 and 1819) was, in Belden's opinion, "situated very pleasantly in the midst of a most delightful agricultural country" (Belden, 1879a: 253). By 1879 it contained a general store, a few tradesmen's shops, a school, two churches, a temperance hall and an Orange hall. Finally Dwyer's Hill toward the south-west corner of the township had a post office and a small store (Belden, 1879a: 251 and 253; Walker & Walker, 1968: 501-506).

As mentioned above, most of the township was devastated by a vast forest fire in 1870, which also affected large portions Carleton County. Even nine years later, when surveying the county Belden found most of Goulbourn to be still unpalatable:

The "great fire" of 1870, and subsequent ones in many places, have swept most of what valuable timber was then left upon it, except where it was in isolated patches; and altogether the dreariness and feeling of desolation experienced by traveling through many parts of it exceed those imparted by contact with the wildest imaginable waste of forest, simply, for long distances nought intervening to break the line of the horizon but the few

charred stubs still standing among impenetrable "windfalls" of their mates.
(Belden, 1879a: 250)

Transportation through the region was provided by a series of roads. At first no more than tracks through the bush, they were gradually improved to become passable for horse-drawn traffic. Richmond was already linked in 1818 to what was to become Bytown; in 1820 a trail was forced westward to Perth (Bottrill, 1998: 6). Large areas of swamp and bog in the township made laying a complete grid-system of roads impossible. In many cases trails were forced through at odd angles, wherever the ground allowed passage. In 1870 an alternative mode of transportation, the Canada Central Railway (later part of the Canadian Pacific Railway), was constructed across the township along the line between the Tenth and Eleventh Concessions. Stations were erected at Stittsville and Ashton.

3.3.3 Property History

Lot 14, Concession XI (Figure 2; Plates 5, 6, 7, 8 and 9)

The patent for all 200 acres of Lot 14, Concession XI, in Goulbourn Township was issued to the Canada Company by the Crown in 1846, and the land remained undeveloped until 1907 when the Company granted the south half of the lot (100 acres) to William Moore (figure 2). The north half of the lot (100 acres) was granted to Herbert Moore by the Canada Company in 1924 for \$300.00. The original Moore farmstead was located across the twelfth concession road on Lot 14, Concession XII, land deeded to Thomas Moore in 1875 (plate 5). The family farm was taken over by Herbert upon the death of his father in 1914, ten years before acquiring the 100 acres to the south. According to a Moore descendant much of the land around the farm was bushland called locally "the Pinery", with numerous pine, cedar and maple trees (Stittsville Women's Institute, c.1969: 164). This probably included the north half of Lot 14, Concession XI.

No structures appear on Lot 14 on either Walling's 1863 county plan or Belden's 1879 plan of Goulbourn Township. The 1932 aerial photograph of this area, however, shows that the western edge and north-west corner of the lot were under cultivation by this time, and that a building had been erected opposite the entrance to the Moore farm (plates 6 and 7). This was most likely a barn or similar structure. Herbert's son Eric took possession of the farm and land upon the death of his father in 1943, and though he retained the family farm until recently, the north half of Lot 14, Concession XI, was granted to Andrew Faulkner in 1960. By 1963 the farm outbuilding had disappeared, though the fields around it were still under cultivation (plate 8). Part of the north-west half of the lot was granted to Clarence Madhosingh in 1973, at which time the small open fields may have been re-forested with the present pine plantation (plate 9). Other than the outbuilding and associated fields, the north half of Lot 14 appears never to have been developed.

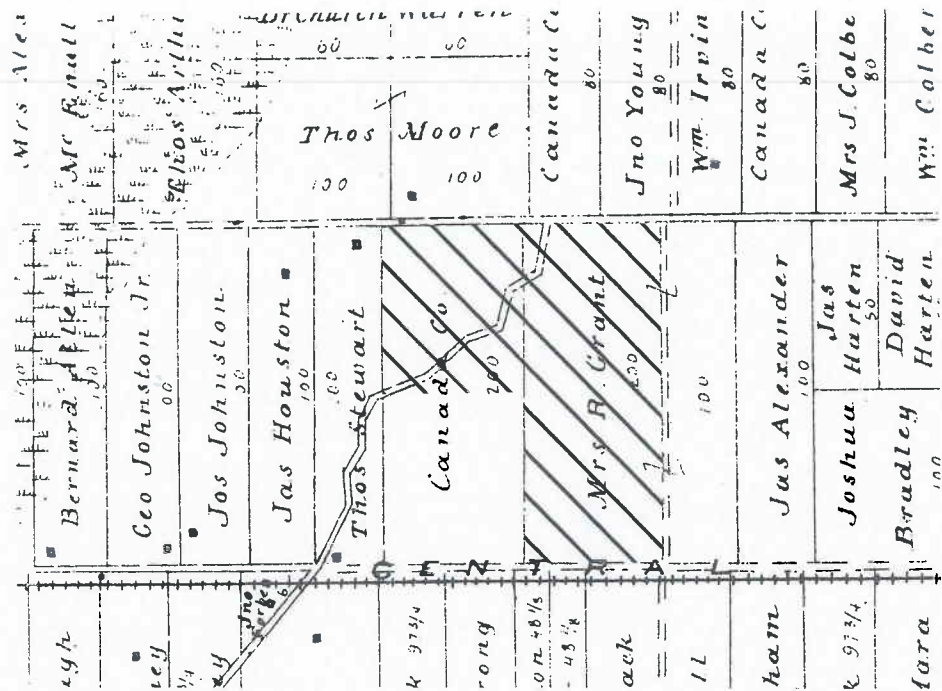


Figure 2. Lots 14 and 15, Concession XI, Goulbourn Township in 1879, showing original alignment of Jinkinson Road. (Belden, 1979b).



Plate 5. The Thomas Moore farmstead, Lot 14, Concession XII. Looking north. (HQ99-65-C028).

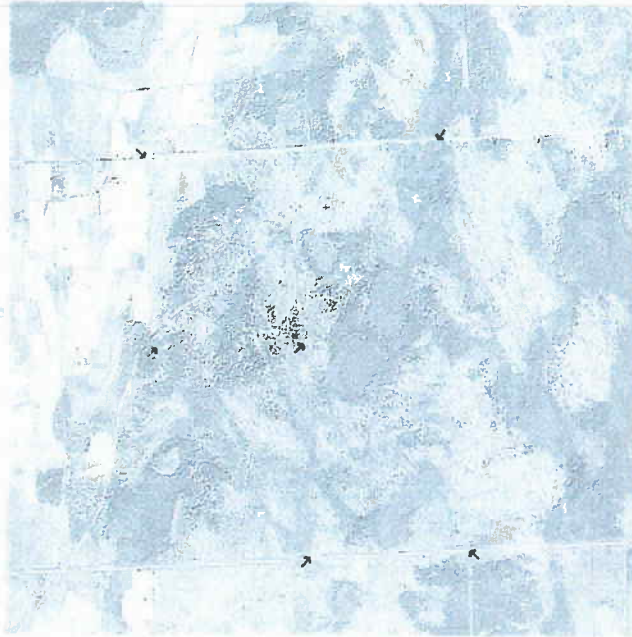


Plate 6. The study area - 1932 aerial photograph. (A-4432-40).



Plate 7. The study area - 1932 aerial photograph, detail of outbuilding on Lot 14, Concession XI. (A-4432-40).



Plate 8. The Study Area - 1963 aerial photograph. (A-18155-152).

Lot 15, Concession XI (Figure 2; Plates 6, 8, 9 and 10)

The patent for all 200 acres of Lot 15, Concession XI, in Goulbourn Township was issued to Robert Grant by the Crown in 1858 (figure 2). The Grant farmstead was further down the twelfth concession on the east half of Lot 27, and Lot 15 appears never to have been cleared for cultivation. No structures appear on the property on either Walling's 1863 county plan or Belden's 1879 plan of Goulbourn Township. This lot, together with the west half of Lot 16, may have been used to supply timber for the Grant family lumber business, or simply held for land speculation as Robert Grant "seemed to have a decided propensity for investing in farm property, as he had holdings in almost every section of Carleton County and some even in Quebec Province" (Stittsville Women's Institute, c.1969: 106). Robert was killed in the great fire of 1870 and control of the property remained shared among his sons until c.1902 when it passed to his son John for \$900. The land was granted to William John Moore in 1931, whose farmstead was on Lot 13 to the east, and who was probably related to the Moores across the road on Lot 14, Concession XII (plate 10). Upon his death in 1952 the property passed to his son John Moore. Though the farmstead on Lot 13 stood vacant after 1958, it was not until 1965 that John Moore granted the Lot 15 land to Harold and J. Fournier (Stittsville Women's Institute, c.1969: 165). From this date it has been owned by a number of commercial holdings and has been extensively



Plate 9. The Study Area - 1996 aerial photograph. (A-31734-71).

logged. As with Lot 14, Concession XI, Lot 15 does not appear to have been previously developed.

Transportation Routes (Figure 2; Plates 6, 7, 8, 9 and 11)

The road between the eleventh and twelfth concessions existed as early as 1863 (see figure 2). In 1954 extra land on either side of the road was expropriated by the Department of Highways to construct the present Highway 7. This probably included the ground upon which the outbuilding in the north-west corner of Lot 14, Concession XI, had been constructed, leading to its removal. The present Jinkinson Road originally angled south from the road between the eleventh and twelfth concessions through the north-west corner of Lot 15, Concession XI, the northern half of Lot 14, Concession XI, and on through the south-east corner of Lot 13, Concession XI (see figure 2). At some point between 1879 and 1932 the road was straightened to its present alignment, running south from Highway 7 between Lots 13 and 14 to the original point of exit from the west side of Lot 14, where it resumes its original course. Land for the railway right-of-way to the south in Concession X was expropriated in 1870 for the Canada Central Railway (later part of the Canadian Pacific Railway). The line was abandoned in 1990 (plate 11; Andrae, 1997: 124-125).



**Plate 10. The John Moore farmstead, Lot 13, Concession XII. Looking west.
(HQ99-65-C026).**



**Plate 11. The abandoned Canadian Pacific Railway bed to the south of Lot 15,
Concession XI. Looking north-east. (HQ99-65-C024).**

4.0 IDENTIFIED ARCHAEOLOGICAL AND HERITAGE RESOURCES

4.1 Archaeological Resources

There are several registered archaeological sites in the western half of the County of Carleton, though only one in Goulbourn Township. This is the Michael Cassady site (BhGa-4¹), located on Lot 6, Concession XII, which consists of the ruins of a pre-1879 log farmstead. Registered pre-historic archaeological sites in nearby townships include a campsite (BiGa-2) and five findspots (BiGa-1, BiGa-3 to BiGa-6) on the south shore of the Ottawa River at Constance Bay, Torbolton Township, a Middle Woodland campsite (BiGb-1) on the Ottawa River at Marshall's Bay, Fitzroy Township, and a late Archaic campsite (BiGb-6) on the Ottawa River at Sawdust Bay, Fitzroy Township. Registered historic archaeological sites in nearby townships include Sheriff House (BiGb-3) in Fitzroy Township; the remains of two nineteenth century farmsteads (BiGb-4 and BiGb-5) on Lot 23, Concession I, Fitzroy Township; the Pinhey Estate (BiFx-2) on Lot 24, Concession VII, Kanata; the Log Tavern (BhFw-3) on Lot 27, Concession IV, Nepean Township; the Nepean Lime Kiln (BhFw-1) in Nepean Township; a nineteenth century farmstead (BhFw-4) on Lot 10, Concession II, Rideau Township; a nineteenth century farmstead on Lot 13, Concession II, Rideau Township and a lime kiln and well (BgFw-1) on Lot 24, Concession II, Rideau Township. Missing site numbers suggest that other sites have been noted in the region but not registered - particularly BhGa-1 to BhGa-3 which would be in close proximity to the study area.

4.2 Heritage Resources

The Local Architectural Conservation and Advisory Committee for Goulbourn Township has designated numerous buildings in the township as heritage structures. Some of these have been listed in their publication **The Heritage of Goulbourn: A Driving Tour** (Riedel, 1990). It is beyond the scope of this report to list every heritage structure in the township: some of those in proximity to the study area will be discussed as examples. Designated rural farmsteads include the Bradley farm on Lot 28, Concession XI; the Hartin stone house constructed in 1871 on Lot 27, Concession XII; Delahunt's log house on the Carp Road north of Stittsville; and the Blondehead farmhouse constructed c.1865 to the east of Stanley's Corners. Designated structures within the village of Stittsville include Green's Hotel erected near the railway in 1890; Bradley's store, constructed c.1873 and also originally a hotel; the Temperance Hotel, erected as a private residence in 1902; and the Stittsville United Church, a brick structure dating to 1883. Two other designated structures near the study area are Kemp's Tavern, a stone building on the west half of Lot 27, Concession XII, and Separate School No. 14, a wooden schoolhouse erected near Stittsville in 1872.

¹ This is the designated Borden Number for the site, part of a grid system designed to locate archaeological sites across Canada.

5.0 ARCHAEOLOGICAL POTENTIAL

5.1 Prehistoric Site Potential

Guidelines provided by the Ontario Ministry of Citizenship, Culture and Recreation for determining prehistoric site potential state that a water source on the property being assessed is one of the most important physiographic features to consider, particularly if the property is within three hundred metres of a primary water source (lakeshores, rivers and large creeks) or within two hundred metres of a secondary water source (smaller creeks, intermittent streams, springs, marshes or swamps) (Ministry of Citizenship, Culture and Recreation, 1997: 12-13). For this reason, given the presence of a small wetland, Lots 14 and 15, Concession XI, in Goulbourn Township were designated as having archaeological potential on the **Archaeological Master Plan** for the Regional Municipality of Ottawa-Carleton (Sylvie Grenier, R. M. O. C. Planning and Property Department: pers. com.). Upon completion of the field inspection, however, it was decided that the small size, lack of significant open running water and lack of significant running feeder streams suggested a low potential for human use of the wetland during the prehistoric period. At best it may have been visited occasionally for hunting. The generally flat terrain on the remainder of Lot 15 and on the north half of Lot 14 further suggests a low potential for prehistoric cultural remains on the proposed quarry site.

5.2 Historic Site Potential (Plates 12 and 13)

As neither the north half of Lot 14, Concession XI, nor Lot 15, Concession XI, in the Township of Goulbourn appear to have been developed during the nineteenth or twentieth centuries, the potential for historic cultural remains in the study area is minimal. There may be cultural deposits associated with nineteenth century logging activities on the property, but these would be haphazard if they exist at all. The field survey revealed no trace of the outbuilding foundation on Lot 14 noted above in the property history; any possible remains probably now lie within the highway right-of-way (plate 12). There are remains of old fence lines in the north-west corner of this lot, where the pine plantation has replaced earlier arable fields. Traces of the original Jinkinson Road can be found on both Lots 14 and 15, though except where incorporated into the present system of logging trails it has become extensively overgrown (plate 13). None of these features merits further archaeological work.



Plate 12. The possible location of the demolished outbuilding, now in the highway right-of-way, Lot 14, Concession XI. Looking north-east. (HQ99-65-C020).



Plate 13. Remnants of the original route of Jinkinson Road, now used as a logging trail. Looking south-west. (HQ99-65-C012).

6.0 SUMMARY AND RECOMMENDATIONS

Heritage Quest Inc. was contracted by Mr. Kris Marentette of Golder Associates to undertake a Stage 1 archaeological assessment of a proposed quarry site over approximately 349 acres on Lots 14 and 15, Concession XI, in Goulbourn Township. The archaeological assessment was carried out as a requirement under the Aggregate Resources Act (Ontario), with the object of providing an indication of the potential for archaeological resources on the property.

There were no registered archaeological sites in the study area. The closest and only registered site in Goulbourn Township was the Michael Cassidy farmstead (BhGa-4) on Lot 6, Concession XII, containing the remains of nineteenth century log buildings. A thorough review of documents at the Land Registry Office, aerial photographs, historic maps and local histories of the township revealed that no development had occurred on the proposed quarry site, beyond the construction of Jinkinson Road through the northern part of the property, the clearing of a few small fields in the north-west corner of Lot 14, and the erection of a barn or similar structure immediately opposite the Moore farm in Concession XII. This research indicated a low potential for historic archaeological resources.

Notwithstanding the presence of a small wetland on Lot 15, a field reconnaissance of the physiographic features of the subject property indicated a low potential for prehistoric archaeological resources. The relatively flat terrain and inaccessibility of the small wetland with no open running water suggested that the area was not likely to have been used by prehistoric peoples. The field reconnaissance also revealed no evidence of the barn structure opposite the Moore farm; any possible remains appear now to be in the Highway 7 right-of-way.

This investigation has provided the basis for the following recommendations:

- 1) No further archaeological work is necessary in the study area as currently defined (see figure 1).
- 2) Should deeply buried archaeological remains be found on the property during construction activities, the Ministry of Citizenship, Culture and Recreation (MCzCR) (416 314-7148) should be notified immediately.
- 3) In the event that human remains are encountered during construction activities, both the Ministry of Citizenship, Culture and Recreation, (416) 314-7148, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Commercial Relations, (416) 336-8392, should be notified immediately.

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A-10345-236 (1946)

A-18001-50 (1963)

A-18155-152 (1963)

A-31734-71 (1996)

Appendix 1: Photograph Catalogue

Camera: Pentax K1000

Film: Fujicolor Superia Reala ASA 100

Catalogue No.	Provenience	Description	Date	Phot	Dir
HQ99-65C001	Lot 15, Con. XI	Typical landscape on Lot 15 from stake marking west end of division between north and south half of Lot 14	20/11/99	JE	NE
HQ99-65C002	Lot 15, Con. XI	North edge of wetland	20/11/99	JE	SE
HQ99-65C003	Lot 15, Con. XI	North edge of wetland	20/11/99	JE	E
HQ99-65C004	Lot 15, Con. XI	Typical landscape, south of wetland	20/11/99	JE	NW
HQ99-65C005	Lot 15, Con. XI	Typical landscape, south of wetland	20/11/99	JE	SE
HQ99-65C006	Lot 15, Con. XI	Typical landscape, south of wetland	20/11/99	JE	SE
HQ99-65C007	Lot 15, Con. XI	South edge of wetland	20/11/99	JE	NW
HQ99-65C008	Lot 15, Con. XI	South edge of wetland	20/11/99	JE	NW
HQ99-65C009	Lot 15, Con. XI	South edge of wetland	20/11/99	JE	NW
HQ99-65C010	Lot 15, Con. XI	South edge of wetland	20/11/99	JE	NW
HQ99-65C011	Lot 15, Con. XI	Typical landscape, south of wetland	20/11/99	JE	SW
HQ99-65C012	Lot 14, Con. XI	Remnant of original alignment of Jinkinson Road	20/11/99	JE	SW
HQ99-65C013	Lot 14, Con. XI	Remnant of original alignment of Jinkinson Road	20/11/99	JE	SW
HQ99-65C014	Lot 15, Con. XI	Remnant of original alignment of Jinkinson Road	20/11/99	JE	N
HQ99-65C015	Lot 15, Con. XI	Remnant of original alignment of Jinkinson Road	20/11/99	JE	N
HQ99-65C016	Lot 14, Con. XI	Remnant of original alignment of Jinkinson Road used for logging	20/11/99	JE	NE
HQ99-65C017	Lot 14, Con. XI	West side of Lot 14 showing reforested agricultural land	20/11/99	JE	NW
HQ99-65C018	Lot 14, Con. XI	West side of Lot 14 showing reforested agricultural land	20/11/99	JE	NW
HQ99-65C019	Lot 14, Con. XI	Remnant of original Jinkinson Road where it meets present realignment	20/11/99	JE	NE
HQ99-65C020	Lot 14, Con. XI	Probable location of demolished outbuilding in Hwy. 7 right-of-way	20/11/99	JE	NE
HQ99-65C021	Lot 14, Con. XI	Typical landscape from Hwy. 7, immediately east of reforested area	20/11/99	JE	SE
HQ99-65C022	Lot 14, Con. XI	North edge of property, showing Hwy. 7	20/11/99	JE	NE
HQ99-65C023	Lot 14, Con. XI	Typical landscape from Hwy. 7	20/11/99	JE	SE
HQ99-65C024	Lot 15, Con. XI	South edge of property, showing abandoned railway right-of-way	20/11/99	JE	NE
HQ99-65C025	Lot 15, Con. XI	South edge of property, showing abandoned railway right-of-way	20/11/99	JE	NE
HQ99-65C026	Lot 13, Con. XI	Remnant of John Moore farmstead	20/11/99	JE	W
HQ99-65C027	Lot 14, Con. XII	Thomas Moore farmstead	20/11/99	JE	N
HQ99-65C028	Lot 14, Con. XII	Thomas Moore farmstead	20/11/99	JE	N
HQ99-65C029	Lot 15, Con. XI	North edge of property, showing Hwy. 7	20/11/99	JE	S
HQ99-65C030	Lot 15, Con. XI	North edge of property, showing Hwy. 7	20/11/99	JE	S

Camera: Pentax K1000
 Film: Fujichrome Sensia II ASA 100

Catalogue No.	Provenience	Description	Date	Phot	Dir
HQ99-65T001	Lot 15, Con. XI	Typical landscape on Lot 15 from stake marking west end of division between north and south half of Lot 14	20/11/99	JE	NE
HQ99-65T002	Lot 15, Con. XI	North edge of wetland	20/11/99	JE	SE
HQ99-65T003	Lot 15, Con. XI	North edge of wetland	20/11/99	JE	E
HQ99-65T004	Lot 15, Con. XI	Typical landscape, south of wetland	20/11/99	JE	NW
HQ99-65T005	Lot 15, Con. XI	Typical landscape, south of wetland	20/11/99	JE	SE
HQ99-65T006	Lot 15, Con. XI	Typical landscape, south of wetland	20/11/99	JE	SE
HQ99-65T007	Lot 15, Con. XI	South edge of wetland	20/11/99	JE	NW
HQ99-65T008	Lot 15, Con. XI	South edge of wetland	20/11/99	JE	NW
HQ99-65T009	Lot 15, Con. XI	South edge of wetland	20/11/99	JE	NW
HQ99-65T010	Lot 15, Con. XI	South edge of wetland	20/11/99	JE	NW
HQ99-65T011	Lot 15, Con. XI	Typical landscape, south of wetland	20/11/99	JE	SW
HQ99-65T012	Lot 14, Con. XI	Remnant of original alignment of Jinkinson Road	20/11/99	JE	SW
HQ99-65T013	Lot 14, Con. XI	Remnant of original alignment of Jinkinson Road	20/11/99	JE	SW
HQ99-65T014	Lot 15, Con. XI	Remnant of original alignment of Jinkinson Road	20/11/99	JE	N
HQ99-65T015	Lot 15, Con. XI	Remnant of original alignment of Jinkinson Road	20/11/99	JE	N
HQ99-65T016	Lot 14, Con. XI	Remnant of original alignment of Jinkinson Road used for logging	20/11/99	JE	NE
HQ99-65T017	Lot 14, Con. XI	West side of Lot 14 showing reforested agricultural land	20/11/99	JE	NW
HQ99-65T018	Lot 14, Con. XI	West side of Lot 14 showing reforested agricultural land	20/11/99	JE	NW
HQ99-65T019	Lot 14, Con. XI	Remnant of original Jinkinson Road where it meets present realignment	20/11/99	JE	NE
HQ99-65T020	Lot 14, Con. XI	Probable location of demolished outbuilding in Hwy. 7 right-of-way	20/11/99	JE	NE
HQ99-65T021	Lot 14, Con. XI	Typical landscape from Hwy. 7, immediately east of reforested area	20/11/99	JE	SE
HQ99-65T022	Lot 14, Con. XI	North edge of property, showing Hwy. 7	20/11/99	JE	NE
HQ99-65T023	Lot 14, Con. XI	Typical landscape from Hwy. 7	20/11/99	JE	SE
HQ99-65T024	Lot 15, Con. XI	South edge of property, showing abandoned railway right-of-way	20/11/99	JE	NE
HQ99-65T025	Lot 15, Con. XI	South edge of property, showing abandoned railway right-of-way	20/11/99	JE	NE
HQ99-65T026	Lot 13, Con. XI	Remnant of John Moore farmstead	20/11/99	JE	W
HQ99-65T027	Lot 14, Con. XII	Thomas Moore farmstead	20/11/99	JE	N
HQ99-65T028	Lot 14, Con. XII	Thomas Moore farmstead	20/11/99	JE	N
HQ99-65T029	Lot 15, Con. XI	North edge of property, showing Hwy. 7	20/11/99	JE	S
HQ99-65T030	Lot 15, Con. XI	North edge of property, showing Hwy. 7	20/11/99	JE	S