

APPENDIX C

Archaeology Reports

APPENDIX C-1

Stage 1 Archaeological Assessment

Stage 1 Archaeological Assessment
Highway 7 Preliminary Design Study
From Fowlers Corners to County Road 28
City of Kawartha Lakes and Peterborough County, Ontario

Submitted to

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MCL CIF P057-106

November 2004 (Revised February 2005)

ARCHAEOLOGICAL SERVICES INC.

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Stage 1 Archaeological Assessment

Highway 7 Preliminary Design Study From Fowlers Corners to County Road 28, City of Kawartha Lakes and Peterborough County, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by NCE Limited, Ottawa, for the Ministry of Transportation, to conduct a Stage 1 archeological assessment of the Preliminary Design Study for Highway 7 Improvements from Fowlers Corners to County Road 28 /Highway 115. The proposed improvements will fall within the City of Kawartha Lakes and County of Peterborough, Ontario (Figure 1). The study area is approximately 13 kilometres long.

The Stage 1 assessment was conducted under the project direction of Mr. Robert Pihl, ASI, under an archaeological licence (P057) issued to Mr. Pihl. The field review was also conducted by Mr. Pihl in accordance with the Ontario Heritage Act (1990).

Permission to proceed with the project and to carry out all activities necessary for the completion of the Stage 1 assessment was granted to ASI on September 16, 2004, by NCE Limited.

This report presents the results of the Stage 1 background research and field review and makes several recommendations.

2.0 BACKGROUND RESEARCH

2.1 Previous archaeological research

In order that an inventory of archaeological resources could be compiled for the study area, three sources of information were consulted: the site record forms for registered sites housed at the Ontario Ministry of Culture (MCL); published and unpublished documentary sources; and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (O.A.S.D.), a database maintained by the MCL. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study area under review is located in the Borden block *BcGo* and *BbGo*.

Two archaeological sites have been previously registered within a two-kilometre radius of the study corridor. One is an historic homestead, and the other is a lithic findspot of undetermined cultural affiliation. Neither site is within or adjacent to the study corridor.

2.2 Physiography and Assessment of Pre-contact Archaeological Potential

The study corridor is located within the Peterborough Drumlin field, a till plain of rolling terrain north of the Oak Ridges Moraine physiographic region (Chapman and Putnam, 1984: 169-170). The till within the study corridor is predominantly comprised of limestone. Soils in the north and south portion of the corridor are generally well drained loams, and there is an area of poorly drained soils in the center (Gillespie and Acton, 1981).

Most of the corridor is within the watershed of the Otonabee River, within fifteen kilometers to the east, and a number of its tributaries intersect the corridor including Jackson and Craven Creeks as well as several tributaries of each. The northern extreme of the corridor is drained by a watercourse flowing northward to Chemong Lake.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

The MCL's *Primer on Archaeology, Land Use Planning and Development in Ontario* (1997: 12-13) stipulates that undisturbed lands within 300 metres of a primary water source, and undisturbed lands within 200 metres of a secondary water source, are considered to exhibit archaeological potential.

More specifically, the numerous watercourses in the vicinity may have been important foci for prehistoric settlement.

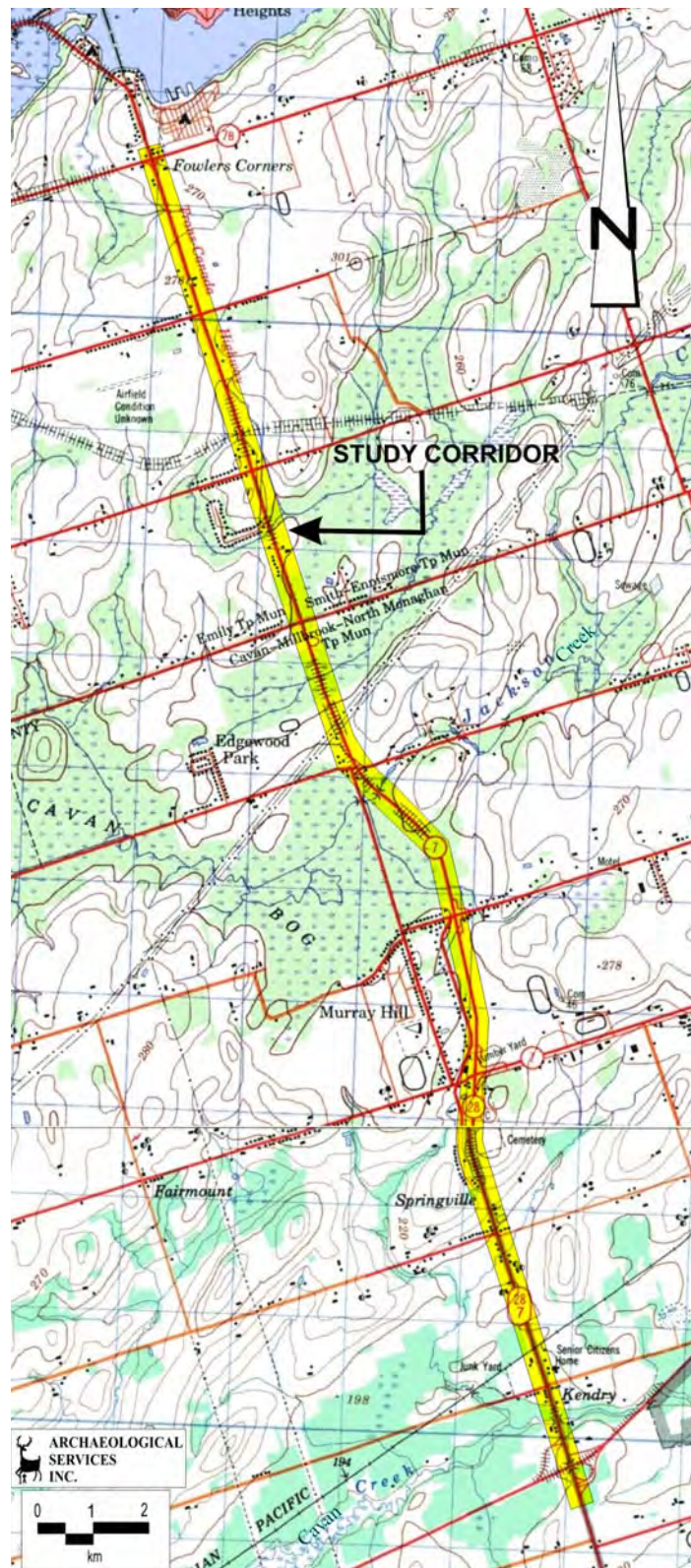


Figure 1: Location of study corridor (NTS map sheets 31/D1 Edition 6, 1985 and 31/D8 Edition 7, 1999).

Aboriginal peoples would have been attracted to the rivers, creeks, and wetlands especially during the spring, by the abundance of fish, as well as by other important aquatic resources. Therefore, dependent on the degree of previous land disturbance, it may be concluded that there is potential for the recovery of pre-contact archaeological remains within the subject property

2.2 Assessment of Historic Archaeological Potential: Summary Review of Historical Maps

The 1881 *Victoria Supplement in Illustrated Atlas of the Dominion of Canada*, 1878 *Illustrated Historical Atlas of the Counties of Northumberland and Durham*, and 1879 *County of Peterborough* was reviewed to determine the potential for the presence of historical archaeological remains within the study corridor (Figure 2).

The study corridor follows the road along the former boundaries between Emily Township, Victoria County (present day City of *Kawartha Lakes*) and Smith Township, Peterborough County and between Cavan Township (formerly Durham County) and North Monaghan Township, Peterborough County. These townships were first settled in the first quarter of the nineteenth century, although major settlement did not really begin until around 1825. Few structures are indicated in the vicinity of the study corridor on the historic maps of Emily, Smith and North Monaghan Townships: no structures are

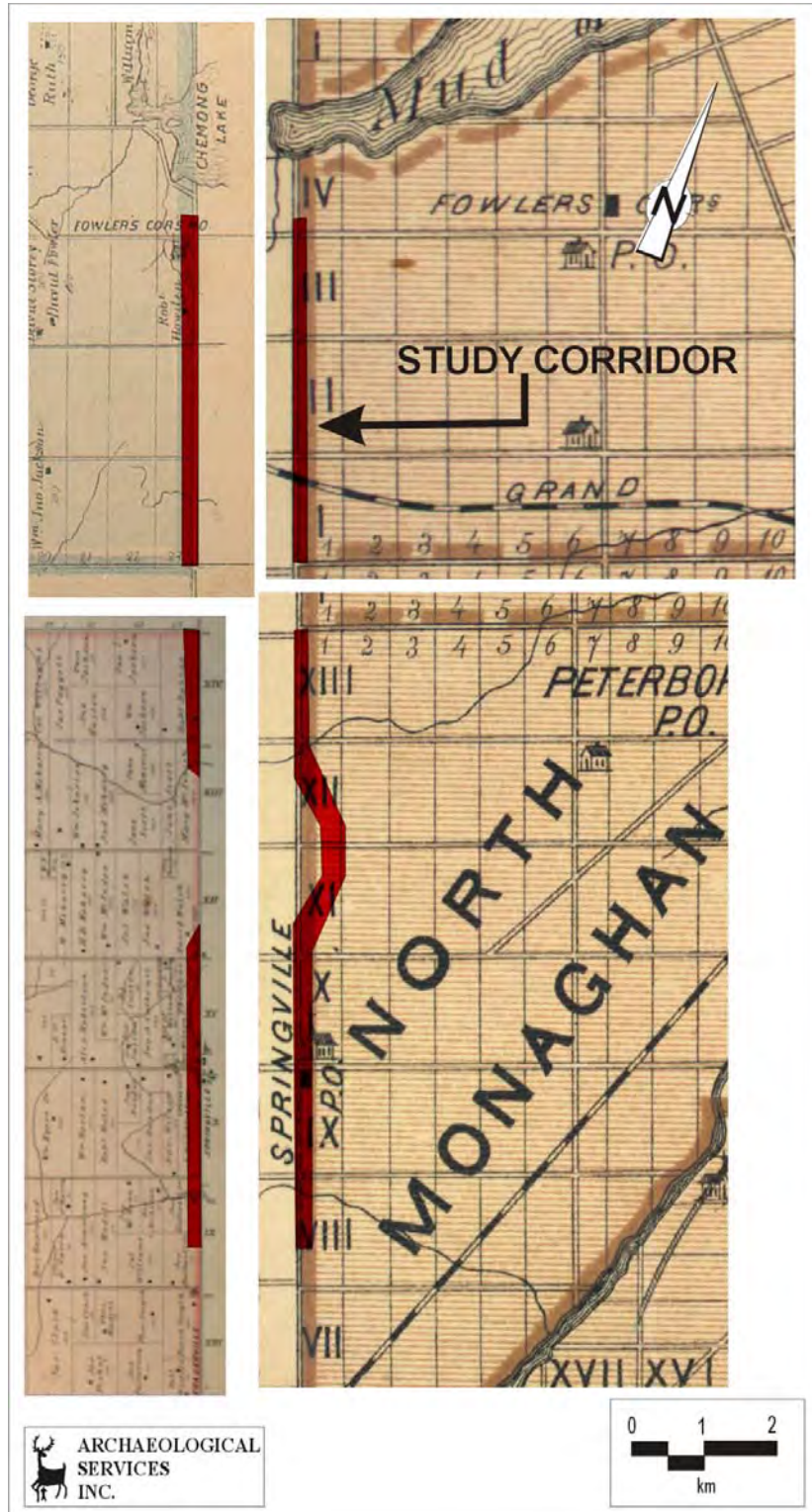


Figure 2: Study corridor overlaid on historic township maps of Emily (H. Belden 1881), Smith and North Monaghan (Miles & Co. 1879), and Cavan (H. Belden 1978).

depicted in Smith, only a church and post office are indicated in Springville on the North Monaghan map, and two residences and a church are indicated near Fowler's Corners on the Emily map. This apparent lack of historic features probably reflects poorly subscribed atlases. In contrast, the historic mapping of Cavan Township depicts numerous features along the road: eight residences and a cheese factory (Figure 2).

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be captured by the basic proximity to water model outlined above, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads. Accordingly, undisturbed lands within 100 metres of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

Therefore, dependant on the degree of previous land disturbance, it may be concluded that there is potential for the recovery of historic cultural material within the subject property. Furthermore, it should be noted that not every feature of potential interest today would have been illustrated on the nineteenth century mapping.

3.0 FIELD REVIEW

A field review of the study corridor was conducted on November 3, 2004, by Mr. Robert Pihl, ASI. The weather consisted of clear, blue skies, a slight breeze, and cool temperatures around 10° C. Survey visibility was considered satisfactory. The field review proceeded south to north along the study corridor (Figure 3).

Just north of the Highway 115 interchange, the Highway 7 study corridor passes several residential properties in the vicinity of Trout Creek. Although ditch construction and hydro utilities are characteristic of this section, these disturbances generally extend all along the study corridor (Plates 1-2). North of the creek, the landscape becomes markedly agricultural in nature on both sides of the right-of-way (ROW; Plates 3-4) and continues to the outskirts of Springville.

At the southwest corner of Highway 7 and Sharpe Line, a small cemetery is present. Although the tombstones of the historic Cavan Cemetery have been moved to a central location near the back end of the property (Plate 5), unmarked graves could be located in the immediate vicinity of the Highway 7 ROW (Plate 6). For that reason, additional archaeological assessment of the proposed road widening area is advisable.

Immediately north of the cemetery are the limits of Springville, around which the study corridor swings to the east. Although most of the population seems to reside along several streets located to the west, Highway 7 includes several residential and institutional properties, such as the United Church of Springville and its manse (Plate 7), and the Rosemount Memorial Gardens (Plate 8). Although these lands have likely been disturbed by landscaping in the past, they have potential historical interest.

North of North Monaghan Parkway (County Road 15) / Davis Road, agricultural lands are again present, especially along the east side of the ROW (Figure 3). North of Lansdowne Road (County Road 5) / Davis Road, however, the landscape is defined by (wet) forest and/or wetlands which are associated with a

series of southwest-northeast trending creek valleys (Plates 9-11). Local high, better drained ground, however, is interspersed between these features, such as in the vicinity of Jackson's Creek (Plates 12-13).

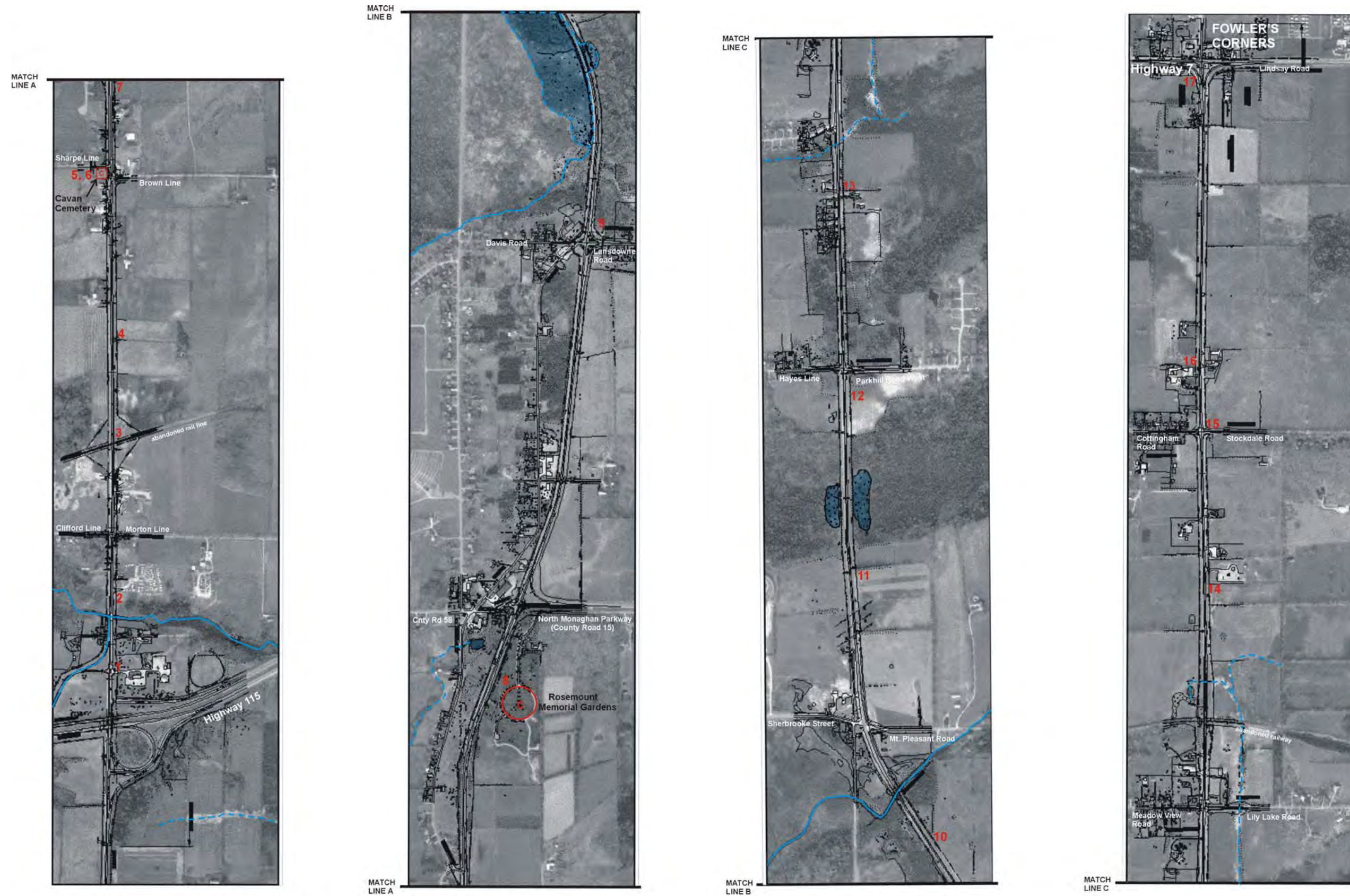


Figure 3: Highway 7 from Fowler's Corners to County Road 28 -- Results of Stage 1 Archaeological Assessment

6.0 PHOTOGRAPHY



Plate 1: East side of right-of-way (ROW) looking north towards Trout Creek.



Plate 2: East side of ROW looking south with Morton Line/Clifford Line in background.



Plate 3: East side of ROW looking north with abandoned railway line in background.



Plate 4: East side of ROW looking north towards Springville.



Plate 5: View across Cavan Cemetery looking southeast (Highway 7 is in background).

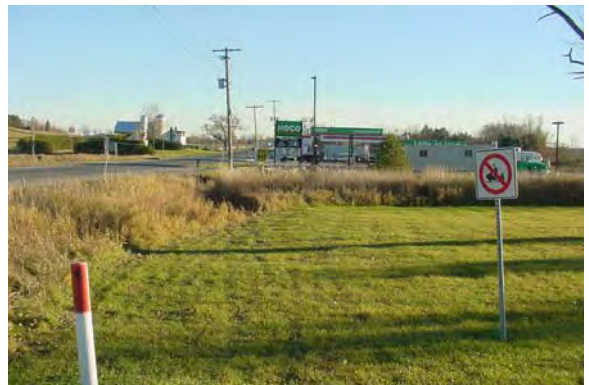


Plate 6: View across Cavan Cemetery looking south along Highway 7 ROW.



Plate 7: East side of ROW looking north with United Church of Springville in distance.



Plate 8: East side of ROW looking north beside Rosemount Memorial Gardens



Plate 9: View of east side of ROW looking north just north of Lansdowne Road



Plate 10: East side of ROW looking north at Jackson's Creek crossing [note Mt. Pleasant Rd/Sherbrooke St in background].



Plate 11: East side of ROW looking north across creek valley and wetland.



Plate 12: Well drained area on east side of ROW looking south



Plate 13: East side of ROW looking north at Jackson's Creek with high ground in background.



Plate 14: East side of ROW looking south with overpass in background.



Plate 15: East side of ROW looking north from Stockdale Road.



Plate 16: West side of ROW looking south at Cottingham Road.

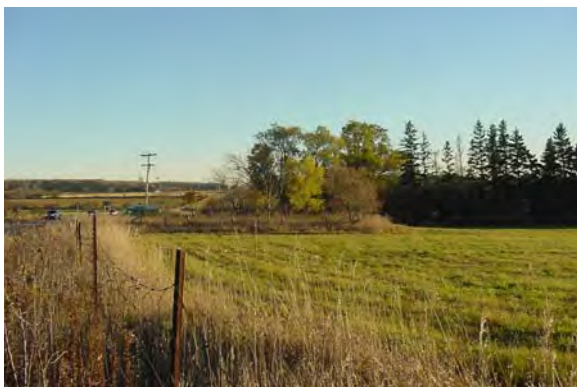


Plate 17: Southwest corner of Highway 7 at Fowler's Corners with site of former church in background.

The northern section of the study corridor from Lily Lake Road / Meadow View Road north to Fowler's Corners is generally higher and drier, consisting of agricultural lands (Figure 3; Plates 14-16).

At the northern terminus of the study corridor, where Highway 7 takes a hard turn to the west at Fowler's Corners, early transportation maps indicate a church at the southwestern corner (Figure 2). Unfortunately, the structure has since been torn down and the lot is now vacant. Although no cemetery was associated with this church, there is potential historic interest in the property, unless it has been thoroughly disturbed.

4.0 SUMMARY AND RECOMMENDATIONS

ASI was contracted by NCE Limited, Ottawa, on behalf of the Ministry of Transportation, to conduct a Stage 1 archeological assessment of the project corridor for the Preliminary Design Study for Highway 7 Improvements from Fowlers Corners to County Road 28/Highway 115 in the City of Kawartha Lakes County of Peterborough. The Stage 1 archaeological resource assessment, conducted under the direction of Mr. Robert Pihl, determined that much of the thirteen kilometer long study corridor exhibits the potential for the identification of pre-contact and historic archaeological sites where archaeological potential has not been negated by more recent disturbance. A review of the general physiography and local nineteenth century maps identified numerous intersecting watercourses, nineteenth century structures and roads in the vicinity, and two registered archaeological sites within two kilometers of the study corridor.

A field review of the study corridor was conducted by Mr. Pihl on November 3, 2004. The ROW displays typical disturbances due to roadside ditch construction, landscaping beside residences and other buildings, and the installation of utilities. Much of the southern and northern third of the ROW is agricultural in nature, but the middle section is characterized by a series of southwest-northeast trending creek valleys which are defined by wet forests and wetlands.

The historic Cavan Cemetery is located at the southwestern corner of Highway 7 and Sharpe Line. In the past, the grave markers have been moved to a central location near the back of the property. Unmarked burials, therefore, could be located within the proposed area of road improvements and should be further investigated in advance of construction.

In light of these results, the following recommendations are made:

1. Prior to any land-disturbing activities along the study corridor, a Stage 2 archaeological assessment should be conducted in accordance with Ministry of Culture Stage 1-3 Archaeological Assessment Guidelines, in order to identify any archaeological remains that may be present.
2. Prior to the initiation of construction, a Stage 3 archaeological assessment of the Cavan Cemetery in Springville, at the southwest corner of Sharpe Line and Highway 7, should be conducted. The topsoil should be removed within the construction allowance adjacent to the cemetery in order to locate any unmarked grave shafts that could be impacted.

The above recommendation is subject to Ministry of Culture (MCL) approval, and it is an offence to alter any archaeological site without MCL concurrence. **No grading or other activities that may result in the destruction or disturbance of any previously identified archaeological sites are permitted until notice of MCL approval has been received.**

3. Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ministry of Culture should be notified immediately.
4. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.

The documentation related to the archaeological assessment of this project will be curated by ASI until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the Ontario Ministry of Culture, and any other legitimate interest groups.

5.0 REFERENCES CITED

Belden & Co.

1878 *Illustrated Historical Atlas of the Counties of Northumberland and Durham, Ontario.* Toronto.

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Gillespie, J. and C. Acton

1981 *Soils of Peterborough County Report No. 45.* Ontario Institute of Pedology and Ontario Ministry of Agriculture and Food.

Miles & Co.

1879 *County of Peterborough.* Toronto.

Ministry of Culture

1997 *Conserving a Future for a Past: Archaeology, Land Use Planning and Development in Ontario. An Educational Primer and Comprehensive Guide for Non Specialists.* Ministry of Culture, Toronto.

APPENDIX C-2

Stage 2 Archaeological Assessment

Stage 2 Archaeological Assessment
Highway 7 Class Environmental Assessment
From Fowlers Corner to County Road 28/Highway 115,
City of Kawartha Lakes and Peterborough County Ontario

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ASI File 05EA-272
Archaeological License P057
MCL PIF P057-264-2006

July 2006

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Stage 2 Archaeological Assessment

Highway 7 Class Environmental Assessment From Fowlers Corner to County Road 28/Highway 115, City of Kawartha Lakes and Peterborough County, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by National Capital Engineering, Ottawa, to conduct a Stage 2 archaeological assessment for the Highway 7 Class Environmental Assessment, from Fowlers Corner to County Road 28/Highway 115, City of Kawartha Lakes and Peterborough County, Ontario (Figure 1). The study corridor is approximately 13 kilometres long.

The Stage 2 assessment was conducted under the project direction of Mr. Robert Pihl, ASI, under an archaeological consulting license (P057) issued to Mr. Pihl. The fieldwork was supervised by Dr. Mike Brand (P160) in accordance with the Ontario Heritage Act (2005).

Permission to access the study corridor and to carry out the activities necessary for the completion of the Stage 2 assessment was granted by National Capital Engineering on June 2, 2006. A number of properties along the study corridor are privately owned and permissions to enter (PTE) were secured prior to any field assessment.

This report presents a summary of the Stage 1 overview previously conducted by ASI (2005), and the results of the Stage 2 field investigation, and it makes several recommendations.

2.0 SUMMARY OF STAGE 1 BACKGROUND RESEARCH

This section presents a summary of the report previously prepared by ASI as part of the Stage 1 archaeological assessment for this project (ASI 2005). The report was submitted to the Ministry of Culture (MCL). The Stage 1 background research was conducted in order to identify the potential for pre-contact and historic archaeological resources.

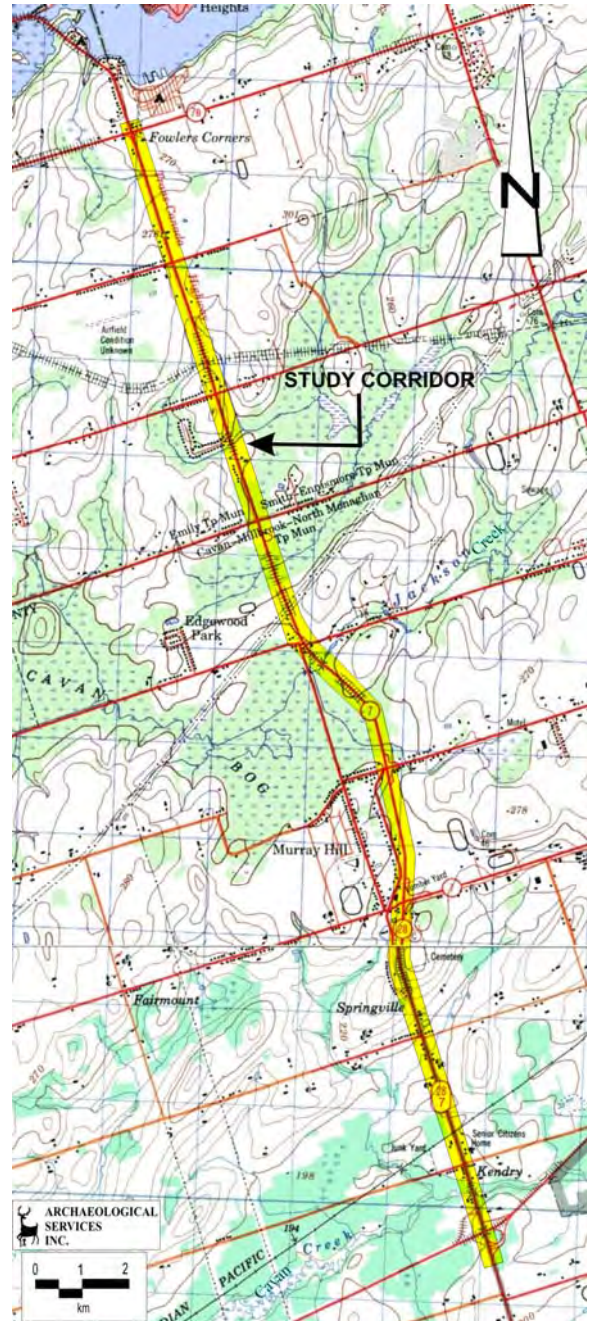


Figure 1: Location of the study corridor.
(NTS Sheets 31 D/1 and 31 D/8)

The Ontario Archaeological Sites Database (OASD) maintained by the Ontario Ministry of Culture was consulted and indicated that two archaeological sites have been previously registered within a two-kilometre radius of the study corridor. One is an historic homestead, and the other is a lithic findspot of undetermined cultural affiliation. Neither site is within or adjacent to the study corridor.

The study corridor is located within the Peterborough Drumlin field physiographic region of Southern Ontario (Chapman and Putnam 1984). The corridor consists of limestone till overlaid with poorly drained to well-drained loam soils. Most of the corridor is within the watershed of the Otonabee River, which is located within 15 kilometres to the east. A number of its tributaries intersect the study corridor, including Jackson and Trout Creeks. Furthermore, the northern limit of the corridor is drained by a watercourse flowing northward to Chemong Lake. Due to the proximity to water, there is potential for recovery of pre-contact archaeological remains within the study corridor.

There is also potential for 19th century Euro-Canadian historic archaeological sites, derived from the fact that Highway 7, among a number of other roads that cross the study corridor, formed part of the historic road network. Furthermore, a few historic structures are illustrated in the vicinity of the study corridor on 19th century mapping, including two churches, a post office, and two homesteads.

The Stage 1 field review determined that there is potential for archaeological sites along the entire study corridor, with the exception of disturbed areas and areas exhibiting excessive slope or inadequate drainage. A Stage 2 archaeological assessment was recommended for those areas prior to any land-disturbing activities. Furthermore, the field review also recommended that the historic Cavan Cemetery at the southwestern corner of Highway 7 and Sharpe Line be subjected to a Stage 3 archaeological assessment prior to any land-disturbing activities in order to locate any unmarked grave shafts that could be impacted. The field work has been completed, the results will be summarized in a separate report to be submitted to the Ministry of Culture.

3.0 STAGE 2 ARCHAEOLOGICAL ASSESSMENT

3.1 Field Assessment

In accordance with the determination of archaeological site potential completed as part of the Stage 1 archaeological assessment, areas identified as having archaeological site potential were subjected to a Stage 2 archaeological field survey under the field direction of Dr. Mike Brand, ASI. The fieldwork was conducted June 5-8, 2006. Weather conditions were sunny and clear.

Typically, rights-of-way can be divided into two areas: the disturbed right-of-way and right-of-way lands beyond the disturbed right-of-way. The typically disturbed right-of-way extends outwards from either side of the centerline of the traveled lanes. The disturbed right-of-way includes the traveled lanes and shoulders, and extends to the toe of the fill slope, the top of the cut slope, or the outside edge of the drainage ditch, whichever is furthest from the centerline. Subsurface disturbance within these lands may be considered extreme and pervasive, negating any archaeological potential for such lands.

Right-of-way construction disturbance may be found to extend beyond the typical disturbed right-of-way area. Such right-of-way disturbances generally include additional grading, cutting and filling, additional drainage ditching, watercourse alteration or channelization, servicing, removals, intensive landscaping, and heavy construction traffic. Areas beyond the typically disturbed right-of-way generally require

archaeological assessment in order to determine archaeological potential relative to the type or scale of disturbances that may have occurred in these zones.

In some areas, seemingly poor drainage or naturally occurring excessive slopes are visible beyond the ditch line or artificial slope, indicating an absence of archaeological potential. However, in many such areas more extensive visual inspection, or subsurface testing, is required in order to confirm an absence of archaeological potential due to natural factors.

The Ministry of Culture Primer on Archaeology, Land Use Planning and Development in Ontario (1997) stipulates that undisturbed land within 300 metres of a primary water source (lakeshore, river, large creek, etc.), and undisturbed land within 200 metres of a secondary water source (stream, spring, marsh, swamp, etc.), as well as undisturbed land within 300 metres of an ancient water source, are considered to have archaeological potential. Thus, a lack of any kind of water source within 300 metres of a study area will negate archaeological site potential within that area.

All areas of confirmed archaeological site potential within the study area were assessed by systematic pedestrian survey or test pitting. Test pits were excavated to sterile subsoil, and fills were screened through six millimetre mesh to facilitate artifact recovery of artifactual remains. Test pits were backfilled and their locations recorded on field maps. Any factor which precluded the excavation of test pits (e.g. slope, drainage, previous disturbance) were mapped and photographed. Where necessary, areas of disturbance were confirmed by the excavation of test pits at judgmental intervals.

The Stage 2 assessment proceeded from north to south, from Fowlers Corner to Highway 28/Highway 115. In addition to the proposed changes to the existing Highway 7 ROW, this project includes proposed changes to Lily Lake Road, Hayes Line, Mount Pleasant Road/Sherbrooke Street, Maple Grove Road, Stewart Line/ North Monaghan Parkway, Brown Line, Clifford Line and Highway 115, which all intersect the Highway 7 ROW from north to south. The project also includes the proposed changes to Davis Road at Maple Grove Road, the proposed expansion and realignment of Ashley Crescent, the proposed realignment of Sharpe Line, and a proposed new road northerly off of Brown Line. Finally, the project includes the proposed new ramp connecting westbound Highway 115 to southbound Highway 7. All field activities, photographs and observations have been compiled onto a series of corridor maps (Figures 2.1-2.7).

3.1.1 Fowlers Corner to Cottingham Road/Stockdale Road (Figure 2.1)

The terrain throughout this section of the study corridor is generally undulating. West of Fowlers Corners, the current Highway 7 slopes eastward into marshland, and then gradually up again towards the intersection (Plate 1). All four quadrants of the intersection at Fowlers Corner have been disturbed by commercial and residential development (Plates 2 and 3).

Highway 7 south of Fowlers Corner has been significantly disturbed by paving and landscaping in front of commercial and residential properties, as well as by servicing and general construction (Plates 4 and 5). The remainder of the land along the ROW consists of flat grassy fields. With the exception of an artificial field drain in one of the fields (Plate 6), there is no natural water source within 300 metres of any of the flat portions of the study corridor, which indicates a lack of archaeological site potential.

3.1.2 Cottingham Road/Stockdale Road to Emily Manor Drive (Figure 2.2)

A large portion of this section of the study corridor has also been previously disturbed by residential and commercial development, including landscaping, servicing and general construction activity (Plates 6 to 8). There has also been disturbance due to the presence of a now abandoned railway line that intersects the ROW north of Lily Lake Road, which now serves as a recreational trail.

There are areas on both sides of the ROW north of Lily Lake Road that are low-lying and wet and thus do not exhibit archaeological site potential (Plates 9 and 10). Furthermore, there are three sections of flat, undisturbed grassy fields interspersed with small disturbed areas on the east side of Highway 7. Since there is no water source within 300 metres of any of these undisturbed portions of the study corridor, they do not exhibit any archaeological site potential.

Two properties along this section of the study corridor were not granted PTE. The properties are located on the east side of Highway 7, on either side of Lily Lake Road. A Stage 2 assessment could not be conducted of these properties. However, from the viewpoint of the Highway 7 ROW, it was noticed that the terrain in the northeast corner of the intersection was gently to moderately sloped with relatively level areas in front of the barn and near the recreational trail/abandoned railway line. These level areas could be disturbed but a test pit survey should be conducted in order to identify the extent of this disturbance. It was also noticed that the northern portion of the property located in the northeast corner of the intersection is moderately to steeply sloped (the balance of this property falls within Figure 2.3 and is discussed in the next section).

3.1.3 Emily Manor Drive to north of Mount Pleasant Road/Sherbrooke Street (Figure 2.3)

The majority of the land in this section of the study corridor does not exhibit archaeological site potential. North of Hayes Line/Parkhill Road West, previous disturbances can be attributed to commercial and residential development, as well as to ditching and servicing (Plate 11). South of Hayes Line/ Parkhill Road West, previous disturbances can be attributed to ditching and servicing, with a buried natural gas line on the east side of the ROW and a high voltage cable on the west side (Plate 12). Archaeological site potential in this section of the study corridor has also been negated by sloped terrain in some areas and low and wet terrain in others (Plate 13).

One property, located on the east side of Highway 7 north of Parkhill Road West, consisted of a flat yard and section of a field, and was subjected to a test pit survey as described above (Plate 14). Despite careful scrutiny, no archaeological material was encountered.

One of the properties from which new land will be acquired for the road improvements along this section of the study corridor was not granted PTE. The property, part of which falls within Figure 2.2 and is discussed in the previous section, is located on the east side of Highway 7. From the viewpoint of the ROW, this property consists of a grassy field that is relatively level for approximately 150 metres, from its southern boundary northward. The terrain then gently slopes northward toward low and wet land. The flat area exhibits archaeological site potential and should be subjected to a Stage 2 assessment, preferably taking the form of a pedestrian survey after the field has been ploughed and allowed to weather.

3.1.4 North of Mount Pleasant Road/Sherbrooke Street to Maple Grove Road/Lansdowne Street (Figure 2.4)

Jackson Creek intersects the Highway 7 ROW in this section of the study corridor (Plate 15). North of the creek is the Highway 7 and Mount Pleasant Road/Sherbrooke Street intersection. In general, the proposed changes to Mount Pleasant Road/Sherbrooke Street lie within previously disturbed land, due mainly to residential development, servicing and general road construction (Plate 16). Part of the Sherbrooke Street study corridor also consists of sloped terrain, which negates archaeological site potential.

North of the Mount Pleasant Road/Sherbrooke Street intersection, the Highway 7 study corridor consists of an old road bed to the west and a ploughed field to the east. While the disturbances associated with the old road bed negates archaeological site potential, the ploughed field was subjected to a pedestrian survey as described above (Plates 17 and 18). The old roadbed continues south of the intersection and gently slopes down into low and wet ground right up to Jackson Creek.

The east side of the study corridor south of Jackson Creek consists of extremely sloped terrain which becomes low-lying and wet as it approaches Maple Grove Road (Plates 19 and 20). The west side of the study corridor also consists of areas of inadequate drainage and excessive slope, but it also consists of a narrow, flat strip of land at the top of one of the slopes (Plate 21). This flat area was subjected to a test pit survey as described above.

The proposed Maple Grove study corridor consists of disturbed land due to residential development (Plate 22). Due to the degree of previous disturbance, this area does not exhibit archaeological site potential.

Despite careful scrutiny, no archaeological material was encountered during the pedestrian survey and test pit survey in this section of the study corridor.

3.1.5 Maple Grove Road/Lansdowne Street to south of Stewart Line/North Monaghan Parkway (Figure 2.5)

As mentioned above, the project includes a proposed new roadway connecting Maple Grove Road to Davis Road on the west side of Highway 7. The proposed new roadway currently consists of part of a parking area and does not exhibit archaeological site potential (Plate 23).

Between Maple Grove Road/Lansdowne Street and Stewart Line/North Monaghan Parkway, the west side of the study corridor consists of low-lying and wet land which does not exhibit archaeological site potential (Plate 24). The low-lying lands gently slope up to the south toward previously disturbed lands due to servicing and landscaping.

The east side of the study corridor, between the two intersection, generally consists of undisturbed flat fields bordered by disturbed land due to ditching and servicing (along Highway 7) and general road construction (near North Monaghan Parkway) (Plates 25 and 26). Since there is no water within 300 metres of any of the flat fields, there is no potential for the location of archaeological sites, and thus these areas were not subjected to detailed testing.

The study corridor south of North Monaghan Parkway includes landscaped grounds (Plate 27), low and wet lands, as well as a dry and flat area which is located further than 300 metres away from a water

source. Based on these characteristics, this section of the study corridor does not exhibit archaeological site potential.

3.1.6 South of Stewart Line/North Monaghan Parkway to north of CPR (Figure 2.6)

North of Cathcart Crescent, this section of the Highway 7 study corridor generally consists of excessively sloped terrain (Plate 28) or previously disturbed lands due to landscaping on the east side, and general road construction on the west side. Between Cathcart Crescent and Brown Line, the Highway 7 study corridor has previously been disturbed by residential development and servicing. South of Brown Line, the study corridor also consists of previously disturbed lands due to the same reasons (Plate 29).

Along with the proposed changes to Highway 7, this project includes a proposed realignment of Sharpe Line and improvements to Brown Line to ease traffic flow between the two roads, the proposed realignment and extension of Ashley Crescent between Cathcart Crescent and Sharpe Line west of Highway 7, as well as a proposed new roadway northerly off of Brown Line, east of Highway 7. The Browne Line study corridor consists of a relatively flat and dry open field, surrounded by low-lying wet lands. The field was subjected to a test pit survey as described above.

Part of the Sharpe Line study corridor was also subjected to a test pit survey, of which most test pits revealed disturbed soils (Plate 31). The ploughed field immediately west of the test pitted area was subjected to a pedestrian survey as described above. The Cavan Cemetery is located immediately north of this study corridor, immediately west of Highway 7. ASI conducted a Stage 3 archaeological assessment of the cemetery, and field results are described in another report.

Along the Ashley Crescent corridor, the terrain exhibits excessive slope, some disturbance due to servicing and grading, as well as excessive distance from a water source (Plate 32). These characteristics negate archaeological site potential in this area of the study corridor.

Finally, the proposed new roadway which runs northerly off of Brown Line on the east side of Highway 7 consists of a flat, open field (Plate 33). This field was subjected to a test pit survey at a five metre interval as described above.

The test pit survey in the southeast corner of the intersection of Sharpe Line/Brown Line and Highway 7 lead to the discovery of historic artifacts. A total of 518 artifacts were recovered from 30 test pits excavated along the fence lines bordering Brown Line and Highway 7 (Appendix A-1; Plate 34). This site, which has been registered as the **Springville Site (BbGo-24)** with the Ontario Archaeological Sites Database, is located in the immediate southeast corner of the intersection in the northwest quarter of Lot 1, Concession 9, former township of North Monaghan, county of Peterborough. The site was given the field designation H2. Three GPS readings were recorded at points surrounding the site:

A- at the fence line closest to the intersection
UTM 17T 0707384, 4901748 (accurate to 7 metres)

B- at the easternmost edge of the site along Brown Line
UTM 17T 0707425, 4901765 (accurate to 7 metres)

C- at the southernmost edge of the site along Highway 7
UTM 17T 0707420, 4901645 (accurate to 7 metres)

Despite careful scrutiny, no archaeological material was encountered during any of the other test pit and pedestrian surveys in this section of the study corridor.

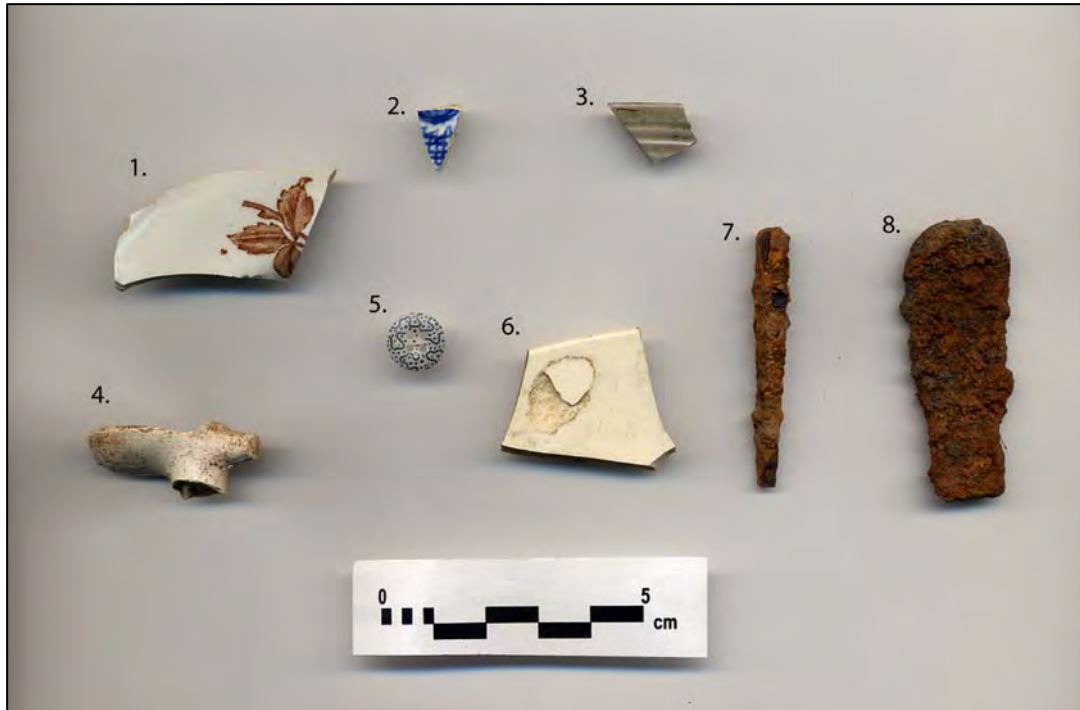


Plate 34: Sample of artifacts from the **Springville Site (BbGo-24)** including:

- | | |
|------------------------------------|-------------------------------------|
| 1. H112- ironstone; transfer print | 5. H66- button; agate; hand-painted |
| 2. H12- RWE; transfer print | 6. H8- creamware; undecorated |
| 3. H2- stoneware; rouletted | 7. H34- nail; hand-wrought |
| 4. H68- white ball clay pipe | 8. H184- spoon; ferrous |

3.1.7 North of CPR to County Road 28/ Highway 115 (Figure 2.7)

Trout Creek intersects Highway 7 in this section of the study corridor. North of the creek, most of the study corridor consists of previously disturbed lands due to commercial and residential development (Plate 35). A line of the Canadian Pacific Railway also intersects the study corridor north of the creek. The terrain surrounding this intersection is comprised of low and wet ground which exhibit previous disturbances (Plate 36). A small raised area in the northeast quadrant of the Highway 7 and railway line intersection was subjected to a test pit survey.

Between the disturbed corridor and Trout Creek, the terrain gently slopes down into low-lying, wet land until it reaches the creek (Plate 37). A relatively small section of undisturbed lawn is located within this section of the study corridor, on the east side of Highway 7, north of Trout Creek. This narrow grassy area was subjected to a test pit survey (Plate 38).

Another narrow band of lawn was subjected to a test pit survey on the east side of Highway 7, south of Trout Creek (Plate 39). The test pit survey continued southward until the terrain sloped excessively down

toward the Highway 7 ROW and up toward the Highway 115 westbound lane and its associated disturbances (Plate 40).

On the west side of Highway 7, south of the creek, the study corridor exhibits previous disturbances due to residential development, servicing and general road construction, thus negating archaeological site potential. The open area between the existing ramp connecting southbound Highway 7 and westbound Highway 115 and existing Highway 115 (i.e. the location of the proposed new ramp connecting west bound Highway 115 to southbound Highway 7), consists of an undisturbed, level field (Plate 41). The northern part of the field, which is located within 300 metres of Trout Creek, was subjected to a test pit survey as described above. The balance of the field which is located beyond 300 metres of the creek does not exhibit archaeological site potential as stipulated by the Ministry of Culture Primer on Archaeology, Land Use Planning and Development in Ontario (1997), and thus was not subjected to detailed survey.

Historic artifacts were recovered from five testpits in the narrow grassy area on the east side of Highway 7, north of Trout Creek. A total of fifteen artifacts were recovered from this general locale (Appendix A-2; Plate 42). The site, which has been registered as the **Douglass Site (BbGo-23)** with the Ontario Archaeological Sites Database, is located between approximately STA 17+355 to STA 17+380 in the northwest quarter of Lot 1, Concession 8, former township of North Monaghan, county of Peterborough. The site was given the field designation H1 (GPS near the center of the positive test pits is UTM 17T 0707847 4900414, accurate within seven metres).



Plate 42: Sample of artifacts from the **Douglass Site (BbGo-23)** including:

1. H8- creamware; undecorated
2. H9- pearlware; undecorated
3. H5- RWE; factory made slip; banded
4. H2- RWE; undecorated
5. H4- nail; hand wrought

Despite careful scrutiny, no archaeological material was encountered during any of the other test pit surveys.

3.2 Archival Research

3.2.1 Early Settlement of North Monaghan Township

North Monaghan is the smallest township in Peterborough County. It is located in the southwest corner of the county and is bounded by Smith Township to the north, Northumberland Township to the south, Cavan Township to the west, and the Otonabee River to the east. Peterborough was separated from the township in 1850 (Peterborough Historical Atlas Foundation Inc. 1975: 75). The township was surveyed by Richard Birdsall in 1818 and the first settlers arrived soon after. The earliest settlers located on the lands near the village of Springville, the only village to develop in this township, which contained a post office, hotel, church, and a few stores in its heyday (Peterborough Historical Atlas Foundation Inc. 1975:75). The post office was established in 1851 at the intersection of the western boundary road and the ninth concession near the Cavan Creek (Peterborough Historical Atlas Foundation Inc. 1975:75).

During the course of the test pit survey, two historic sites were registered in the Ontario Archaeological Sites Database. The **Douglass Site (BbGo-23)** is located in the northwest quarter of Lot 1, Concession 8, and the **Springville Site (BbGo-24)** is located in the northwest quarter of Lot 1, Concession 9. The following research is presented to place these sites within the context of historic land use in the study area.

3.2.2 Development of Lot 1, Concession 8, North Monaghan Township

A search of material at the Ontario Archives has revealed the following information. According to the Abstract Index to Deed Titles, the Crown Patent for the west half of Lot 1 was granted to Samuel Swain in 1822. The patent was for 100 acres. In 1823, Swain sold this 100 acre piece to Peter Robertson, who in turn sold the lot to Charles Stewart later that same year. In 1831, Stewart sold part of the west half (20 acres) to James Robertson, and in 1833, he sold the remainder to Charles Ruttan, who in turn sold the west half (80 acres) to George Boulton the next year. In 1850, Boulton sold 5½ acres, described as starting at the northwest angle, to John Armstrong. Armstrong held this piece until 1860, when he sold it James McLean. McLean sold this piece to William Douglass later that year. In 1891, two parts of the west half were sold by William Douglass and Mary Clark to William Clark.

A number of assessment rolls exist for North Monaghan Township. The 1852 Assessment listed three residents for Lot 1: Richard Clark, John Armstrong, and Adam Douglass, confirming that John Armstrong resided on the property that he purchased. The 1860 Assessment again listed John Armstrong for this lot, and his property was described as five acres on the “northwest corner.” The owner of this portion was listed as James McLean.

The agricultural returns are missing for the 1852 enumeration, but the 1861 census listed two families residing on the west half of Lot 1. James Thompson farmed 75 acres and Adam Douglass farmed 30 acres, the latter of which encompassed the subject property owned by William Douglass and 20 acres that Adam Douglass had purchased from James Robertson in 1843. Douglass was described as a 57 year-old farmer born in England with a wife and two children, one of whom was listed as a 16 year old labourer.

The Douglass farm comprised 30 acres with 10 acres under cultivation and 4½ acres under crops. The farm had sheep, pigs, and cows. The home was described as a one storey log dwelling. There was also one vacant dwelling listed. The 1871 census again listed Adam Douglass, this time on a 25 acre farm. He was described as a 69 year-old farmer born in England who lived with his wife and son William, a school teacher, and daughter Jane. Their property was listed as 25 acres with crops including wheat, oats, peas, potatoes, turnips, carrots, and hay. The family had one dwelling house. The situation had changed by the time of the 1901 census. William Clark was listed for the northwest quarter of Lot 1. He was described as a 36 year-old English born farmer with a wife and three children. His property was described as 25 acres and the family had one dwelling house.

3.2.3 Development of Lot 1, Concession 9, North Monaghan Township

A search of material at the Ontario Archives has revealed the following information. According to the Abstract Index to Deed Titles, the Crown Patent for the west half of Lot 1 was granted to Robert Cross in 1822. The patent was for 100 acres. In 1827, Cross sold the southwest quarter (50 acres) to William Clarke, and the northwest quarter to William Wright. Wright then sold the northwest quarter to Robert Hoey in 1831, who in turn sold this section to William Clarke in 1832. William Clarke then began to subdivide his property into smaller parcels to be occupied in the nascent village of Springville, which developed at the crossroads of the western boundary road of North Monaghan Township and the road allowance between the ninth and tenth concessions. In 1832, Clarke sold part to Richard Sharpe. In 1852, he sold one acre to John Jamieson and in 1857, he sold part of the north half (30 perches) to Archibald Goodfellow.

A total of four families were listed for Lot 1 in the 1854 Assessment: William Clark, Thomas Eyres, August Jamison, and John McDonald. William Clark was described as the owner for the parcel possessed by McDonald. The 1860 Assessment listed five families for Lot 1. William Bedgood was described as a 31 year-old blacksmith possessing one-eighth of an acre and William Clark was described as a farmer possessing 148 acres. Archibald Goodfellow was described as a farmer possessing one-quarter of an acre in the northwest, John Jamieson was listed as a weaver possessing one acre, and William Mahoney was described as a blacksmith with a shop in the northwest corner. It is interesting to note that in later assessment rolls, such as the 1886 Assessment, Archibald Goodfellow's occupation was listed as a storekeeper on one-quarter of an acre in the northwest quarter.

Further information was obtained from the decennial censuses. The agricultural returns with the 1861 census listed three families for Lot 1, including the above-noted blacksmith William Bidgood. He was described as a 32 year-old English-born blacksmith with a wife and three children. No acres were listed but he was described as possessing cows and horses. The family dwelling was described as a one storey frame house.

By 1871, the census listed only one blacksmith, William Mahoney. He was described as a 57 year-old blacksmith of Irish origin who lived with his wife and five children. Their property was described as one acre and they grew potatoes. The other family listed was John Jamieson and his wife Susannah. Jamieson was described as a 63 year-old weaver of Irish origin who possessed one acre and grew potatoes and turnips. The family had one dwelling house.

In 1876, Alexander, Samuel, and Thomas Jamieson registered a quit claim on their interest in the one acre parcel in favour of their mother Susannah Jamieson. The next year, in 1877, John Jamieson and Christopher Braudail, the executors of Susannah Jamieson, sold the one acre piece to Mary Clark. This

would appear to mark the end of the weaver's shop in Springville. In 1890, William Clarke sold part of the lot to Mary Tully and in 1891, Archibald Goodfellow sold part of the north half (30 perches) to Mary Tully. Mary Tully then deeded these two lots to William Tully in 1894. In 1896, Andrew Tully granted these lots to David Trew.

The 1901 census only listed one small parcel occupied on Lot 1, that of David Trew. He was described as a 44 year-old storekeeper of Irish origin who lived with his wife and three children. His property was listed as one-half acre and the family possessed one dwelling house.

According to a secondary source, a post office was opened in the Springville area in 1851 (North Monaghan Historical Research Committee n.d.: 231). Thomas Eyres, who lived in Lot 1 Concession 9, was appointed as the postmaster. He apparently held this position until 1860 when he resigned and was replaced by Archibald Goodfellow. The post office had apparently been moved to Cavan Township in 1854 but Goodfellow moved it back to lot 1 in North Monaghan. Goodfellow's store and post office were described as being "on the south side of Concession 10 Road." Goodfellow resigned as postmaster in 1890 and was replaced by Joseph Tully who held the post until 1894. Thomas Smith replaced Tully but the post office and all its equipment was destroyed by a fire in June of 1895. Smith was replaced by D. Trew in October 1895. Trew remained as postmaster until 1911 (North Monaghan Historical Research Committee n.d.: 231-233).

3.3 Summary

To summarize the preceding information, the **Douglass Site (BbGo-23)** is related to a 5½ acre parcel first occupied by John Armstrong circa 1850, and later English immigrant Adam Douglass and family circa 1860 to 1891. The Douglass family lived in a one storey log house according to the 1861 census. In 1901, the 5½ acre parcel was occupied by English immigrant William Clark. In such, the site is related to the growth of the North Monaghan Township through immigration in the nineteenth century.

Furthermore, the west half of Lot 1, Concession 9 was patented by Robert Cross in 1822, who may have lived there briefly in the 1820s given the presence of early nineteenth-century creamware ceramics that were recovered from some of the archaeological test pits. In 1832, William Clark purchased the north half of the lot and sold several small parcels in the area of the **Springville Site (BbGo-24)**, which encompassed the postmaster's home and several commercial enterprises in the community, including a general store, a weaver and a blacksmith. Only the general store and post office remained at the close of the nineteenth century. The site is related to artisans and businesses in the community of Springville.

4.0 CONCLUSIONS AND RECOMMENDATIONS

ASI was contracted by National Capitol Engineering, Ottawa, to conduct a Stage 2 archaeological assessment for the Highway 7 Class Environmental Assessment, from Fowlers Corners to County Road 28/ Highway 115, City of Kawartha Lakes and Peterborough County, Ontario.

The Stage 1 field review determined that there was potential for archaeological sites along the entire study corridor, with the exception of disturbed areas and areas exhibiting excessive slope or inadequate drainage and recommended that a Stage 2 field assessment be conducted prior to any land disturbances.

The Stage 2 assessment revealed that most of the areas where access permission was granted did not exhibit any archaeological site potential due to disturbance, slope and/or inadequate drainage.

The Stage 2 archaeological survey of those areas which exhibited archaeological site potential led to the discovery of two historic Euro-Canadian period sites. The **Douglass site (BbGo-23)** is related to the growth of the North Monaghan Township through immigration in the nineteenth century, and the **Springville Site (BbGo-24)** is related to artisans and businesses in the community of Springville also in the nineteenth century.

In light of these results, the following recommendations are made:

1. The **Douglass Site (BbGo-23)** and the **Springville Site (BbGo-24)** represent significant archaeological resources. If they cannot be protected within the final detail design, they should be subjected to a comprehensive Stage 3-4 archaeological assessment in accordance with the Ministry of Culture's Draft Standards and Guidelines for Consultant Archaeologists-Archaeological Fieldwork (2004).
2. No additional archaeological assessment is required within the areas of the study corridor in which PTE was granted (Figures 2.1 to 2.7), and those areas can be considered clear of further archaeological concern;
3. A Stage 2 archaeological assessment should be conducted on the property for which PTE was not granted (Figures 2.2 and 2.3; orange areas), in accordance with the Ministry of Culture's Stage 1-3 Archaeological Assessment Technical Guidelines (1993). This work is required in order to identify any archaeological remains that may be present in advance of any construction.

The above recommendations are subject to Ministry of Culture approval, and it is an offence to alter any archaeological site without Ministry of Culture concurrence. No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice approval has been received.

4. Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ministry of Culture should be immediately notified.
5. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.

The documentation related to the archaeological assessment of this project will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the Ontario Ministry of Culture, and any other legitimate interest groups

5.0 REFERENCES CITED

Archaeological Services Inc.

- 2005 Stage 1 Archaeological Assessment, Highway 7 Preliminary Design Study, From Fowlers Corners to County Road 28, City of Kawartha Lakes and Peterborough County, Ontario. Report on file at the Ministry of Culture, Toronto, Ontario.

Chapman, L.J. and F. Putnam

- 1984 *The Physiography of Southern Ontario*. Ontario Geological Survey, Special Volume 2. Ontario Ministry of Natural Resources, Toronto.

Ministry of Culture

- 1993 *Archaeological Assessment Technical Guidelines (Stages 1-3 & Reporting Format)*. Toronto: Cultural Programs Branch, Archaeology & Heritage Planning Unit.
- 1997 *Conserving A Future For Our Past: Archaeology, Land Use Planning & Development in Ontario*. Toronto: Cultural Programs Branch, Archaeology & Heritage Planning Unit.
- 2004 *Draft Standards and Guidelines for Consultant Archaeologists- Archaeological Fieldwork*. Toronto: Cultural Programs Branch, Archaeology and Planning Unit.
- 2005 *Ontario Heritage Act*.

North Monaghan Historical Research Committee

- n.d. *A History of North Monaghan Township, 1817-1989*. Peterborough, Ontario.

Peterborough Historical Atlas Foundation Inc.

- 1975 *Illustrated Historical Atlas of Peterborough County, 1825-1875*. Reprint. Peterborough, Ontario

6.0 OVERSIZED MAPS

Figure 2.1: Highway 7 from Fowlers Corners to Highway 28/ Highway 115- Stage 2 Results (Fowlers Corners to Cottingham Road/ Stockdale Road)

Figure 2.2: Highway 7 from Fowlers Corners to Highway 28/ Highway 115- Stage 2 Results (Cottingham Road/ Stockdale Road to Emily Manor Drive)

Figure 2.3: Highway 7 from Fowlers Corners to Highway 28/ Highway 115- Stage 2 Results (Emily Manor Drive to north of Mount Pleasant Road/ Sherbrooke Street)

Figure 2.4: Highway 7 from Fowlers Corners to Highway 28/ Highway 115- Stage 2 Results (North of Mount Pleasant Road/ Sherbrooke Street to Maple Grove Road/ Lansdowne Street)

Figure 2.5: Highway 7 from Fowlers Corners to Highway 28/ Highway 115- Stage 2 Results (Maple Grove Road/ Lansdowne Street to south of Stewart Line/ North Monaghan Parkway)

Figure 2.6: Highway 7 from Fowlers Corners to Highway 28/ Highway 115- Stage 2 Results (South of Stewart Line/ North Monaghan Parkway to north of CPR)

Figure 2.7: Highway 7 from Fowlers Corners to Highway 28/ Highway 115- Stage 2 Results (North of CPR to County Road 28/ Highway 115)

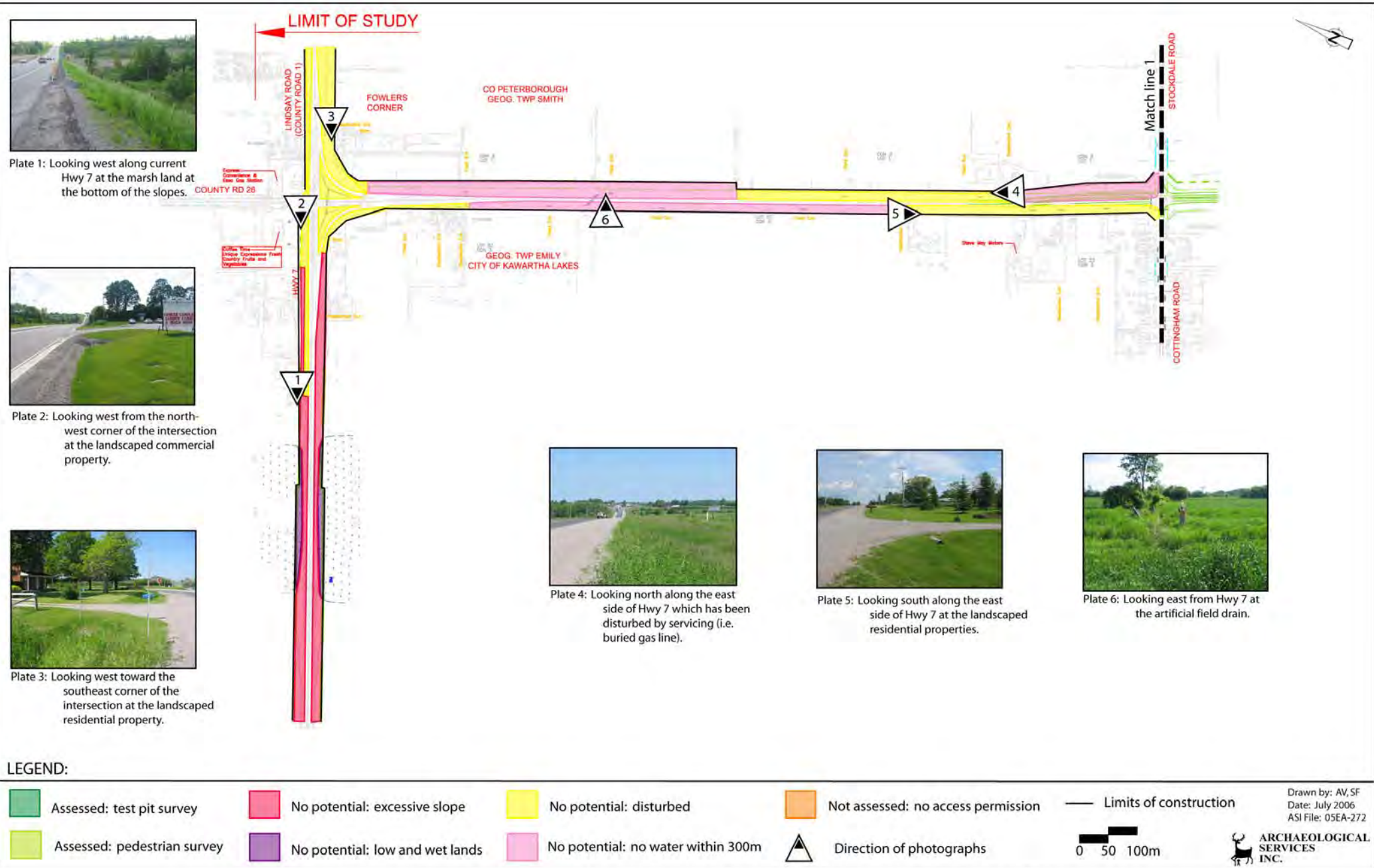


Figure 2.1: Highway 7 from Fowlers Corners to Highway 28/Highway 115- Stage 2 Results (Fowlers Corners to Cottingham Road/ Stockdale Road)



Plate 6: Looking south along the east side of the ROW at the parking area.



Plate 7: Looking south along the west side of the ROW at the disturbed area due to general road construction.



Plate 8: Looking north along the west side of the ROW at the landscaped and gravel filled areas.










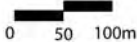


Plate 9: Looking north along the west side of the ROW at the low-lying and wet ground.



Plate 10: Looking north along the east side of the ROW at the low-lying and wet field.

LEGEND:

 Assessed: test pit survey	 No potential: excessive slope	 No potential: disturbed	 Not assessed: no access permission	 Limits of construction
 Assessed: pedestrian survey	 No potential: low and wet lands	 No potential: no water within 300m	 Direction of photographs	 0 50 100m

Drawn by: AV, SF
Date: July 2006
ASI File: 05EA-272



Figure 2.2: Highway 7 from Fowlers Corners to Highway 28/Highway 115- Stage 2 Results (Cottingham Road/ Stockdale Road to Emily Manor Drive)



Plate 11: Looking north along the east side of the ROW at the ditch and the buried natural gas line.



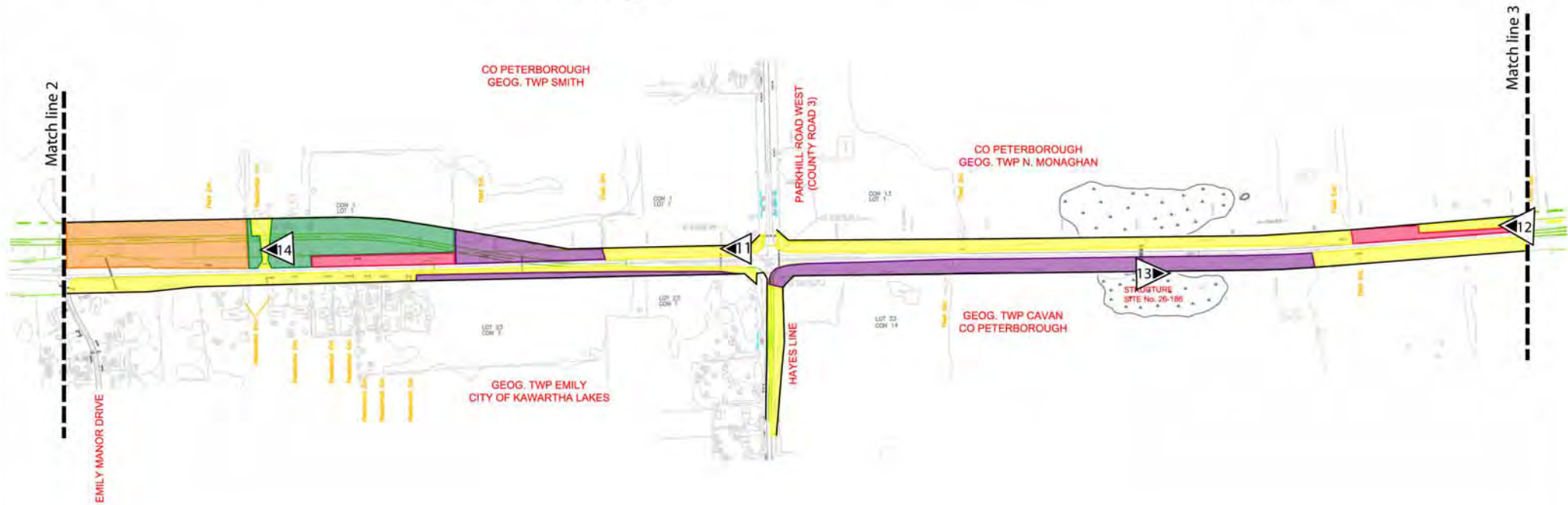
Plate 12: Looking north along the east side of the ROW at the slope leading down to a level area with a buried natural gas line.



Plate 13: Looking south along the west side of the ROW at the low and wet ground.

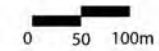


Plate 14: Looking east on the east side of the ROW at the test pit survey of the front yard of the house.



LEGEND:

- Assessed: test pit survey
- No potential: excessive slope
- No potential: disturbed
- Not assessed: no access permission
- Limits of construction
- Assessed: pedestrian survey
- No potential: low and wet lands
- No potential: no water within 300m
- Direction of photographs



Drawn by: AV, SF
Date: July 2006
ASI File: 05EA-272

Figure 2.3: Highway 7 from Fowlers Corners to Highway 28/Highway 115- Stage 2 Results (Emily Manor Road to north of Mount Pleasant Road/ Sherbrooke Street)

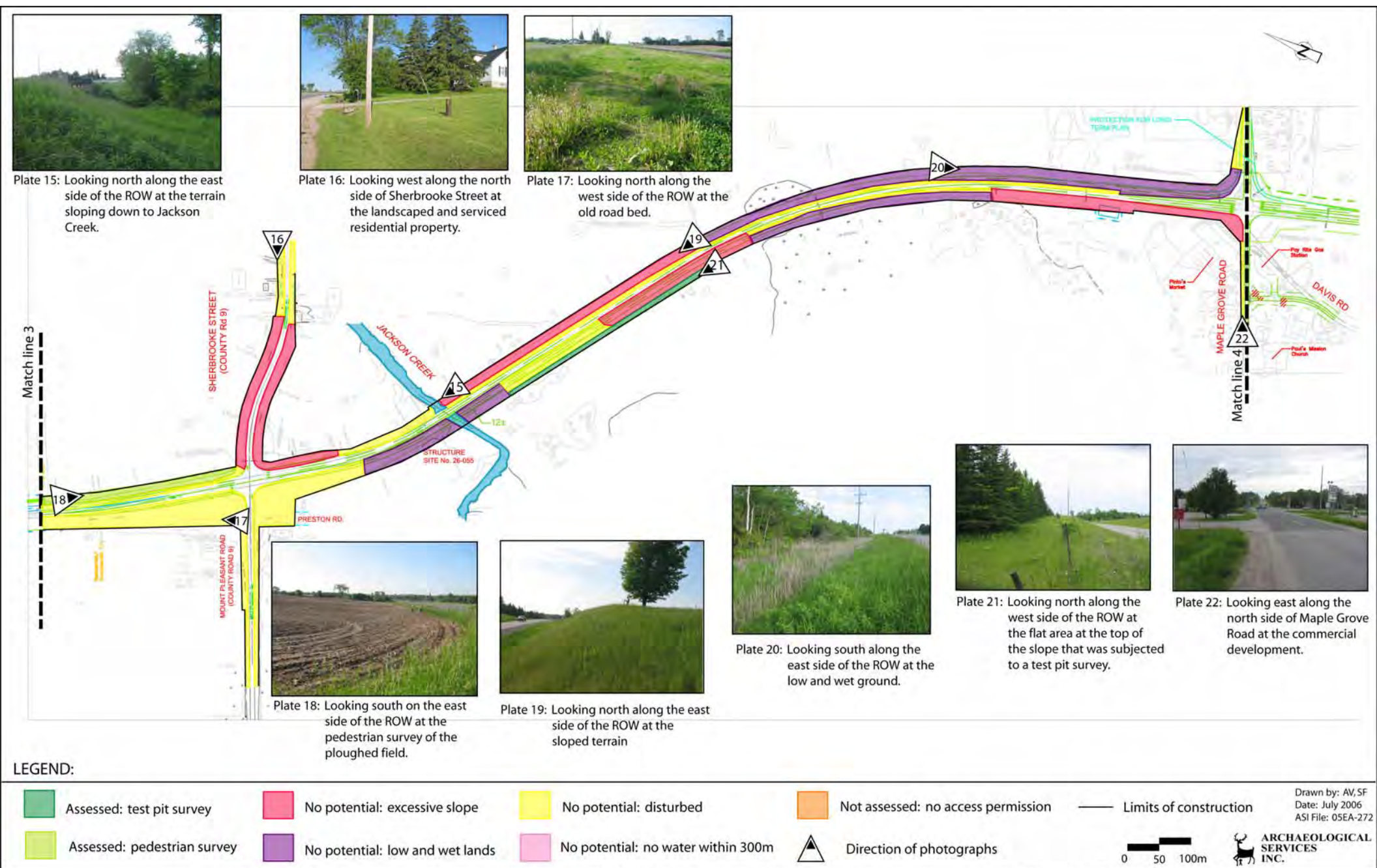


Figure 2.4: Highway 7 from Fowlers Corners to Highway 28/Highway 115- Stage 2 Results (North of Mount Pleasant Road/ Sherbrooke Street to Maple Grove Road/ Lansdowne Street)

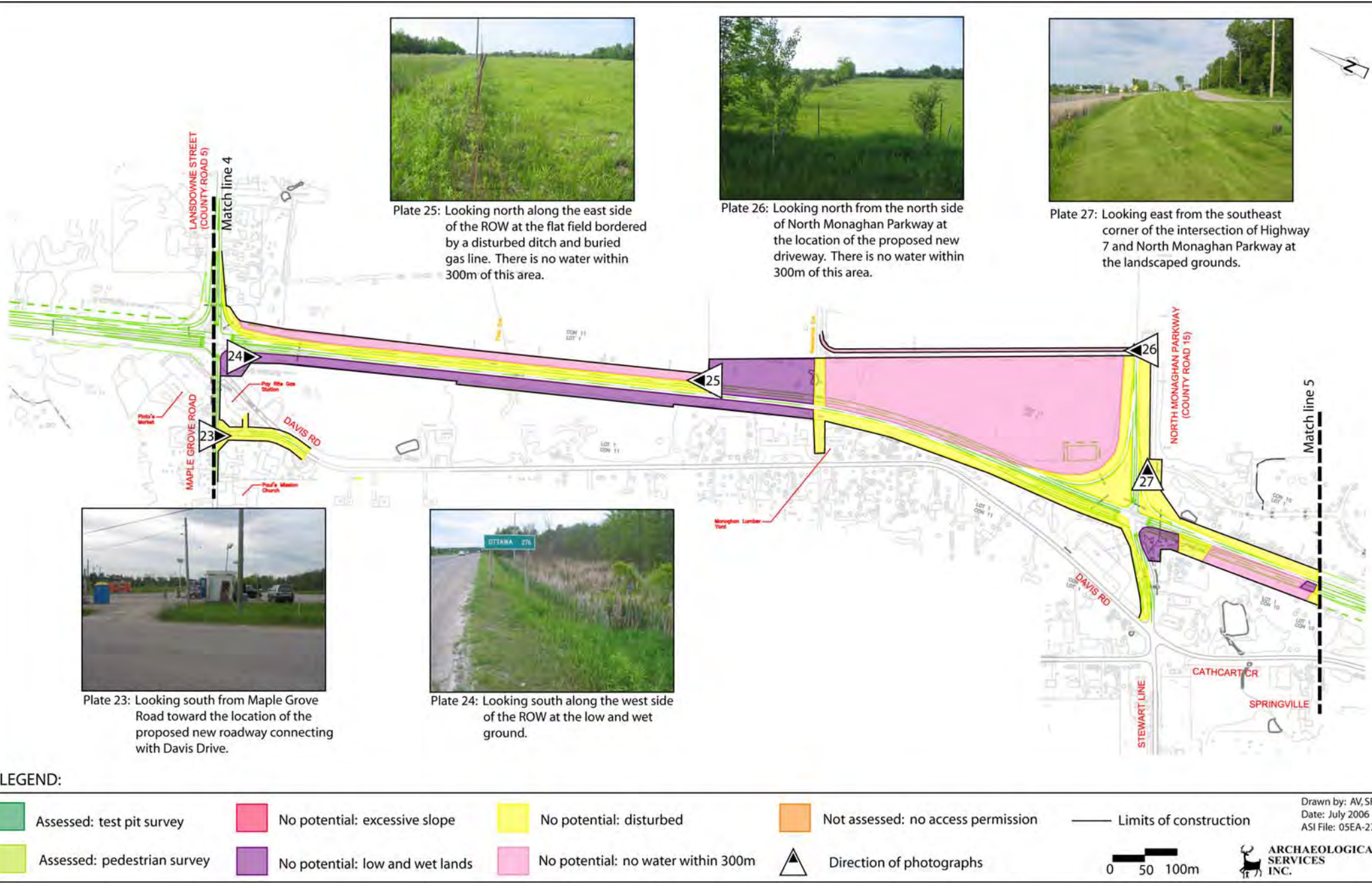


Figure 2.5: Highway 7 from Fowlers Corners to Highway 28/Highway 115- Stage 2 Results (Maple Grove Road/ Lansdowne Street to South of Stewart Line/Monaghan Parkway)

Drawn by: AV, SF
 Date: July 2006
 ASI File: 05EA-272



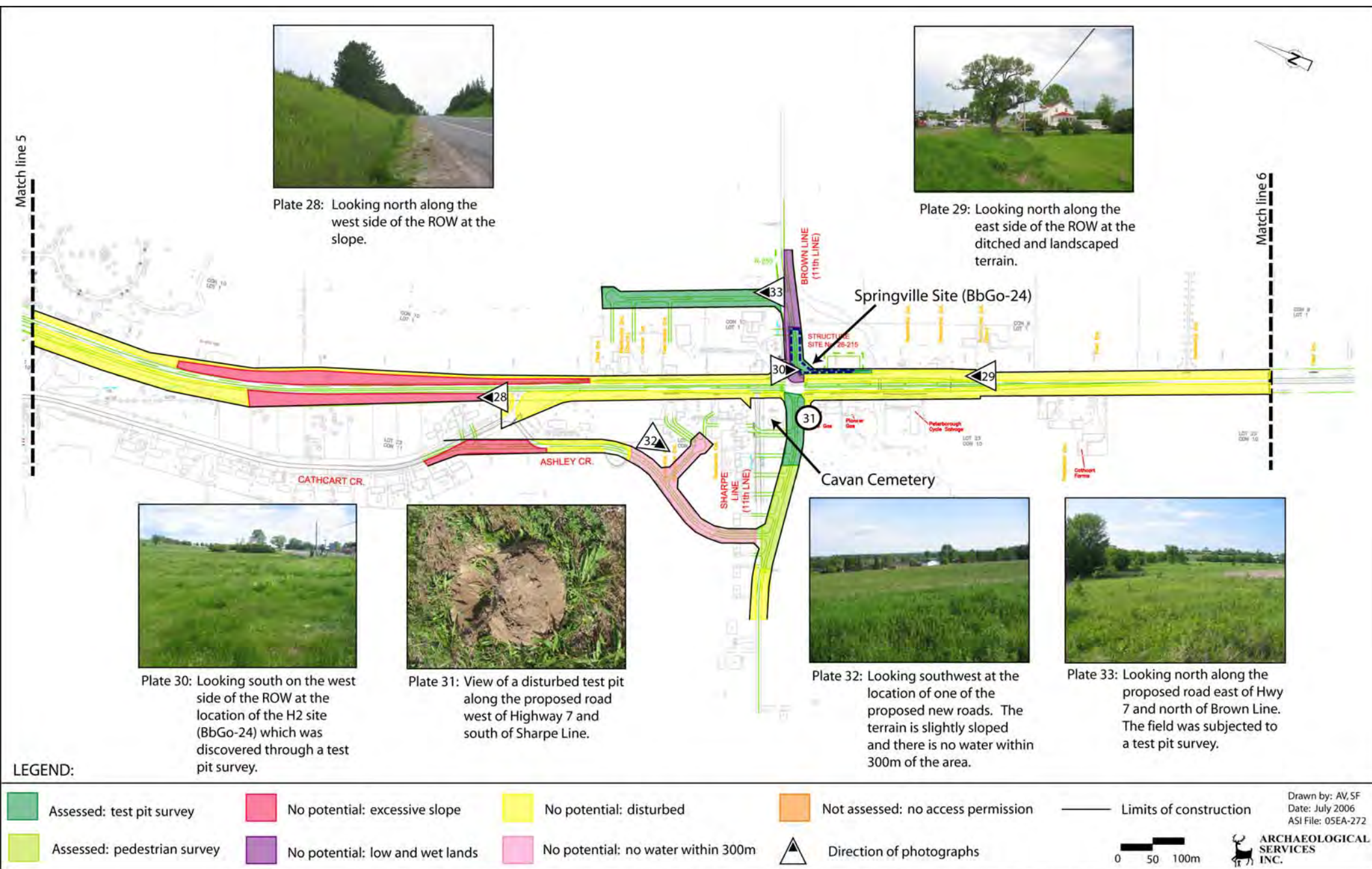


Figure 2.6: Highway 7 from Fowlers Corners to Highway 28/Highway 115- Stage 2 Results (South of Stewart Line/Monaghan Parkway to north of CPR)



Plate 35: Looking north along the east side of the ROW at the commercial development.

Plate 36: Looking southwest at the disturbed and low and wet terrain south of the railway.

Plate 37: Looking south along the east side of the ROW at the low and wet ground up to the creek.



Plate 38: Looking north along the east side of the ROW at the test pit survey of the H1 Site (BbGo-23).

Plate 39: Looking north along the east side of the ROW at test pit survey south of the creek.

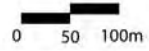
Plate 40: Looking north from the east side of the ROW at the sloped and ditched terrain.

Plate 41: Looking southwest on the west side of Hwy 7 at the flat field that was test pitted.

ENVIRONMENTAL ASSESSMENT CLEARANCE UNDER WP 249-99-00

LEGEND:

- Assessed: test pit survey
- No potential: excessive slope
- No potential: disturbed
- Not assessed: no access permission
- Limits of construction
- Assessed: pedestrian survey
- No potential: low and wet lands
- No potential: no water within 300m
- Direction of photographs



Drawn by: AV, SF
Date: July 2006
ASI File: 05EA-272

Figure 2.7: Highway 7 from Fowlers Corners to Highway 28/Highway 115- Stage 2 Results (North of CPR to County Road 28/Highway 115)

APPENDIX A-1: Artifacts recovered from the Springville site (BbGo-24)

Cat. #	Qty	Material	Artifact Type	Comments
H1	1	Ceramic	RWE	Undecorated; Saucer
H2	1	Ceramic	Stoneware	Rouletted; Teas; refined stoneware
H8	2	Ceramic	Creamware	Undecorated; Plate - general; mended
H12	1	Ceramic	RWE	Transfer print; Saucer
H13	1	Ceramic	RWE	Hand-painted - general; Saucer
H14	2	Ceramic	RWE	Undecorated; Teacup
H15	2	Ceramic	RWE	Undecorated; Saucer
H19	1	Ceramic	RWE	Undecorated; Holloware
H20	1	Ceramic	RWE	Undecorated; Plate - general
H21	1	Ceramic	Ironstone	Undecorated; Jug
H27	1	Ceramic	Red earthenware - refined	Glazed; Teas; fragment
H29	1	Ceramic	Red earthenware - coarse	Glazed; Crock
H30	1	Ceramic	RWE	Transfer print; Teas
H31	1	Ceramic	RWE	Hand-painted - general; Teas
H32	1	Ceramic	RWE	Undecorated; Saucer
H37	1	Ceramic	RWE	Spongeware; Teacup
H38	1	Ceramic	RWE	Undecorated; Unidentifiable
H42	1	Ceramic	RWE	Undecorated; Saucer
H51	5	Ceramic	Unidentifiable	Unidentified; Saucer
H53	2	Ceramic	Ironstone	Moulded; Saucer
H54	3	Ceramic	Ironstone	Undecorated; Holloware
H55	7	Ceramic	Ironstone	Undecorated; Saucer
H56	2	Ceramic	RWE	Undecorated; Flatware
H57	1	Ceramic	RWE	Unidentified; Flatware; black slip over glaze
H77	1	Ceramic	Unidentifiable	Undecorated; Flatware
H98	1	Ceramic	Red earthenware - coarse	Glazed; Crock; interior glazed only
H106	1	Ceramic	Yelloware	Glazed; Holloware; footring fragment
H107	2	Ceramic	Red earthenware - coarse	Undecorated; Crock; interior exfoliated, exterior unglazed
H108	1	Ceramic	RWE	Moulded; Holloware
H109	1	Ceramic	RWE	Factory-made slip - banded; Holloware
H110	1	Ceramic	RWE	Unidentified; Holloware
H111	3	Ceramic	RWE	Undecorated; Saucer
H112	3	Ceramic	Ironstone	Transfer print; Saucer; floral pattern
H113	1	Ceramic	Unidentifiable	Unidentified; Unidentifiable; matrix
H114	1	Ceramic	Unidentifiable	Undecorated; Unidentifiable; waterworn matrix
H126	1	Ceramic	Buff earthenware	Rockingham; Holloware
H127	1	Ceramic	RWE	Hand-painted - late palette; Saucer; scalloped with gilt band
H128	2	Ceramic	RWE	Hand-painted - late palette; Saucer; mended, floral pattern
H129	1	Ceramic	RWE	Undecorated; Saucer
H130	1	Ceramic	Ironstone	Undecorated; Saucer
H147	2	Ceramic	Ironstone	Undecorated; Saucer
H148	1	Ceramic	Ironstone	Moulded; Holloware
H149	1	Ceramic	RWE	Undecorated; Flatware
H150	1	Ceramic	RWE	Undecorated; Unidentifiable; creamy glaze

Appendix A-1: Artifacts recovered from the Springville site (BbGo-24) (continued)				
H151	1	Ceramic	Ironstone	Undecorated; Flatware; material adhered to surface
H152	1	Ceramic	Ironstone	Transfer print; Saucer; floral pattern
H164	1	Ceramic	Stoneware	Glazed; Holloware
H173	1	Ceramic	Ironstone	Transfer print; Saucer; scalloped
H174	5	Ceramic	Ironstone	Undecorated; Saucer
H175	1	Ceramic	Ironstone	Unidentified; Flatware
H199	2	Ceramic	RWE	Undecorated; Flatware
H200	1	Ceramic	RWE	Undecorated; Flatware
H3	1	Glass	Container - Other	colourless, threaded, narrow mouth, beverage container
H4	1	Clay	Brick	
H5	2	Metal - Ferrous	Nail - Machine Cut	
H6	1	Clay	Brick	
H7	1	Glass	Container - Unidentifiable	colourless
H9	2	Metal - Ferrous	Nail - Machine Cut	
H10	1	Clay	Brick	
H11	2	Metal - Ferrous	Nail - Machine Cut	
H16	1	Glass	Window Glass	
H17	1	Clay	Brick	
H18	3	Metal - Ferrous	Nail - Machine Cut	
H22	2	Glass	Window Glass	
H23	1	Bone	Button	four hole, round lip
H24	1	Metal - Ferrous	Nail - Machine Cut	
H25	1	Metal - Ferrous	Unidentified	
H26	3	Metal - Ferrous	Nail - Machine Cut	
H28	1	Metal - Ferrous	Nail - Machine Cut	
H33	1	Glass	Container - Unidentifiable	aqua
H34	1	Metal - Ferrous	Nail - Hand-Wrought	
H35	2	Metal - Ferrous	Nail - Machine Cut	
H36	1	Metal - Ferrous	Scrap	
H39	1	White Ball Clay	Smoking Pipe	fragment, unidentifiable raised pattern
H40	2	Clay	Brick	
H41	2	Metal - Ferrous	Nail - Machine Cut	
H43	1	Glass	Window Glass	
H44	1	Metal - Ferrous	Nail - Machine Cut	
H45	1	Metal - Ferrous	Nail - Wire	
H46	1	Glass	Container - Other	light blue, beverage container
H47	2	Metal - Ferrous	Unidentified	
H48	1	Glass	Container - Unidentifiable	colourless
H49	1	Other	Button	agate shirt button, four hole, teal transfer print
H50	5	Metal - Ferrous	Nail - Machine Cut	
H52	1	Glass	Container - Soft Drink	green
H58	33	Glass	Window Glass	
H59	1	Glass	Lamp Chimney	colourless
H60	5	Glass	Container - Soft Drink	green
H61	2	Glass	Container - Unidentifiable	milk glass
H62	17	Glass	Container - Unidentifiable	colourless

Appendix A-1: Artifacts recovered from the Springville site (BbGo-24) (continued)				
H63	2	Glass	Container - Unidentifiable	aqua
H64	1	Glass	Container - Unidentifiable	colourless, raised lettering: "CA_"
H65	2	Glass	Unidentified	aqua
H66	1	Other	Button	agate shirt button, four holes, handpainted dark green pattern
H67	1	White Ball Clay	Smoking Pipe	plain, incomplete
H68	1	White Ball Clay	Smoking Pipe	elbow fragment with spur, metal adhered to surface
H69	1	White Ball Clay	Smoking Pipe	fragment, yellow glaze, metal adhered to surface
H70	1	Clay	Drainage Tile	
H71	2	Clay	Brick	
H72	2	Metal - Ferrous	Wire	
H73	3	Metal - Composite	Unidentified	
H74	1	Metal - Composite	Unidentified	possible metal fitting or cap, ribbed, with perforations
H75	9	Metal - Ferrous	Nail - Machine Cut	
H76	7	Metal - Ferrous	Nail - Wire	
H78	3	Glass	Window Glass	
H79	2	Glass	Container - Unidentifiable	colourless
H80	1	Glass	Container - Unidentifiable	colourless, textured exterior
H81	1	Glass	Container - Soft Drink	green, maker's mark: "Canada"
H82	1	Plastic	Unidentified	beige, flat
H83	1	Clay	Brick	
H84	1	Metal - Ferrous	Wire	
H85	1	Metal - Ferrous	Nail - Machine Cut	
H86	2	Metal - Ferrous	Nail - Wire	
H87	1	Glass	Window Glass	
H88	1	Glass	Container - Unidentifiable	colourless
H89	1	Glass	Unidentified	
H90	1	Clay	Brick	
H91	1	Metal - Ferrous	Nail - Machine Cut	
H92	1	Metal - Ferrous	Scrap	
H93	1	Clay	Brick	
H94	1	Glass	Lamp Chimney	colourless
H95	1	Glass	Container - Unidentifiable	colourless
H99	1	Glass	Window Glass	
H100	4	Glass	Container - Unidentifiable	colourless
H101	1	Metal - Ferrous	Nail - Machine Cut	
H102	1	Metal - Ferrous	Nail - Wire	
H103	2	Glass	Window Glass	
H104	1	Glass	Unidentified	very small fragment, colourless
H105	1	Metal - Comp.	Button	single hole, corroded
H115	9	Glass	Window Glass	
H116	2	Glass	Container - Unidentifiable	colourless
H117	1	Glass	Container - Other	colourless, partial maker's mark
H118	1	Glass	Container - Soft Drink	green
H119	10	Metal - Ferrous	Nail - Machine Cut	
H120	4	Metal - Ferrous	Nail - Wire	
H121	1	Metal - Ferrous	Unidentified	

Appendix A-1: Artifacts recovered from the Springville site (BbGo-24) (continued)				
H122	1	Metal - Ferrous	Other	spring, with wire through it
H123	2	Metal - Ferrous	Container - Unidentifiable	
H124	2	Metal - Ferrous	Scrap	
H125	1	Metal - Ferrous	Staple	
H131	1	Glass	Teaware	milk glass teacup handle
H132	1	Glass	Cup	drinking glass, panelled, colourless
H133	1	Glass	Cup	panelled drinking glass fragment, colourless
H134	2	Glass	Container - Unidentifiable	colourless
H135	2	Glass	Container - Other	colourless, threaded, narrow mouth
H136	14	Glass	Container - Unidentifiable	colourless
H137	7	Glass	Container - Soft Drink	green
H138	1	Glass	Container - Unidentifiable	aqua
H139	1	Glass	Unidentified	
H140	6	Glass	Window Glass	
H141	1	Plastic	Button	clear, two holed, round lip
H142	1	Clay	Other	flowerpot saucer fragment, unglazed
H143	7	Metal - Ferrous	Nail - Machine Cut	
H144	12	Metal - Ferrous	Nail - Wire	
H145	1	Metal - Ferrous	Wire	
H146	1	Metal - Ferrous	Other	identifiable machinery part, included bolt, nut and screw
H153	4	Glass	Dessert Glass	moulded milk glass, mends
H154	1	Glass	Container - Unidentifiable	milk glass, waterworn
H155	1	Glass	Container - Medicine	colourless, "Tilley's / 2 oz. net"
H156	2	Glass	Container - Soft Drink	green
H157	1	Glass	Container - Other	colourless, beverage container, partial maker's mark
H158	23	Glass	Container - Unidentifiable	colourless
H159	2	Glass	Container - Unidentifiable	light green
H160	7	Glass	Container - Unidentifiable	aqua
H161	2	Glass	Container - Unidentifiable	amber
H162	4	Glass	Lamp Chimney	colourless
H163	7	Glass	Window Glass	
H165	1	Indeterminate	Unidentified	2 pieces joined with screws, "Bat / Timer / Made in U.S.A"
H166	3	Metal - Ferrous	Other	lid fragments
H167	1	Metal - Ferrous	Nail - Machine Cut	
H168	11	Metal - Ferrous	Nail - Wire	
H169	1	Metal - Composite	Unidentified	solid tube with seam
H170	9	Metal - Ferrous	Scrap	
H171	1	Metal - Composite	Unidentified	rolled edge
H172	3	Metal - Ferrous	Unidentified	
H176	6	Glass	Window Glass	
H177	1	Glass	Container - Unidentifiable	opaque green
H178	2	Glass	Container - Liquour	dark green
H179	5	Glass	Container - Soft Drink	green
H180	2	Glass	Container - Unidentifiable	colourless, threaded, narrow mouth
H181	24	Glass	Container - Unidentifiable	colourless
H182	1	Indeterminate	Button	two hole, round lip, undetermined material

Stage 2 Archaeological Assessment

Highway 7 Class Environmental Assessment from Fowlers Corner to County Road 28/ Highway 115

City of Kawartha Lakes and Peterborough County, Ontario

Appendix A-1: Artifacts recovered from the Springville site (BbGo-24) (continued)

H183	1	Plastic	Unidentified	red, flat
H184	1	Metal - Ferrous	Spoon - Other	
H185	3	Metal - Ferrous	Nail - Machine Cut	
H186	6	Metal - Ferrous	Nail - Wire	
H187	1	Metal - Ferrous	Screw	
H188	3	Metal - Ferrous	Unidentified	white coated metal, thin
H189	1	Glass	Cup	colourless, moulded exterior
H190	1	Metal - Ferrous	Nail - Machine Cut	
H191	1	Glass	Window Glass	
H192	1	Metal - Ferrous	Nail - Machine Cut	
H193	1	Metal - Ferrous	Nail - Wire	
H194	1	Metal - Ferrous	Screw	
H195	1	Metal - Ferrous	Nail - Wire	
H196	1	Glass	Window Glass	
H197	2	Metal - Ferrous	Nail - Machine Cut	
H198	1	Metal - Ferrous	Unidentified	
H201	1	Metal - Ferrous	Nail - Machine Cut	
F1	1	Bone	Mammal	
F2	1	Bone	Mammal	
F3	1	Bone	Mammal	
F4	1	Bone	Mammal	
F5	1	Bone	Mammal	
F6	1	Bone		
F7	1	Bone	Mammal	
F8	1	Bone		
F9	1	Bone	Mammal	
F10	1	Bone	Bird	
F11	1	Bone	Mammal	
F12	1	Bone		
F13	1	Bone	Shell	
F14	1	Bone	Mammal	
F15	1	Bone	Mammal	
F16	1	Bone	Bird	
F17	1	Bone		
F18	1	Bone	Mammal	

APPENDIX A-2: Artifact recovered from the Douglass Site (BbGo-23)

Cat. #	Qty	Material	Artifact Type	Comments
F1	1	Bone	Mammal	Unidentifiable
H1	1	Glass	Container	Colourless; seam; beverage container
H2	3	Ceramic	Refined White Earthenware	Tableware; undecorated; flatware
H3	1	Glass	Lamp Chimney	Colourless
H4	1	Metal- Ferrous	Nail- Hand-wrought	
H5	1	Ceramic	Refined White Earthenware	Tableware; factory-made slip- banded; holloware
H6	1	Ceramic	Refined White Earthenware	Tableware; undecorated; flatware
H7	1	Metal- Ferrous	Wire	thin; twisted
H8	1	Ceramic	Creamware	Tableware; undecorated; flatware
H9	1	Ceramic	Pearlware	Table ware; undecorated; flatware
H10	1	Clay	Brick	
H11	1	Metal- Ferrous	Scrap	
H12	1	Metal- Ferrous	Nail- Machine cut	

Appendix B – Borden Forms

Borden number Numéro Borden	BbGo-23
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- This form is intended for the field recording of archaeological site information for sites which have not previously been documented with the Ministry of Citizenship, Culture and Recreation.
- Use the Archaeological Site Update form to record additional or corrected information concerning sites known to be in the Ministry's files.
- La présente formule sert à consigner sur le terrain même les renseignements archéologiques concernant les sites pour lesquels le ministère des Affaires civiles, de la Culture et des Loisirs ne dispose pas encore d'une documentation.
- Utiliser la feuille de mise à jour pour noter les renseignements supplémentaires ou révisés sur les sites archéologiques répertoriés dans les dossiers du ministère.
- Refer to the instructions when completing the form and contact the Ministry of Citizenship, Culture and Recreation for further assistance.
- Use the Archaeological Site Update form to record additional or corrected information concerning sites known to be in the Ministry's files.
- En remplissant cette formule, se reporter aux instructions et solliciter au besoin l'aide du ministre des Affaires civiles, de la Culture et des Loisirs.
- Renvoyer l'original au ministère des Affaires civiles, de la Culture et des Loisirs.

Site Identification
Identification du Site

1. Borden Number - Upper Case Numéro Borden - section du haut	Lower case Section du bas	2. Sequential Number Numéro de série	3. Researcher's site number Numéro du site fixé par l'archéologue
BG	bo	23	H1
4. Preferred Name Nom préconisé		5. Other names / identifiers Autres désignations	
Douglass site		Highway 7	

Site Location
Repérage du site

6. Province	7. County or District Comté ou district	8. Township Canton	9. Concession	Lot(s)	10. Municipal Plan Reference No. Numéro du plan officiel
Ontario	Peterborough	North Monaghan	8	1	

 11. Street Address
Adresse

12. Elevation Altitude	<input type="checkbox"/> feet pieds	13. NTS map Carte du système national de référence cartographique	<input checked="" type="checkbox"/> 14. Copy of map segment Copie du segment de la carte	<input checked="" type="checkbox"/> 15. Sketch map of the site Plan du site
200	<input checked="" type="checkbox"/> metres mètres	31 D/1 Rice Lake NAD 27		
16. Military grid reference – Grid zone Référence au quadrillage militaire – zone du quadrillage	100,000 metre square 100,000 mètres carrés	Easting Orientation par rapport à l'est	Northing Orientation par rapport au nord	
17T	QV	0707847	4900414	
17. Latitude		Longitude		

 18. Location and access
Emplacement exact et accès

Site is located on the east side of Hwy 7, north of Trout Creek, approximately 50m south of Clifford Line. Positive test pits were encountered between the ROW and the fenceline.

Site Investigation
Exploration du site

19. Researcher Archéologue	20. Licence number Numéro du permis	21. Site observed Site étudié	Year Année	Month Mois
Dr. Mike Brand/Archaeological Services Inc.	P160 MB	2006		June

 22. Informant(s), Address(es), Nature of Information
Informateur(s), address(es), nature de l'information

 23. Activities conducted at site
Travaux réalisés sur les lieux

Test pit survey at 5m interval

Archaeological Site Record
Formule de renseignements – site archéologique

Borden number Numéro Borden
BbGo-23

Site Investigation
Exploration du site

24. Description of environment
 Description de l'environnement

Narrow strip of grass between ROW and fence line of field, approximately 200m north of Trout Creek

25. Nature, density and extent of observed cultural remains
 Nature, densité et ampleur des vestiges culturels étudiés

15 historic Euro-Canadian artifacts collected from five positive test pits (domestic and architectural remains). Site probably extends beyond fenceline.

Inferences
Inférences

26. Dates	Historic Euro-Canadian
Basis Indices à l'appui	Artifact Assemblage
27. Site function/type Fonction/nature du site	Homestead
Basis Indices à l'appui	Artifact Assemblage
28. Site structure Structure de site	Unknown
Basis Indices à l'appui	Unknown
29. Affinities Affinités	Unknown
Basis Indices à l'appui	Unknown

Documentation	Location Emplacement	Nature
30. Artifact Collections Collection d'artefacts	Archaeological Services Inc. 528 Bathurst Street Toronto Ontario M5S 2P9	
31. Pictorial Records Documentation visuelle	Archaeological Services Inc. 528 Bathurst Street Toronto Ontario M5S 2P9	
32. Field Notes Observation faites sur le terrain	Archaeological Services Inc. 528 Bathurst Street Toronto Ontario M5S 2P9	
33. Unpublished material Matériel inédit	Archaeological Services Inc. 528 Bathurst Street Toronto Ontario M5S 2P9	Stage 2 Arch. Assessment., Highway 7 Class EA from Fowlers Corner to County Road 28/Highway 115, City of Kawartha Lakes and Peterborough
34. Published material Matériel publié		

Comments
Commentaires

Stage 3 assessment recommended for the Douglas site (BbGo-23)

N.B. Incomplete and/or incorrectly completed forms will be returned to the researcher.
Les formulaires incomplets ou incorrectement remplis serment renvoyés à l'archéologue.

Form completed by Formule remplie par	Date
Annie Veilleux	July 27, 2006

Borden number Numéro Borden	BbGo-24
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- This form is intended for the field recording of archaeological site information for sites which have not previously been documented with the Ministry of Citizenship, Culture and Recreation.
- Use the Archaeological Site Update form to record additional or corrected information concerning sites known to be in the Ministry's files.
- La présente formule sert à consigner sur le terrain même les renseignements archéologiques concernant les sites pour lesquels le ministère des Affaires civiles, de la Culture et des Loisirs ne dispose pas encore d'une documentation.
- Utiliser la feuille de mise à jour pour noter les renseignements supplémentaires ou révisés sur les sites archéologiques répertoriés dans les dossiers du ministère.
- Refer to the instructions when completing the form and contact the Ministry of Citizenship, Culture and Recreation for further assistance.
- Use the Archaeological Site Update form to record additional or corrected information concerning sites known to be in the Ministry's files.
- En remplissant cette formule, se reporter aux instructions et solliciter au besoin l'aide du ministre des Affaires civiles, de la Culture et des Loisirs.
- Renvoyer l'original au ministère des Affaires civiles, de la Culture et des Loisirs.

Site Identification
Identification du Site

1. Borden Number - Upper Case Numéro Borden - section du haut	Lower case Section du bas	2. Sequential Number Numéro de série	3. Researcher's site number Numéro du site fixé par l'archéologue
BG	bo	24	H2
4. Preferred Name Nom préconisé		5. Other names / identifiers Autres designations	
Springville Site		Highway 7	

Site Location
Repérage du site

6. Province	7. County or District Comté ou district	8. Township Canton	9. Concession	Lot(s)	10. Municipal Plan Reference No. Numéro du plan officiel
Ontario	Peterborough	North Monaghan	9	1	

 11. Street Address
Adresse

12. Elevation Altitude	<input type="checkbox"/> feet pieds	13. NTS map Carte du système national de référence cartographique	<input checked="" type="checkbox"/> 14. Copy of map segment Copie du segment de la carte	<input checked="" type="checkbox"/> 15. Sketch map of the site Plan du site
200	<input checked="" type="checkbox"/> metres mètres	31 D/1 Rice Lake NAD 27		
16. Military grid reference – Grid zone Référence au quadrillage militaire – zone du quadrillage		100,000 metre square 100,000 mètres carrés	Easting Orientation par rapport à l'est	Northing Orientation par rapport au nord
17T		QV	0707384	4901748
17. Latitude			Longitude	

18. Location and access

Emplacement exact et accès

The site is located in the immediate southeast corner of the intersection of Sharpe Line/Brown Line and Hwy 7 (northwest quarter of Lot 1, Concession 9), in relatively flat, unfenced, grassy field.

Site Investigation
Exploration du site

19. Researcher Archéologue	20. Licence number Numéro du permis	21. Site observed Site étudié	Year Année	Month Mois
Dr. Mike Brand/Archaeological Services Inc.	P160 MB	2006		June

 22. Informant(s), Address(es), Nature of Information
Informateur(s), address(es), nature de l'information

23. Activities conducted at site

Travaux réalisés sur les lieux

Test pit survey at 5m interval.

Archaeological Site Record
Formule de renseignements – site archéologique

Borden number Numéro Borden
BbGo-24

Site Investigation
Exploration du site

24. Description of environment
 Description de l'environnement
 Relatively flat open grassy field

25. Nature, density and extent of observed cultural remains
 Nature, densité et ampleur des vestiges culturels étudiés
 Total of 518 historic Euro-Canadian artifacts recovered from 30 positive test pits. Early 19th century site related to artisans and businesses in the community of Springville.

Inferences
Inférences

26. Dates	Early 19th century
Basis Indices à l'appui	Artifect assemblage
27. Site function/type Fonction/nature du site	homestead
Basis Indices à l'appui	artifect assemblage
28. Site structure Structure de site	unknown
Basis Indices à l'appui	unknown
29. Affinities Affinités	unknown
Basis Indices à l'appui	unknown

Documentation	Location Emplacement	Nature
30. Artifact Collections Collection d'artefacts	Archaeological Services Inc. 528 Bathurst Street Toronto Ontario M5S 2P9	
31. Pictorial Records Documentation visuelle	Archaeological Services Inc. 528 Bathurst Street Toronto Ontario M5S 2P9	
32. Field Notes Observation faites sur le terrain	Archaeological Services Inc. 528 Bathurst Street Toronto Ontario M5S 2P9	
33. Unpublished material Matériel inédit	Archaeological Services Inc. 528 Bathurst Street Toronto Ontario M5S 2P9	Stage 2 Archaeological Assessment Highway 7 Class E A from Fowlers Corner to County Road 28/Highway 115, City of Kawartha Lakes and Peterborough
34. Published material Matériel publié		

Comments

Commentaires
 Stage 3 recommended for the Springville Site BbGo-24

N.B. Incomplete and/or incorrectly completed forms will be returned to the researcher.
Les formulaires incomplets ou incorrectement remplis sermont renvoyés a l'archéologue.

Form completed by Formule remplie par	Date
Annie Veilleux	July 27, 2006