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**Archaeological Assessment (Stage 2)  
Manning Road Corridor,  
St. Gregory's Road to Sylvestre Drive,  
Town of Lakeshore, Essex County, Ontario**



April 2004

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Manning Road Corridor,  
St. Gregory's Road to Sylvestre Drive,  
Town of Lakeshore, Essex County, Ontario**

Submitted to

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and the

**Ontario Ministry of Culture**

Prepared by

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Archaeological Licence Number P001

Project Number 2004-032

CIF# P001-101

April 2004

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## Acknowledgments

The completion of this report was facilitated by the assistance of the following individuals:

- **Rocco Lucente**, P. Eng., R. Lucente Engineering Inc., Windsor;
- **Robert von Bitter**, Archaeological Data Coordinator, Ontario Ministry of Culture, Toronto.

### **Project Summary**

A Stage 1 archaeological background study was previously conducted as part of the environmental assessment for the Manning Road Corridor, St. Gregory's Road to Sylvestre Drive, in the Town of Lakeshore, County of Essex (Archaeologix Inc. 2004). The study area consists of a linear transportation corridor (Manning Road) beginning at St. Gregory's Road and extending westerly for 1.9 km to Sylvestre Drive. The Manning Road right-of-way is 86 feet (26.21 m) wide along the length of this corridor. The full width of the right-of-way was examined for the Stage 1 assessment. The Stage 1 assessment resulted in the determination that six portions of the right-of-way retained sufficient integrity to warrant Stage 2 archaeological assessment in advance of construction. This report details the results of the required Stage 2 assessment.

The areas requiring Stage 2 examination consisted of both active agricultural land as well as a small overgrown area. The area of overgrown field was assessed using the standard shovel test pit method at a five-meter interval. The areas of agricultural field were assessed using the standard pedestrian survey at one-meter intervals. No archaeological resources were documented during Stage 2 investigations and no additional assessment is recommended.

The Ministry of Culture is requested to review the methods, results and recommendations of this assessment and issue a letter of clearance for this project.

**Archaeological Assessment (Stage 2)**  
**Manning Road Corridor, St. Gregory's Road to Sylvestre Drive,**  
**Town of Lakeshore, Essex County, Ontario**

**1.0 PURPOSE**

A Stage 1 archaeological background study was previously conducted as part of the environmental assessment for the Manning Road Corridor, St. Gregory's Road to Sylvestre Drive, in the Town of Lakeshore, County of Essex (Archaeologix Inc. 2004). The study area consists of a linear transportation corridor (Manning Road) beginning at St. Gregory's Road and extending westerly for 1.9 km to Sylvestre Drive. The Manning Road right-of-way is 86 feet (26.21 m) wide along the length of this corridor. The full width of the right-of-way was examined for the Stage 1 assessment. The Stage 1 assessment resulted in the determination that six portions of the right-of-way retained sufficient integrity to warrant Stage 2 archaeological assessment in advance of construction. This report details the results of the required Stage 2 assessment.

The areas requiring Stage 2 examination consisted of both active agricultural land as well as an overgrown area. The Stage 2 assessment was conducted on March 25<sup>th</sup>, 2004, under archaeological licence P001 issued to Jim Wilson by the Minister of Culture, and resulted in documentation of no archaeological resources.

The Stage 2 archaeological assessment was conducted in order to fulfill a standard archaeological condition under the Municipal Class Environmental Assessment for Municipal Roads process. The Ministry of Culture is requested to review the methods, results and recommendations of this assessment and issue a letter of clearance for this project.

**2.0 SUMMARY OF THE STAGE 1 ASSESSMENT RESULTS**

In compliance with the provincial regulations and standards set out in the "*Archaeological Assessment Technical Guidelines*" (MCzCR 1993), the Stage 1 Archaeological Overview/Background Study included:

- a review of the land use history, including pertinent historical, environmental, and archaeological data to determine areas of archaeological potential within the corridor;
- an examination of the National Site Registration Database to determine the presence of known archaeological sites in and around the project area; and
- a visual evaluation of the study corridor.

**Figure 1: Location of the Study Area**



A review of built heritage concerns was not conducted as the corridor does not impact any built structures and there are no heritage structures located in close proximity to the study area.

## 2.1 The Natural Environment

The study area consists of a linear corridor, 1.9 km long, centered on Manning Road, which forms the boundary between the Town of Tecumseh and the Town of Lakeshore in Essex County. The corridor under consideration extends from St. Gregory's Road at the north end, southerly to Sylvestre Drive. This area is part of the physiographic region known as the St. Clair Clay Plains, and, more specifically, lies within the Essex Clay Plain (Chapman and Putnam 1984:147-149):

*...Standing between the basins of Lake Erie and Lake St. Clair, the surface is, essentially, a till plain overlying the Cincinnati Arch which in this area, is a low swell in the bedrock. ... Although it is almost level, the clay plain has a faint relief so that it is better drained than the very flat, low-lying area bordering Lake St. Clair. The prevailing soil type is Brookston Clay Loam, a dark surfaced gleysolic soil developed under a swamp forest of elm, black and white ash, silver maple, and other moisture-loving trees.*

(Chapman and Putnam 1984:149).

The study area is generally very flat although it rises slightly to the south. The nearest natural water source is Lake St. Clair, located 1.4 km north of the northern end of the corridor. The soils are relatively heavy Brookston Clay, which is common in the Windsor area (Figure 2). These soils are typically found on almost level terrain with poor natural drainage. Within the study area the drainage has been improved by construction of a large ditch on the west side of Manning Road that flows north, draining into Lake St. Clair.

## 2.2 Previously Known Archaeological Resources and Surveys

Previous archaeological assessments and research surveys in the Windsor area have demonstrated that highest area of archaeological potential occurs along the Detroit River and in proximity to the small streams that drain into the river. There are no registered archaeological sites located within the limits of the study area, and only two registered sites within three kilometres (Government of Ontario n.d.). Site AbHr-4 is a precontact Aboriginal findspot and a recent historic site located 2.5 km south of the study area, while site AbHr-5 is the Silverman site, an important Late Woodland village located 2.2 kilometres northeast of the study area (Government of Ontario n.d.). Table 1 summarizes the culture history of the Windsor/Essex County area, based on Ellis and Ferris (1990).



**Table 1: Cultural Chronology for the Windsor/Essex County Area.**

PERIOD	CHARACTERISTICS	TIME	COMMENTS
Early Paleo-Indian	Fluted Projectiles	9000 - 8400 B.C.	spruce parkland/caribou hunters
Late Paleo-Indian	Hi-Lo Projectiles	8400 - 8000 B.C.	smaller but more numerous sites
Early Archaic	Kirk and Bifurcate Base Points	8000 - 6000 B.C.	slow population growth
Middle Archaic	Brewerton-like points	6000 - 2500 B.C.	environment similar to present
Late Archaic	Lamoka (narrow points)	2000 - 1800 B.C.	increasing site size
	Broadpoints	1800 - 1500 B.C.	large chipped lithic tools
	Small Points	1500 - 1100 B.C.	introduction of bow hunting
Terminal Archaic	Hind Points	1100 - 950 B.C.	emergence of true cemeteries
Early Woodland	Meadowood Points	950 - 400 B.C.	introduction of pottery
Middle Woodland	Couture Corded Pottery	400 B.C. - A.D. 500	increased sedentism
	Riviere au Vase Corded Pottery	A.D. 500 - 800	seasonal hunting & gathering
Late Woodland	Younge Phase Pottery	A.D. 800 - 1200	incipient agriculture
	Springwells Phase Pottery	A.D. 1200 - 1400	agricultural villages
	Wolf Phase Pottery	A.D. 1400 - 1550	earthworked villages, warfare
Contact Aboriginal	Various Algonkian and Iroquoian Groups	A.D. 1600 - 1875	early written records and treaties
Historic	French/Euro-Canadian	A.D. 1749 - present	European settlement

### 2.3 Potential for Pre-Contact Aboriginal Archaeological Sites

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Archaeologix Inc. applied archaeological potential criteria commonly used by the Ministry of Culture (Government of Ontario 1997) to determine areas of archaeological potential along the study corridor. These variables include: distance to various types of water sources, soil texture and drainage, glacial geomorphology, and the general topographic variability of the area.

Distance to modern or ancient water sources is generally accepted as the most important determinant of past human settlement patterns and, considered alone, may result in a determination of archaeological potential. However, any combination of two or more other criteria, such as well-drained soils, or topographic variability, may also indicate archaeological potential. Finally, extensive land disturbance can eradicate archaeological potential (Wilson and Horne 1995).

In archaeological potential modeling, a distance to water criterion of 300 metres is generally employed for primary water courses, including lakeshores, rivers and large creeks, while a criterion of 200 metres is applied to secondary water sources, including swamps and small creeks. For the Manning Road corridor, there are no natural water sources, large or small, within 300 metres of the study area (Figure 1).

Soil texture can be an important determinant of past settlement, usually in combination with other factors such as topography. Since the study area is very flat, topographic variability does not contribute to archaeological potential in this case. Precontact Aboriginal groups preferred well-drained lighter (sandy) soils to heavier soils.

The soils of the study area are a relatively heavy clay, consequently, they decrease the archaeological potential for Aboriginal sites.

When the above-noted archaeological potential criteria are applied to the study area, the archaeological potential for precontact Aboriginal sites was deemed to be low. This assessment is due to the lack of water sources, the lack of topographic relief, and the heavy, poorly drained clay soils.

#### 2.4 Potential for Historic Archaeological Sites

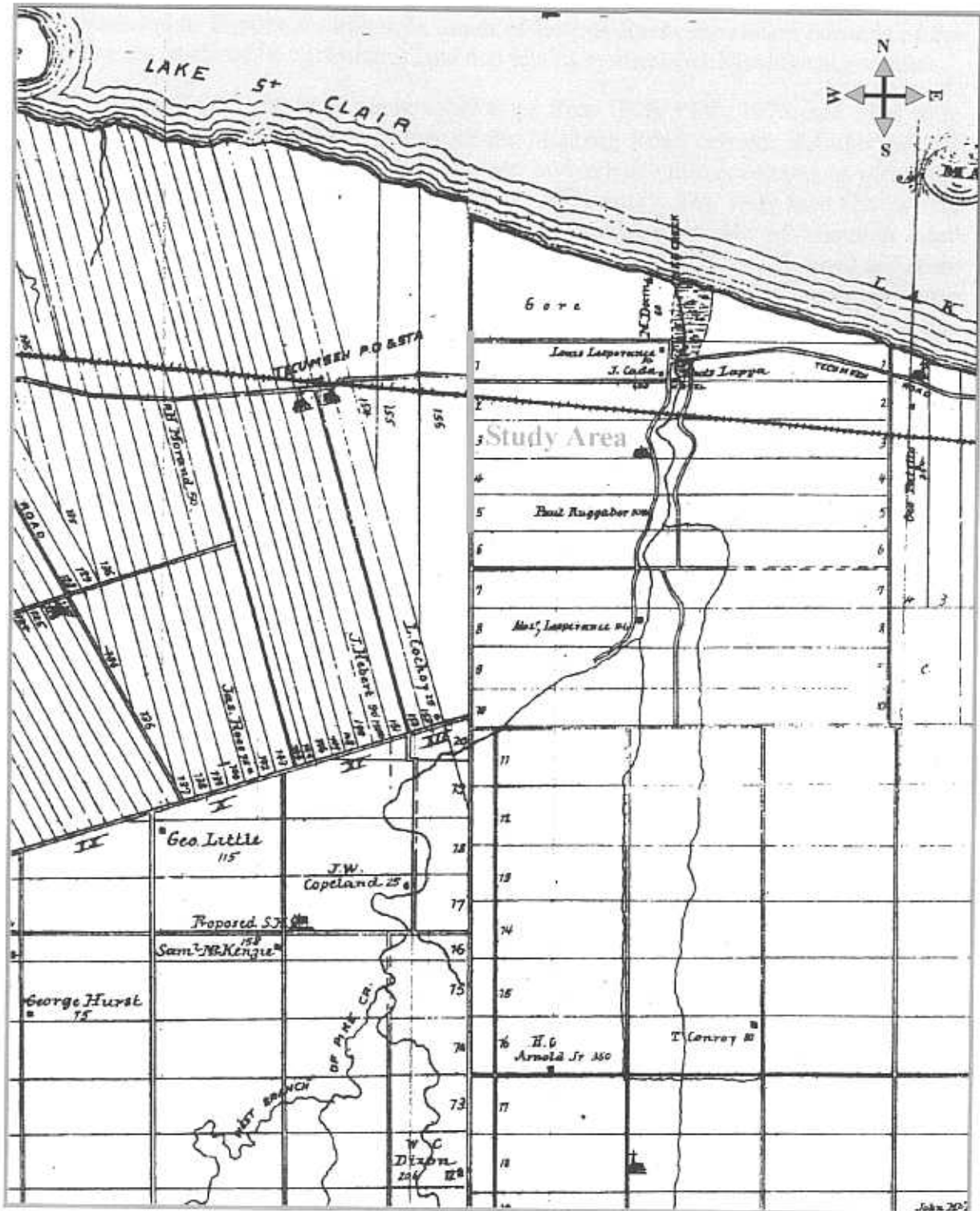
The criteria used by the Ontario Ministry of Culture to determine potential for historic archaeological sites include the presence of: 1) particular, resource-specific features that would have attracted past subsistence or extractive uses; 2) areas of initial, non-Aboriginal settlement; 3) early historic transportation routes; and 4) properties designated under the Ontario Heritage Act (Government of Ontario 1997:14).

The study area lies on the eastern periphery of an area of initial non-Aboriginal settlement, creating moderate archaeological potential for historic sites. The European settlement of the Windsor area extends back to the period of the French regime in Canada, making it one of the earliest European settlements in the Province of Ontario. The French established a settlement and fort at present day Detroit in 1701, choosing this location on the Detroit River as an ideal place from which they could control communication, military operations, and trade in the upper Great Lakes. The initial settlement was along the north shore of the river, around Fort Detroit (Lajeunesse 1960). The settlement of the south shore, in the area of modern day Windsor, commenced in 1749 with the establishment of narrow farm lots running south from the river (Lajeunesse 1960:lxvi). By the late 1780s there were 155 farm lots covering all the river frontage from four miles below Turkey Creek to present day Manning Road (Lajeunesse 1960:lxv). East of Manning Road, in Maidstone Township, the lots were surveyed at a later date and are oriented east-west, rather than extending south from the lake shore (Beldon 1980).

In 1760 the Windsor area came into British possession and with the passing of the Constitution Act in 1791 it became part of Upper Canada (Lajeunesse 1960:lxxvi). The Western District was reorganized into counties in 1792, and the townships were surveyed around the same time (H. Beldon & Co. 1880). Thus the township line between the Townships of Sandwich East and Maidstone, which is now Manning Road, was established by the late eighteenth century.

Manning Road does not appear on the 1850 Rottenburg map which shows the major roads in the area including Tecumseh Road, which intersects Manning Road within the study area (Rottenburg 1850). Manning Road is shown on the 1880 *Illustrated Historical Atlas of the Counties of Essex and Kent* (Figure 3). We can conclude that Manning Road was built in the mid-nineteenth century. There are no structures shown within the study area on the 1880 map (Figure 3), however, historic maps are not always accurate and the lack of structures does not mean that none were present. As a mid-nineteenth century transportation corridor the area has moderate archaeological potential for historic archaeological sites.

Figure 2: A Portion of the 1880 Map of East Sandwich and Maidstone Townships



The Manning Road corridor has seen extensive commercial and light industrial development in recent years. This development has been most heavy at the north end of the study area. Much of the corridor has been impacted by development, including road construction, construction of the large ditch on the west side, landscaping associated with businesses, and buried utilities. Representative photographs documenting this disturbance are presented in Figures 4 through 9. South of Lanoue Street significant portions of the corridor are bordered by agricultural land that retains moderate archaeological potential.

Several 1:50,000 scale topographic maps from 1909, 1940, 1976, and 1994 were used to document the land use history of the Manning Road corridor through the 20<sup>th</sup> century. These maps show individual structures and indicate that development within the study area was stagnant in the first half of the 20<sup>th</sup> century. The 1909 map shows only four structures within the study area, all located on the west side of Manning Road (Government of Canada 1909). In 1940 only three of those structures remained and there were no additional ones (Government of Canada 1940). By 1976 significant new development had occurred, including the construction of a radio tower and arena at the intersection of Manning and Tecumseh Roads, a horse racing track on the west side between Tecumseh and Highway 2, and several residential structures south of Highway 2 (Government of Canada 1978). Most of these structures, with the exception of the horse track, exist today, and there has been significant new development north of Highway 2.

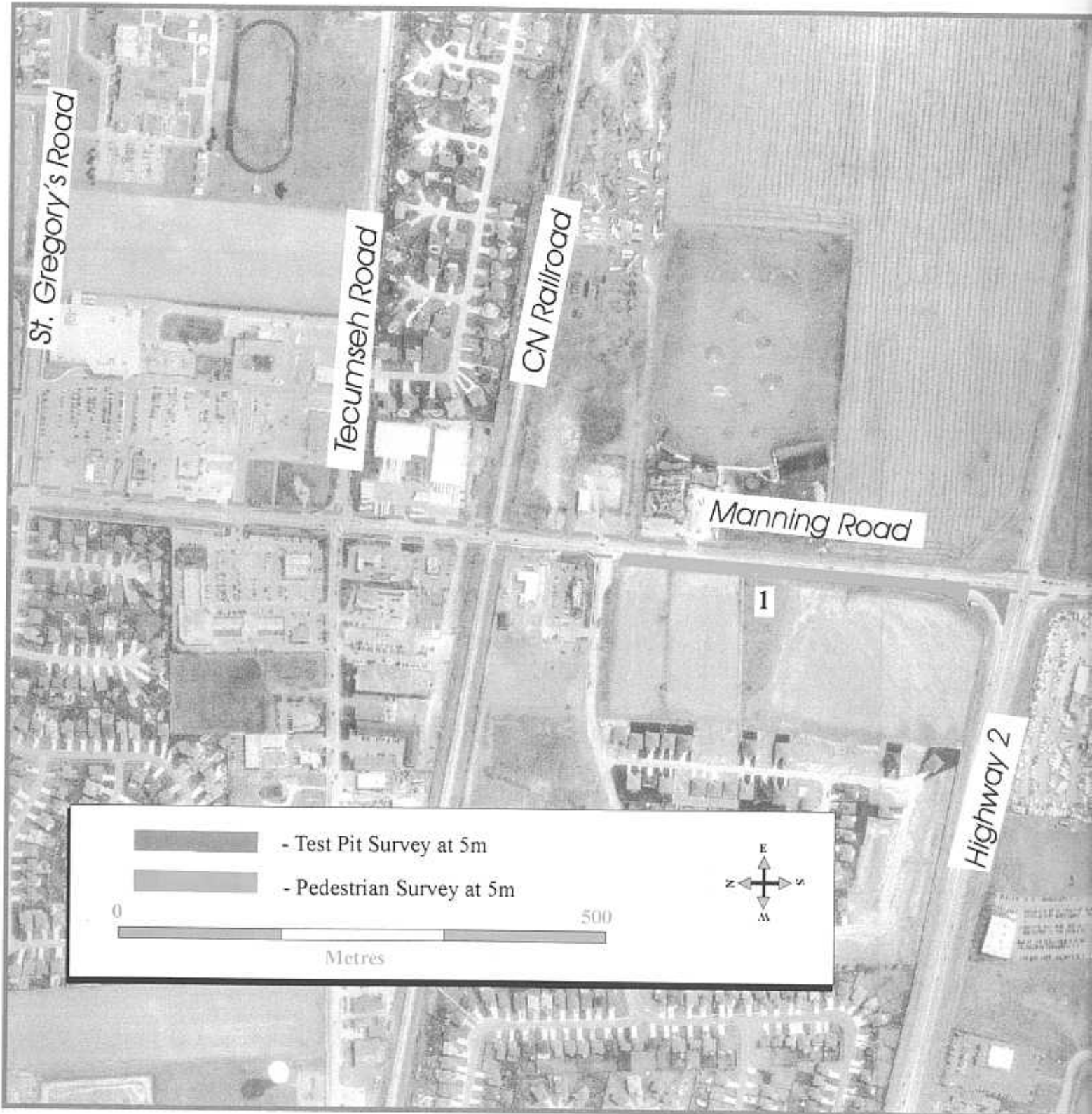
## 2.5 Stage 1 Recommendations

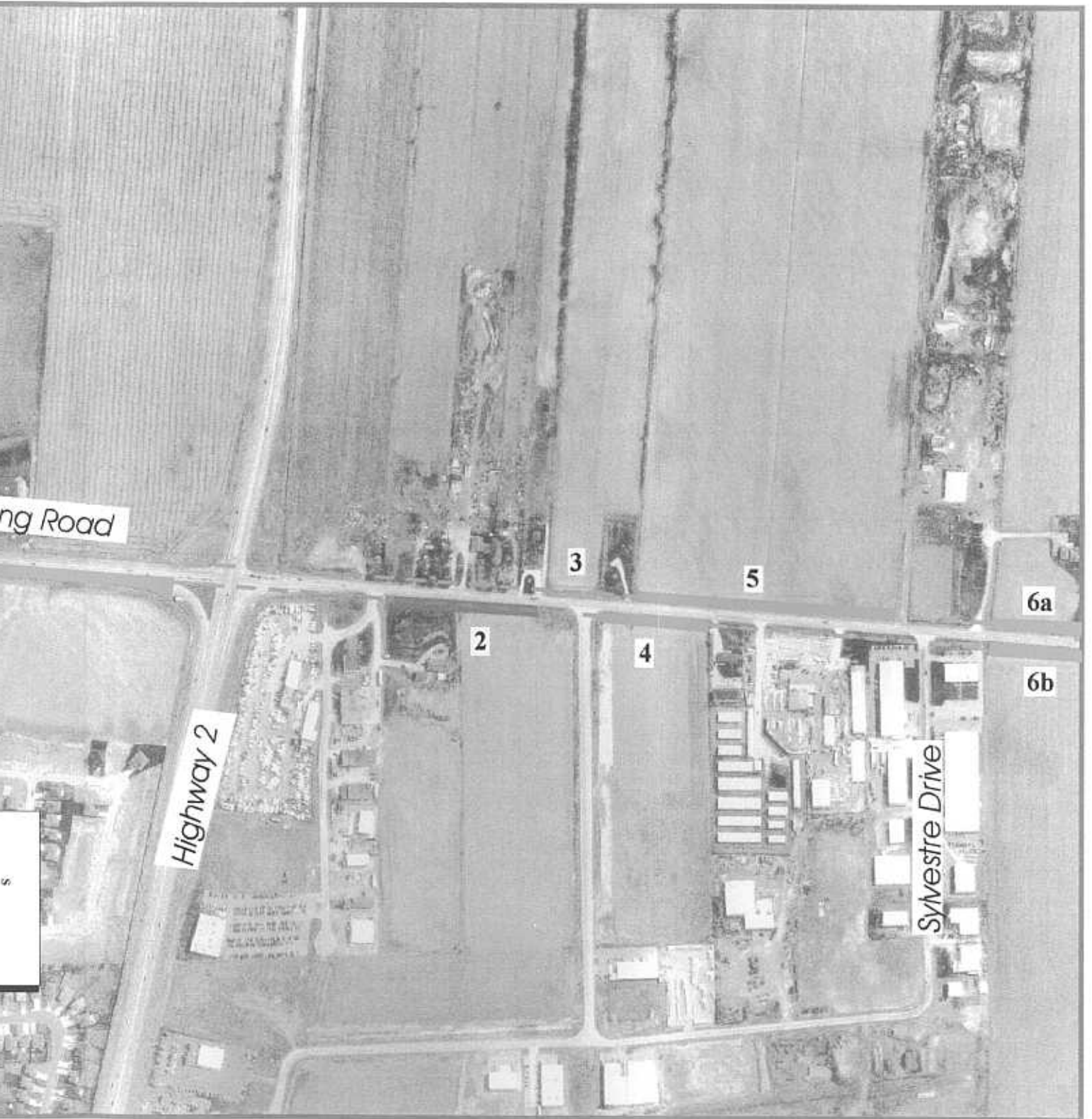
When the degree of recent disturbance is considered, there are six areas that retain moderate potential for historic archaeological sites. These are shown on Figure 3 and include:

- 1) an agricultural field on the west side of Manning Road, south of Lanoue Street;
- 2) a small area of grass and an abandoned field on the west side of Manning Road south of Desro Drive;
- 3) a small agricultural field on the east side of Manning Road opposite of Jamsyl Drive;
- 4) a small agricultural field on the west side of Manning Road south of Jamsyl Drive;
- 5) a large agricultural field on the east side of Manning Road south of Jamsyl Drive; and
- 6) two small parcels of agricultural land on both sides of Manning Road, south of Sylvestre Drive.

A Stage 2 archaeological assessment was recommended if any of these areas will be impacted by proposed improvements to Manning Road. It should be noted that the 86 foot ROW has been almost entirely disturbed, however, there is a small strip of minimally disturbed land along each edge that retains archaeological potential in these areas.

Figure 3: Stage 2 Methods and Results





ng Road

Highway 2

Sylvestre Drive

2

3

4

5

6a

6b

**Figure 4: Area of Stage 2 Pedestrian Survey**



**Figure 5: Area of Stage 2 Test Pit Survey**



### **3.0 STAGE 2 ASSESSMENT METHODS**

The study area consists of narrow linear strips along the margins of the ROW, and consisted of both active agricultural land as well as an overgrown area. The area of overgrown field was assessed using the standard shovel test pit method at a five-meter interval. Each test pit was excavated to subsoil, and all soil was screened through six-millimeter hardware cloth to facilitate the recovery of artifacts. Each test unit was approximately 30 centimeters in diameter, and was back filled. The areas of agricultural field were either planted in winter wheat or had been fall ploughed, and ground surface visibility was good. These areas were assessed using the standard pedestrian survey at one-meter intervals. Figure 3 maps the areas assessed and the techniques employed.

### **4.0 STAGE ASSESSMENT RESULTS**

All area of archaeological potential was assessed (Figure 3). No archaeological resources were documented during Stage 2 investigations and no additional assessment is recommended.

### **5.0 SUMMARY AND RECOMMENDATIONS**

The Stage 2 archaeological assessment was conducted in order to fulfill a standard archaeological condition under the Municipal Class Environmental Assessment for Municipal Roads process. The Stage 2 field assessment resulted in documentation of no archaeological resources and no additional assessment is recommended.

The Ministry of Culture is requested to review the methods, results and recommendations of this assessment and issue a letter of clearance.

Should deeply buried archaeological material be found on the property during construction activities, the Ministry of Culture should be notified immediately (519-675-7742). In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Commercial Relations, (416)326-8404.



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