


**LEGEND**

 Study Area

**REFERENCE**

DRAWING BASED ON  
 H.R. Page and Company  
 1878 *Illustrated Historical Atlas of the County of Middlesex*.  
 1972 reprint. Edward Phelps, Sarnia.

**NOTES**

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ  
 IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

PROJECT

**Stage 1 Archaeological Assessment  
 Air Energy TCI Adelaide Wind Farm  
 Geo. Twp. of Adelaide, Middlesex County, Ontario**

TITLE

**A Portion of the Historic Map of the  
 Township of Adelaide in the 1878  
 Illustrated Historical Atlas of the County of Middlesex**



PROJECT No.	07-1112-0151-1800	FILE No.	0711120151-1800-R01010
CADD	JM	DATE	FEB 26/09
CHECK		SCALE	NOT TO SCALE. REV.
			<b>FIGURE 10</b>



## STAGE 1 ARCHAEOLOGICAL ASSESSMENT AET ADELAIDE WIND FARM, MIDDLESEX COUNTY, ONTARIO

Figure 11: Probable Site of Former Schoolhouse on Part of Lot 18, Concession 3 S.E.R. of the Geographic Township of Adelaide



Table 2: Historic Properties with Potentially Significant Structures According to the 1878 *Illustrated Historical Atlas of the County of Middlesex*

Lot	Concession	Owner	Structure
11	1 N.E.R.	Village of Adelaide	Town Plot
19	1 N.E.R.	James Walker	Schoolhouse
8	2 N.E.R.	John Crummer	Schoolhouse
Part of 13	2 N.E.R.	Thomas Seed	Church
Part of 19	2 N.E.R.	Robert Ayre	Schoolhouse
Part of 7	4 N.E.R.	John Keyser Senior	Post Office, Brickyard
Part of 3	1 S.E.R.	John Wiley Senior	Church, Cemetery
2	2 S.E.R.	Lawrence Cleverdon	Factory
Part of 7	2 S.E.R.	James and Robert Thomas	Schoolhouse



## STAGE 1 ARCHAEOLOGICAL ASSESSMENT AET ADELAIDE WIND FARM, MIDDLESEX COUNTY, ONTARIO

Lot	Concession	Owner	Structure
Part of 7	3 S.E.R.	George Early	Church
Part of 12	3 S.E.R.	Anne Rogers	Church
Part of 18	3 S.E.R.	Edwin Morrow	Schoolhouse
13	4 S.E.R.	Jonas Jury	Lime Kiln
Part of 14	4 S.E.R.	David Rapley	Schoolhouse

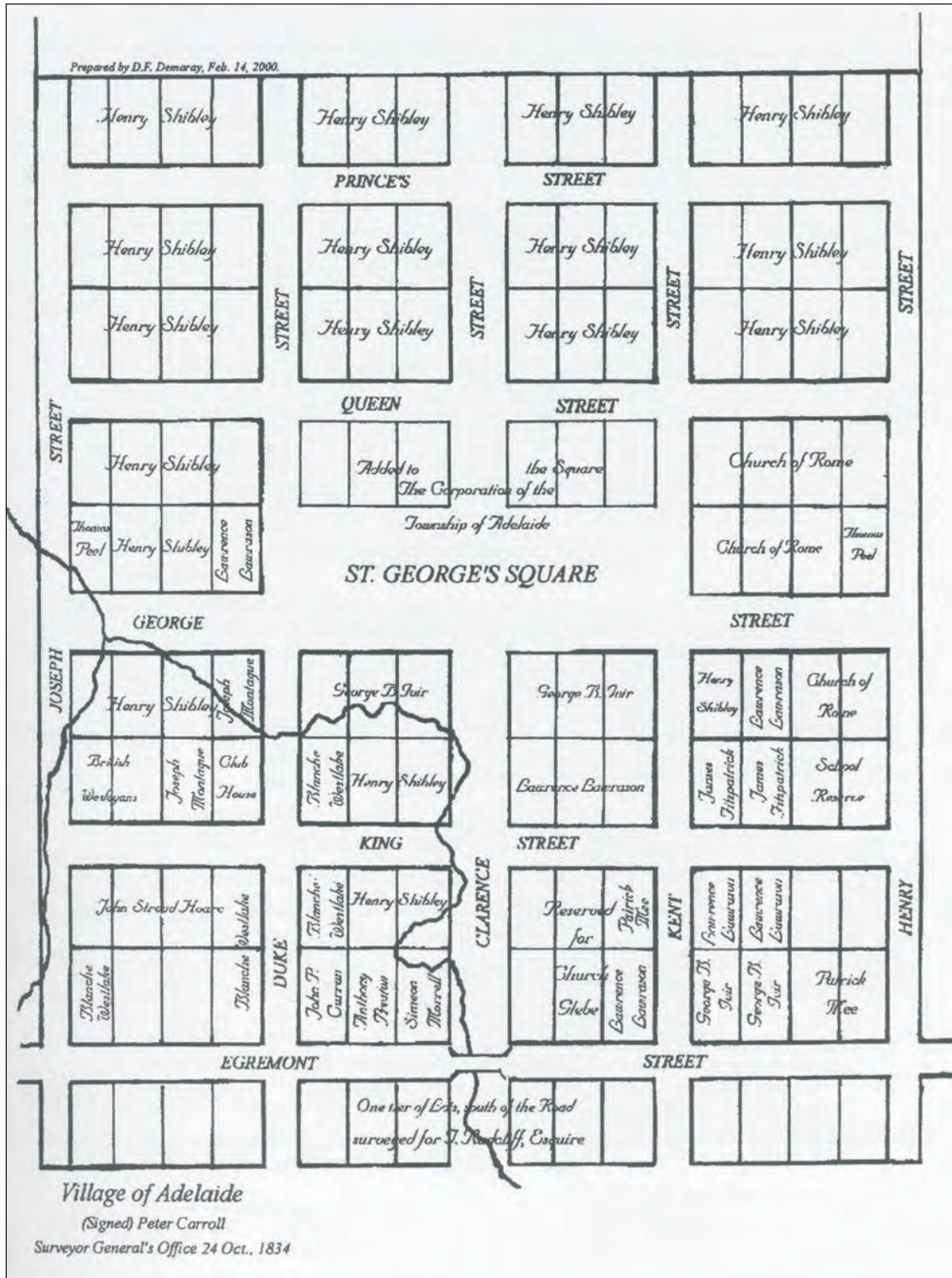
Concerning the other structures in Table 2, documentary records do exist for the former schools and churches (which are summarized in ATHG 2001) and if those former structures are to be impacted by turbine construction additional historical research can be undertaken alongside any further Stage 2 or Stage 3 archaeological assessment. However, not all significant structures survived long enough to be depicted on the surviving maps of Adelaide Township; two examples will suffice. On the west half of Lot 10, Concession 2 S.E.R. the Humphries' Wesleyan Methodist Church existed from 1855 to 1861. The land was purchased from William Humphries on September 28, 1855. The small log house built there was also used as a schoolhouse. Few records exist and there is no further trace of the church after 1861. This area could be archaeologically significant if it is to be impacted by a wind turbine (ATHG 2001: 453). Then, on Lot 5, Concession 1 S.E.R., the first log schoolhouse for S.S. #6 Adelaide was built in 1865 and was used until a new frame schoolhouse was built across the road on Lot 5, Concession 1 N.E.R. Although local tradition says the frame schoolhouse was built "[s]ometime before 1884" (ATHG 2001: 477), it already existed by the time of the 1878 Historical Atlas where this later structure (just outside of the study area) is clearly visible. Like the Humphries' Wesleyan Methodist Church, the former log schoolhouse location now comprises an area of archaeological significance.

### 3.3.2 Adelaide

Adelaide was laid out by Peter Carroll in 1833. Four structures already existed on the town plot prior to its survey, including two houses and two stores, one containing government offices (Nielsen 1993: 28). After the town plot was surveyed (Figure 12) the community continued to expand but it never occupied the entire surveyed area. The village had reached a maximum population of 200 in 1857 but ceased to grow when the Grand Trunk Railway Line between London and Sarnia passed through Strathroy to the south (ATHG 2001: 505-506). The village plan in the 1878 historical atlas shows the town plot was still in use but very few buildings had been laid out on the theoretical allotments available (Figure 13). Today, the surveyed road grid no longer survives although some of the road allowances still exist legally (Figure 14). A portion of Kent Street is still used while Barrett Street to the west was a portion of Duke Street and Feasey Street to the east used to be a portion of Henry Street. Further archaeological investigation in the area would be necessary if turbines are to be placed in the area given the abandonment and destruction of former village buildings over time. However, given that wind turbines are generally not placed so close to inhabited areas, the need for archaeological mitigation is unlikely. Nevertheless, a list of past sites of note in Adelaide that could be archaeologically significant includes:

- **St. Ann's Anglican Church** was a frame church with a rectory built in 1833 and destroyed by a windstorm in 1868 (ATHG 2001: 442-443). It was replaced by the current church that still stands.

Prepared by D.F. Demaray, Feb. 14, 2000.



**REFERENCE**

DRAWING BASED ON  
 Adelaide Township Heritage Group  
 2001 *Adelaide Township... a history*. Adelaide Township  
 Heritage Group, Strathroy. p. 25.

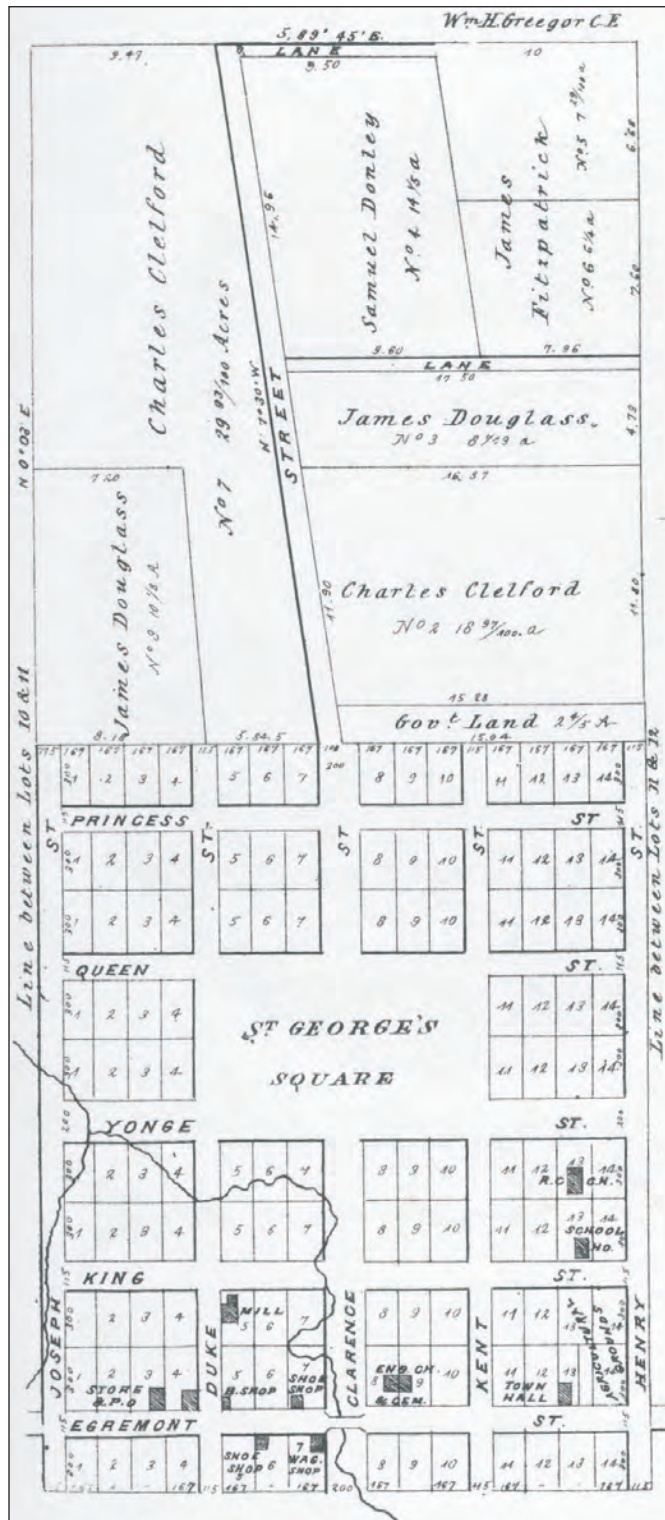
**NOTES**

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ  
 IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

PROJECT		<b>Stage 1 Archaeological Assessment Air Energy TCI Adelaide Wind Farm Geo. Twp. of Adelaide, Middlesex County, Ontario</b>	
TITLE		<b>Original 1833 Town Plot for the Village of Adelaide (Redrawn)</b>	
PROJECT No.	07-1112-0151-1800	FILE No.	0711120151-1800-R01012
CADD	JM	FEB 26/09	SCALE NOT TO SCALE REV.
CHECK			<b>FIGURE 12</b>





**REFERENCE**

DRAWING BASED ON  
 H.R. Page and Company  
 1878 *Illustrated Historical Atlas of the County of Middlesex*.  
 1972 reprint. Edward Phelps, Sarnia. p. 51.

**NOTES**

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PROJECT **Stage 1 Archaeological Assessment  
 Air Energy TCI Adelaide Wind Farm  
 Geo. Twp. of Adelaide, Middlesex County, Ontario**

TITLE **1878 Town Plot for the  
 Village of Adelaide in the *Illustrated  
 Historical Atlas of the County of Middlesex***



PROJECT No.	07-1112-0151-1800	FILE No.	0711120151-1800-R01013
CADD	JM	FEB 26/09	SCALE NOT TO SCALE REV.
CHECK			<b>FIGURE 13</b>




**REFERENCE**

DRAWING BASED ON  
Mapping provided by client.

**NOTES**

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PROJECT		<b>Stage 1 Archaeological Assessment Air Energy TCI Adelaide Wind Farm Geo. Twp. of Adelaide, Middlesex County, Ontario</b>	
TITLE			
<b>The Village of Adelaide Today</b>			
PROJECT No. 07-1112-0151-1800		FILE No. 0711120151-1800-R01014	
CADD JM		FEB 26/09	
CHECK			
		SCALE AS SHOWN REV.	
		<b>FIGURE 14</b>	



## STAGE 1 ARCHAEOLOGICAL ASSESSMENT AET ADELAIDE WIND FARM, MIDDLESEX COUNTY, ONTARIO

- **St. Ann's Anglican Church Cemetery** is associated with the destroyed St. Ann's Anglican Church and its still standing successor. The cemetery was formally established in 1833 but it has a headstone dating to 1828 (ATHG 2001: 463). The site is marked by a Heritage Trail sign and is located at 2276 Egremont Drive (Figure 15).
- **St. Patrick's Roman Catholic Church** was a white frame chapel beside the associated cemetery built in 1849. It was torn down in 1904 and replaced by a brick church that year. The original church was located in Lot 13 south of Yonge Street (Figure 13); the later brick church located at Egremont Road. The church was abandoned after 1962 and was razed to the ground in 1984 (ATHG 2001: 459-460).
- **St. Patrick's Roman Catholic Cemetery** covered 0.4 hectares of land and was part of the original 1848 Crown Patent of 1.6 hectares for the associated church and residence too. It was in use between 1849 and 1933 and eventually fell into disrepair. The oldest remaining stone dates to 1864 (ATHG 2001: 464). Although the cemetery has been marked off, on account of its poor upkeep and the incomplete burial records from the cemetery (ATHG 2001: 460-462), burial remains could easily fall outside of the cemetery area and would need a precautionary archaeological assessment. The site is marked by a Heritage Trail sign in an unnumbered lot northwest of the north end of Feasey Street (Figure 16).
- **S.S. #12 Adelaide Village School** was located on Lots 13 and 14 on the north side of King Street (for a total of 0.4 hectare). It stood from 1850 to 1890 and was subsequently torn down (ATHG 2001: 501-502). It is noted on the 1878 Village of Adelaide Map (Figure 13) and most likely any archaeological remains lie near or under currently standing buildings at 29105 Feasey Street (Figure 17).

Figure 15: The Present Day St. Ann's Anglican Church and Its Associated Cemetery; Facing Northwest from Egremont Road





## STAGE 1 ARCHAEOLOGICAL ASSESSMENT AET ADELAIDE WIND FARM, MIDDLESEX COUNTY, ONTARIO

*Figure 16: The St. Patrick's Roman Catholic Cemetery As It Stands Today; Facing Northwest from Feasey Street*



*Figure 17: Current House and Playground Structure at 29105 Feasey Street, Former Site of the Adelaide Village School; Facing Southwest from Feasey Street*







### 3.3.3 Keyser

A late 19th century post office was the Keyser Post Office, named after the Keyser family that held the property. The Keyser family occupied Lot 7, Concession 4 N.E.R. at the intersection of present day Langan Drive and Kerwood Road (County Road 8) from the 1830's onwards. The intersection was known locally from that time as "Keyser Corner" or "Keyser's Corner" (ATHG 2001: 226, 514). While the intersection is not marked with a distinct name on the 1862 Tremaine Map (Figure 9), the family does own the properties on the southeast corner (here spelled "Kizer").

The Keyser Post Office opened in 1864 and closed in 1891 and then reopened from 1901 to 1913. The post office is noted in the 1878 historical atlas (Figure 10). The community had an average population of between 30 to 60 people although it had 200 people at its height in 1871 (ATHG 2001: 514). At its height, Keyser spanned the intersection both inside and outside of the study area. By 1913 when the post office closed the village had dwindled and now only the name remains on maps. The local brick and tile yard operated by John Philip Keyser from the 1860's onwards was located behind his house on part of Lot 7, Concession 4 N.E.R. (ATHG 2001: 515, Grainger 2002: 9-10). The clay from his property was used to make the bricks stamped with the "KEYSER" label. This activity has probably left behind both archaeological traces and landscape disturbance in the forest area and the adjacent field that remains (Figure 18). Another significant building on the same lot was the S.S. #1 and #2 – Adelaide and West Williams, Keyser School, which was in use from 1858 until the school was abandoned for the new schoolhouse in 1877 (ATHG 2001: 469). Like the brickyard, this building may have left behind archaeological traces. Other poorly documented structures associated with Keyser might have existed in the study area at one time too. Just outside of the study in the northwest corner of Lot 7, Concession 5 N.E.R. stood a church and the schoolhouse replacing the S.S. #1 and #2.

*Figure 18: Probable Location of Keyser Brickworks in Forested Area With Creek Running Through It; Facing North Along East Side of Kerwood Road*





### 3.3.4 Mullifarry

The community of Mullifarry is still noted on maps (Figure 1) although it was only a post office from 1880 until 1913 (Grainger 2002: 12). A farm in the area retains the name “Mullifarry Landing” but is a later construction named in honour of the post office (Figure 19). The post office had been moved in 1900; the original building housing the post office no longer stands. The torn down house might have left behind archaeological remains that could be significant.

*Figure 19: Barn Labelled “Mullifarry Landing” at 3003 Mullifarry Drive; Facing South from Mulifarry Drive*



### 3.3.5 Napperton

Another late 19th century post office was the Napperton Post Office. The community is well known for one of its turn of the century inhabitants, Arthur Currie, who later led the Canadian Armed Forces in France during World War I (Grainger 2002: 13). However, his family actually lived south of Napperton Drive just outside of the study area. Besides various farmsteads, most special use structures associated with this community were also located south of Napperton Drive outside of the study area (for example, a church, a log schoolhouse, and the post office after which the community was named). Within the study area, the last frame schoolhouse in the community, S.S. #5 Napperton, was located on the east half of Lot 14, Concession 4 N.E.R. and no longer stands today, having closed down in 1960 (Grainger 2002: 13-14). This structure might have left archaeological traces although it was replaced by a ranch house in 1961 (ATHG 2001: 475-476).

The Napperton Post Office opened in 1870 and closed in 1915, located outside of the study area on Lot 14 Concession 5 S.E.R. until 1905 when it moved across the street into the study area in a still existing house on Lot 12, Concession 4 S.E.R. (ATHG 2001: 539). The post office is noted in the 1878 historical atlas, although its exact location is difficult to discern on that map (Figure 10). At its height, Napperton spanned the intersection both inside and outside of the study area but eventually the local church closed down and for indeterminate



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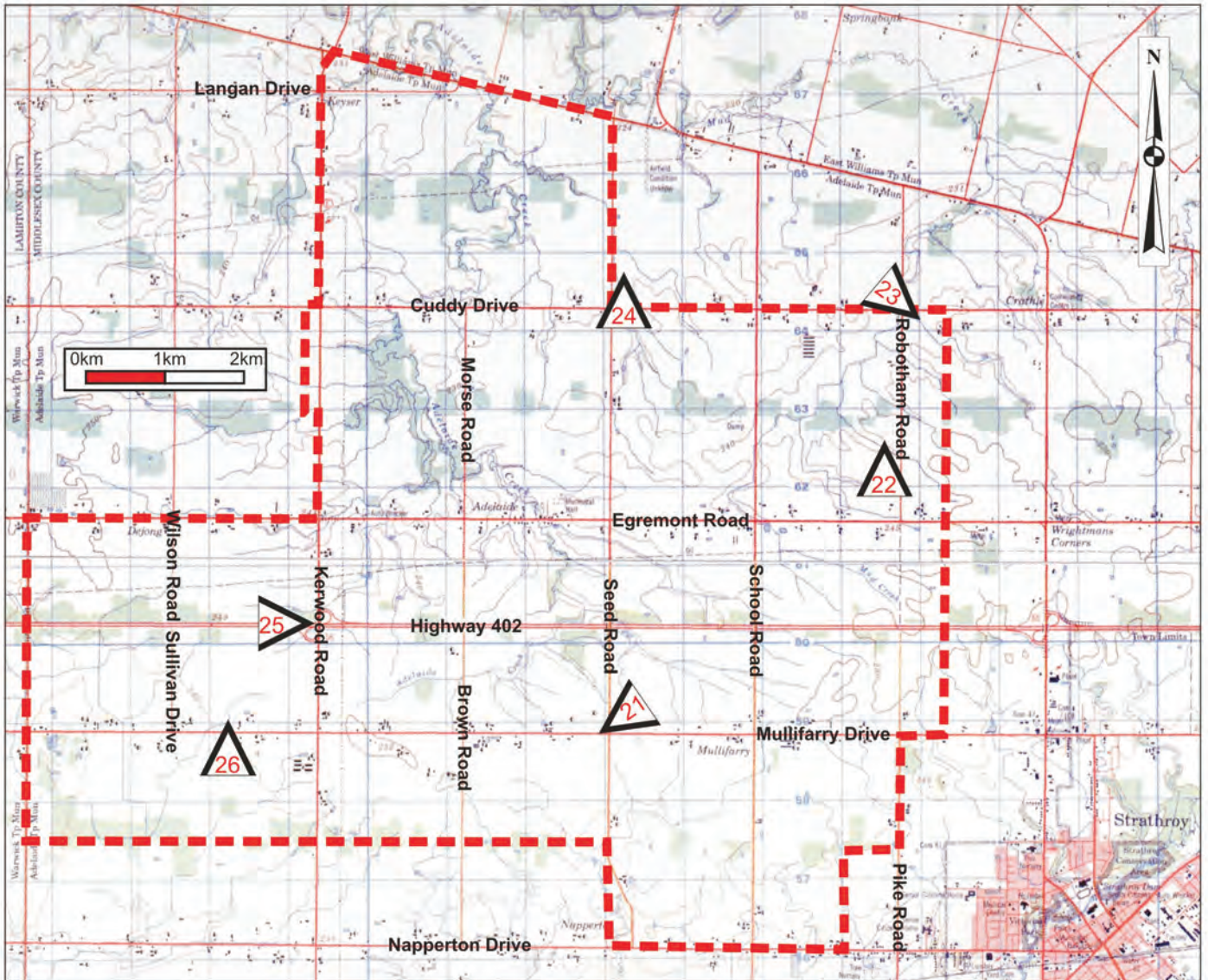
reasons the community did not respond to economic opportunities such as the nearby placement of the Sarnia Branch of the Great Western Railway (Grainger 2002: 14). Other businesses and structures disappeared, such as the lime kiln noted on Lot 13, Concession 4 S.E.R. owned by Jonas Jury according to the 1878 Historical Atlas (Figure 10). By 1915 when the post office closed the village had declined and now only the name remains on maps. Given the area is still actively farmed and documented structures are no longer standing, there may be archaeologically significant sites in the area associated with Napperton.

### 3.3.6 Summary



Given evidence for Euro-Canadian settlement in the Geographic Township of Adelaide since the early 19th century plus evidence of abandoned village sites, the study area exhibits definite archaeological potential for historic Euro-Canadian occupation and the study area needs to be examined for such evidence accordingly.

## 3.4 Visual Evaluation

The study corridor was visually on evaluated September 4th, 2008. Figure 20 illustrates where each photo was taken along the study corridor. As can be seen in the photographs, visibility was excellent and the weather cloudy but bright when the photographs were taken. The figures illustrate the relatively flat topography of the area (Figure 21) with the occasional slope (Figure 22), the nature of the creeks that cross the study area (Figure 23), the tree lots that stand in some of the fields (Figure 24), how Highway 402 intersects the study area (Figure 25), and the landscape of a typical area where turbines are probably to be located (Figure 26).



**LEGEND**

-  Study Area
-  Direction of Photographic Figure

**REFERENCE**

- DRAWING BASED ON  
 Government of Canada  
 1994a *Topographic Map Sheet 40 I/13: Strathroy* (Edition 6).  
 Surveys and Mapping Branch, Department of Energy,  
 Mines and Resources, Ottawa.  
 1994b *Topographic Map Sheet 40 P/4: Parkhill* (Edition 7).  
 Surveys and Mapping Branch, Department of Energy,  
 Mines and Resources, Ottawa.

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<b>PROJECT</b>	<b>Stage 1 Archaeological Assessment Air Energy TCI Adelaide Wind Farm Geo. Twp. of Adelaide, Middlesex County, Ontario</b>		
<b>TITLE</b>	<b>Map of the Study Area Showing Location of Photographic Figures</b>		
<b>PROJECT No.</b>	07-1112-0151-1800	<b>FILE No.</b>	0711120151-1800-R01020
<b>SCALE</b>	AS SHOWN REV.		
<b>CADD</b>	JM	FEB 26/09	<b>FIGURE 20</b>
<b>CHECK</b>			





## STAGE 1 ARCHAEOLOGICAL ASSESSMENT AET ADELAIDE WIND FARM, MIDDLESEX COUNTY, ONTARIO

*Figure 21: Flat Topography of the Study Area; Facing Southwest from the Corner of Mullifarry Drive and Seed Road*



*Figure 22: A Portion of the Study Area Exhibiting Some Moderate Topography; Facing North Along Robotham Road*





## STAGE 1 ARCHAEOLOGICAL ASSESSMENT AET ADELAIDE WIND FARM, MIDDLESEX COUNTY, ONTARIO

*Figure 23: A Typical Creek (Flowing into Mud Creek) Crossing the Study Area; Facing Southeast from Robotham Road*



*Figure 24: A Small Tree Lot in a Larger Agricultural Field; Facing North from Cuddy Drive*





## STAGE 1 ARCHAEOLOGICAL ASSESSMENT AET ADELAIDE WIND FARM, MIDDLESEX COUNTY, ONTARIO

*Figure 25: A View of Highway 402 Intersecting the Study Area; Facing East from Kerwood Road*



*Figure 26: Landscape of a Typical Probable Turbine Location; Facing North from Mullifarry Drive Between Sullivan Road and Kerwood Road*





## **4.0 RESULTS**

### **4.1 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. Archaeological potential criteria commonly used by the Ministry of Culture (Government of Ontario 1997) were applied 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 present project, there are numerous small streams within the study area especially Adelaide Creek in the western portion and Mud Creek in the Eastern portion (Figure 1). The original survey of Egremont Road (Carroll 1831a) also noted areas of swamp along its route (see Section 3.1).

Soil texture can be an important determinant of past settlement, usually in combination with other factors such as topography. The study area is fairly level with no areas of steep slope that would not be suitable for settlement. With respect to soil texture, Aboriginal groups preferred well drained lighter (sandy) soils to heavier soils. The soils of the study area are imperfectly drained soils that are mostly silty clay loam. Although some areas might have been swampy in the past due to the imperfect drainage and relatively level topography, the rest of the study area would have been suitable for pre-contact aboriginal agriculture, although not ideal. Therefore, these soils provide further archaeological potential for aboriginal sites within the study area.

When the above noted archaeological potential criteria are applied to the study area, the archaeological potential for pre-contact Aboriginal sites is deemed to be moderate to high (Figure 27). This assessment is due to the presence of water sources, the level land without areas of steep slope and the moderately drained silty clay loam soils.

### **4.2 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 area has been the location of generalized farming in the past and is still used in that fashion today. There is evidence of Euro-Canadian settlement extending back to the early 19th century during the initial settlement of Adelaide Township. The 19th century road grid is still in use which includes a major transportation route of Egremont Road. In addition, four small communities that have decreased in size since the 19th century might have left behind significant archaeological remains. On account of these factors the archaeological potential for the study area is judged to be moderate to high (Figure 27).