



STAGE 2 ARCHAEOLOGICAL ASSESSMENT - EAST DURHAM WIND ENERGY PROJECT

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APPENDIX A

Historic Euro-Canadian Artifact Overview



1.0 PROJECT CONTEXT

1.1 Development Context

A Stage 2 archaeological assessment was conducted by Golder for the proposed East Durham Wind Energy Project on behalf of NEEC. The Stage 2 assessment was undertaken in order to meet the requirements for an application for a Renewable Energy Approval, as outlined in Ontario Regulation 359/09 section 22(3) of the *Environmental Protection Act*. The Project area is located on various lots and concessions in the Geographic Township of Glenelg, Grey County, Ontario (Figure 1). Table 1 lists the relevant lots located within the Project area.

Table 1: Properties within the NextEra East Durham Wind Energy project, Grey County

Geographic Township	Concession	Lot
Glenelg	4 NDR	6 to 25
	3 NDR	11 to 50
	2 NDR	11 to 50
	1 NDR	11 to 50
	1 SDR	11 to 50
	2 SDR	11 to 50

The *Green Energy Act* (2009) enabled legislation governing project assessments and approvals to be altered to allow for a more streamlined Renewable Energy Approval (REA) process. Under Section 22(1) of the REA, an archaeological assessment must be conducted if the proponent concludes that engaging in the project may have an impact on archaeological resources. It was previously determined that archaeological potential for the recovery of pre-contact Aboriginal and Euro-Canadian historic archaeological resources exists within the study area (ASI 2010). Currently, Ontario Regulation 359/09 of the *Environmental Protection Act* governs the REA process for renewable energy projects such as wind, anaerobic digestions, solar and thermal treatment facilities. This assessment was undertaken in order to meet the requirements for an application for a REA, as outlined in Ontario Regulation 359/09 section 22(3) of the *Environmental Protection Act*.

The East Durham Wind Energy Project will include 16 turbines as well as associated infrastructure including collector cable routes, access roads, construction roads, staging areas and substations. Permission to enter the option lots within the study area and remove archaeological resources was provided by Pat Becker of GENIVAR. The Stage 2 assessment was conducted in accordance with the Ministry of Tourism, Culture and Sport's (MTCS) *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b). The objectives of the Stage 2 assessment were to document archaeological resources present within the study area, to determine whether any of the resources might be artifacts or archaeological sites with cultural heritage value or interest requiring further assessment, and to provide specific Stage 3 direction for the protection, management and/or recovery of the identified archaeological resources (Government of Ontario 2011b).



1.2 Historical Context

1.2.1 Glenelg Township

A survey of a road from Fergus to Owen Sound, bisecting Glenelg Township, was ordered in 1840; immediately after it was completed in 1842 free 50 acre lots were offered on either side to encourage settlement (Marsh 1931; Neville 1985). The requirements for a free grant were the settler must occupy the lot, clear one-third of his 50 acres and plant at least one crop within four years; if these conditions were met the settler would receive his land patent (Neville 1985). Survey of the Durham Road (now Grey Road 4), from Simcoe County to Lake Huron, began in 1848 by David Gibson and A.P. Brough. The concessions north and south of the Durham Road were surveyed and settled between 1848 and 1851. A large portion of the settlers of Glenelg were from Ireland and Scotland; the large influx of these settlers has been attributed to the famine conditions in their native countries (Neville 1985). By the mid-1850s most of the lots in Glenelg Township had been spoken for, and amenities like sawmills and grist and flour mills were being established in the township.

The East Durham study area is situated between two substantial 19th century settlements: Durham and Priceville. Durham is situated partly in Bentinck Township, partly in Glenelg Township, on the main branch of the Saugeen River and at the crossroads of the Garafaxa and Durham roads. In 1842 Archibald Hunter opened the British Hotel at the junction of the Garafaxa and Durham roads. About 1846 John Edge began construction of a saw mill and flour mill in Durham; by the early 1860s a woollen section was added to the mill. By this time the town had become well established as the market town for the surrounding area (Neville 1985).

Priceville is situated east of the study area, where the Saugeen River crosses the Durham Road. The village grew rapidly through the latter half of the 19th century and by 1903 boasted a population of around 400, with amenities such as mills, stores, blacksmiths, wagonmakers, hotels, churches and schools.

In addition to Durham and Priceville, two small post office communities are located within the study area. Bunessam was located along the Durham Road between Durham and Priceville. Pomona was located along the northern edge of the study area, in between Concession 4 and Concession 5. Both communities were of substantial size in the 19th century and were home to churches, post offices, school, mills and hotels. Little evidence of these two settlements exists today.

A good resource for identifying potential historic Euro-Canadian archaeological sites is the 1880 *Grey County Supplement to the Illustrated Atlas of the Dominion of Canada* (Belden and Company 1880). Due to the fact that this atlas was subscriber based, only families who agreed to purchase an atlas had their names and homestead locations appear on the map (Figure 2). In addition to the houses of atlas subscribers, other historic structures noted in the study area include churches, mills, shops and schools. Table 1 lists those lots within the Project area that hold a structure in the 1880 atlas, along with the current status of these structures. Even though locations are only approximate on historic maps, they do give an idea of potential for significant archaeological historic remains that could be impacted within the study area. Typically these locations no longer exhibit any visible evidence of their former structure, but if they are to be impacted by a wind turbine placement the location would need to be archaeologically assessed to see if there are any archaeological remains. The current infrastructure layout does not impact any of these areas of former structures.