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P049-230-2007

Stage 1 Archaeological Assessment

**Hamilton Airport Employment Growth District
City of Hamilton, Ontario**

LICENSE REPORT

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ARCHAEOLOGICAL SERVICES INC.

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Stage 1 Archaeological Assessment

Hamilton Airport Employment Growth District City of Hamilton, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by Dillon Consulting Limited, Toronto, on behalf of the City of Hamilton, to conduct a Stage 1 archaeological assessment for the Hamilton Airport Employment Growth District (HAEGD), City of Hamilton, Ontario. The assessment will identify archaeological resources that will require investigation and possible mitigation within the context of future development. For this purpose a study area is defined consisting of all lands within the secondary planning area, including valley lands and other environmentally sensitive areas (Figure 1).

Permission to initiate the project was granted to ASI by Dillon Consulting Limited on November 30, 2007. The Stage 1 assessment was conducted under the project direction of Ms. Debbie Steiss, ASI, under an archaeological license (P049) issued to Ms. Steiss pursuant to the *Ontario Heritage Act* (2005).

This report presents the results of the Stage 1 archaeological assessment and it makes several recommendations.

2.0 STAGE 1 BACKGROUND RESEARCH

A Stage 1 archaeological assessment involves research to describe the known and potential archaeological resources within a study area. Such an assessment incorporates a review of previous archaeological research, physiography, and land-use history of the study area. Background research was completed to identify any archaeological sites in the study area and to assess its archaeological potential.

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were consulted: registered archaeological site records kept by the Ontario Ministry of Culture; published and unpublished documentary sources; and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the Ontario Ministry of Culture. This database contains archaeological sites registered according to 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 Borden Blocks *AgGx* and *AhGx*.

There are 104 registered sites within the study area or within fifty metres of the study area boundary (Table 1) (personal communication, R. von Bitter, MCL Data Coordinator, February 1, 2008). The majority of these sites were identified during archaeological assessments conducted in advance of Highway 6 construction. The Highway 6 project included a corridor within the west and south sides of the



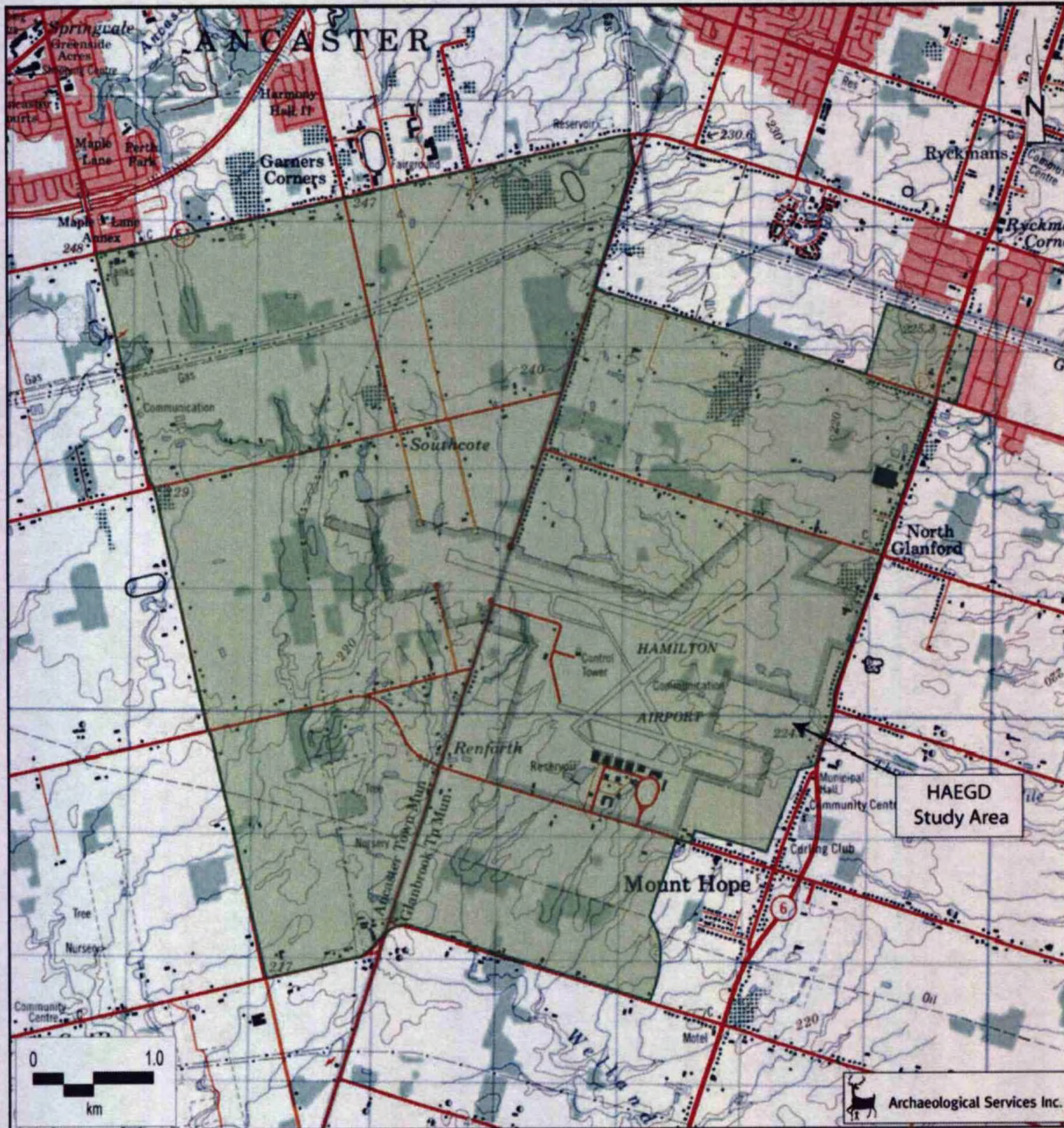


Figure 1: Location of the HAEGD study area highlighted on the 1:50,000 NTS map for Hamilton-Grimbsby (30M/04).

Table 1: Registered Archaeological Sites located within 50 metres of the HAEGD Study Area					
Borden #	Site Name	Cultural Affiliation	Site Type	Researcher*	Comments**
AgGx-102	Braun 1	Euro-Canadian	Homestead	MOT (Ambrose) 1986 MOT (Sutton) 2001	NFW
AgGx-103	Braun 2	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986	FW
AgGx-104	Braun 3	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986	FW
AgGx-105	Braun 4	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986	FW
AgGx-106	Braun 5	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986	FW
AgGx-107	Braun 6	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986	FW
AgGx-108	Braun 7	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986	FW
AgGx-109	Braun 8	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986	FW
AgGx-110	Braun 9	Aboriginal	Undetermined (lithic findspot)	MOT (Ambrose) 1986	FW
AgGx-112	Whaley 1	Archaic	Undetermined (lithic scatter)	MOT (Ambrose) 1986 Mayer HCL (Wilson) 1997	
AgGx-113	Whaley 2	Aboriginal	Isolated find	MOT (Ambrose) 1986	
AgGx-114	Jerome 4	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986 Mayer HCL (Wilson) 1997	
AgGx-128	Jerome 5	Aboriginal	Undetermined (lithic scatter)	MOT (Ambrose) 1986 Mayer HCL (Wilson) 1997	NFW
AgGx-162	Babyzac	Aboriginal	Undetermined (lithic scatter)	MOT (Warrick) 1990	
AgGx-163	Hotz	Aboriginal	Campsite	MOT 1989 Mayer HCL (Wilson) 1997	To be destroyed
AgGx-164	White Church	Aboriginal	Campsite	MOT 1989 MOT (Warrick) 1990 MOT (Woodley) 2008	NFW
AgGx-165	Jerome	Neutral	Village	MOT (Warrick) 1985	FW
AgGx-166	Jerome B	Late Iroquoian, Neutral?	Campsite	MOT 1989 MOT (Woodley) 2000, 2001	NFW
AgGx-167	Jerome C	Middle Iroquoian, Uren	Campsite	MOT 1989 MOT (Woodley) 2000, 2001	NFW
AgGx-168	Provenience	Late Archaic (Perkiomen)	Campsite?	Mayer HCL (Wilson) 1997	NFW
AgGx-169	Pulling the Stump	Aboriginal	Undetermined (lithic scatter)	MOT 1989	FW
AgGx-170	Vitus	Aboriginal	Undetermined (lithic scatter)	MOT (Warrick) 1990	FW
AgGx-171	Dance	Aboriginal	Undetermined (lithic scatter)	MOT (Warrick) 1990	FW
AgGx-176	Whalley Small	Early Archaic	Undetermined (lithic scatter)	MOT 1991	
AgGx-178	Sore Eyes	Aboriginal	Undetermined (lithic scatter)	MOT 1991	



Table 1: Registered Archaeological Sites located within 50 metres of the HAEGD Study Area					
Borden #	Site Name	Cultural Affiliation	Site Type	Researcher*	Comments**
AgGx-184	Jerome	Euro-Canadian	Cabin?, Homestead?	MOT (Lennox) 1987	
AgGx-257	Lancaster	Late Woodland Mid Iroquoian?	Hamlet	MOT (Warrick) 1994	FW
AgGx-292	Tisdale	Aboriginal	(lithic scatter)	ASI (Austin) 2001	NFW
AgGx-296	Woodbrook	Aboriginal	(lithic scatter)	ASI (Austin) 2001	FW
AhGx-15	C. Smith	Historic Neutral	Village, hamlet?	I Kenyon 1968	
AhGx-22	Donovan	Historic Neutral	Hamlet	Ridley 1958	
AhGx-57	Morris 1	Aboriginal	Isolated find	MOT (Ambrose) 1985, 1986	
AhGx-58	Hill 1	Aboriginal	Isolated find	MOT (Ambrose) 1985	
AhGx-59	Jerome 1	Aboriginal	Isolated find	MOT (Ambrose) 1985, 1986	
AhGx-60	Jerome 2	Aboriginal	[Undetermined] lithic scatter	MOT (Ambrose) 1986 Mayer HCL (Wilson) 1997	NFW
AhGx-61	Jerome 3	Aboriginal	[Undetermined] lithic scatter	MOT (Ambrose) 1986 Mayer HCL (Wilson) 1997	NFW
AhGx-62	Freeland	Aboriginal	Isolated find, lithic scatter	MOT (Ambrose) 1985, 1986 Mayer HCL (Wilson) 1997	
AhGx-63	Dundana	Aboriginal	Isolated find	MOT (Ambrose) 1986	
AhGx-64	Smith 1	Archaic? (Genesee)	Undetermined (lithic scatter)	MOT (Ambrose) 1985, 1986 MOT (Warrick) 1995	Part excavated
AhGx-65	Smith 2	Archaic?	Undetermined (lithic scatter)	MOT (Ambrose) 1986	
AhGx-66	Morris 2	Aboriginal	Undetermined (lithic scatter)	MOT (Ambrose) 1986 Mayer HCL (Wilson) 1997	NFW (TU)
AhGx-67	Morris 3	Mid-late Iroquoian	Campsite	MOT (Ambrose) 1986 Mayer HCL (Wilson) 1997 ASI (Sutton) 2001	NFW
AhGx-68	Morris 4	Aboriginal	Isolated find	MOT (Ambrose) 1986	
AhGx-69	Morris 5	Archaic?	Isolated find	MOT (Ambrose) 1986	
AhGx-70	Morris 6	Aboriginal	Isolated Find	MOT (Ambrose) 1986	
AhGx-73	Morris 7	Late Archaic Early Woodland Late Woodland	Campsite	MOT (Ambrose) 1986 MOT (Warrick) 1989, 1990 MOT (Woodley) 2000, 2001	NFW
AhGx-74	Morris 8	Late historic	Midden, house?	MOT (Ambrose) 1986	
AhGx-75	Morris 9	Aboriginal	Undetermined (lithic scatter)	MOT (Ambrose) 1986	
AhGx-78	UG Kirkwall 25	Early Woodland	Campsite	MPP (Mayer) 1988	FW
AhGx-79	UG Kirkwall 27	Aboriginal	Campsite	MPP (Mayer) 1988	FW
AhGx-80	UG Kirkwall 28	Middle Archaic, Laurentian	Campsite	MPP (Mayer) 1988	FW



Table 1: Registered Archaeological Sites located within 50 metres of the HAEGD Study Area					
Borden #	Site Name	Cultural Affiliation	Site Type	Researcher*	Comments**
AhGx-81	UG Kirkwall 29	Aboriginal	Undetermined (lithic scatter)	MPP (Mayer) 1988	FW
AhGx-82	UG Kirkwall 30	Aboriginal	Campsite?	MPP 1988	FW
AhGx-83	UG Kirkwall 31	Archaic?	Campsite, Undetermined	MPP 1988	FW on locus NFW (locus destroyed)
AhGx-87	UG Kirkwall 32	Aboriginal	(lithic scatter)	MPP 1988	FW
AhGx-90	UG Kirkwall 26	Late Archaic	Campsite	MPP 1988	FW
AhGx-99	Morris 10	Aboriginal	Undetermined (lithic scatter)	MOT (Ambrose) 1986	
AhGx-112	Kitty Murray	Late Woodland	Campsite	Howey 1987 ASI (Williamson) 1987 ASI (Sutton) 2001	NFW
AhGx-227	--	Aboriginal	Isolated find	MPP (Mayer) 1987	NFW
AhGx-247	--	Aboriginal	Isolated find	MPP (Mayer) 1988	NFW
AhGx-248	--	Aboriginal	Isolated find	MPP (Mayer) 1988	NFW
AhGx-249	--	Aboriginal	Isolated find	MPP (Mayer) 1988	NFW
AhGx-250	--	Aboriginal	Isolated find	MPP (Mayer) 1988	NFW
AhGx-261	Didley	Archaic	Chipping station	MOT 1989 Mayer HCL(Wilson) 1997	NFW
AhGx-262	Squat	Aboriginal	(lithic scatter)	MOT 1989 Mayer HCL (Wilson) 1997	NFW
AhGx-263	Trust	early Iroquoian (Glen Meyer)	Camp	MOT (Warrick) 1989, 1990, 1996	FW
AhGx-275	Spruce	Late Archaic	Isolated Find	ASI (Welsh) 1991	
AhGx-276	Pine	Aboriginal	Isolated find	ASI (Welsh) 1991	NFW
AhGx-277	Poplar	Late Archaic?	Isolated find	ASI (Welsh) 1991	NFW
AhGx-332	Harvest	Aboriginal	Undetermined (lithic scatter)	MOT (Warrick) 1992	FW
AhGx-333	Mitsu	Aboriginal	Undetermined (lithic scatter)	MOT (Warrick) 1992	FW
AhGx-334	Spu	Aboriginal	Undetermined (lithic scatter)	MOT (Warrick) 1992	FW
AhGx-335	Golden	Aboriginal	Undetermined (lithic scatter)	MOT (Warrick) 1992	FW
AhGx-339	Cider	Aboriginal	Undetermined (lithic scatter)	MOT (Warrick) 1992	FW
AhGx-357	Vino	Late Archaic (Crawford Knoll)	Hunting camp	MOT (Warrick) 1995	FW
AhGx-358	Glencross	Historic Neutral	Campsite	MOT (Warrick) 1995	FW
AhGx-359	Frog Pond	Historic Neutral	Cabin	MOT (Warrick) 1995	Part excavated
AhGx-364	Bad Apple	Aboriginal	Undetermined	MOT (Warrick) 1995	NFW
AhGx-390	Fregg	Late Archaic (Small Point)	Undetermined (lithic scatter)	MOT (Warrick) 1995	FW



Table 1: Registered Archaeological Sites located within 50 metres of the HAEGD Study Area					
Borden #	Site Name	Cultural Affiliation	Site Type	Researcher*	Comments**
				Mayer HCL (Wilson) 1997	
AhGx-395	Tater	Aboriginal	Undetermined (lithic scatter)	MOT (Ambrose) 1986 Mayer HCL (Wilson) 1997	NFW excavated
AhGx-441	Parkins	Euro-Canadian	Homestead	MOT (Warrick) 1995	NFW
AhGx-442	Ringtail	Early Archaic	Campsite	Woodley 2001	NFW excavated
AhGx-449	Ballot Blues	Aboriginal	Campsite	Sutton 2002	NFW
AhGx-474	Tina	Aboriginal	Campsite, Kill site?	Sutton 2002 Archaeologix 2003	NFW excavated
AhGx-475	Cappuccino	Late Archaic	Campsite	Sutton 2002	NFW
AhGx-476	Scarab	Late Archaic	Campsite	Sutton 2002 Archaeologix 2002	NFW
AhGx-477	Easy	Aboriginal	Campsite	Sutton 2002	NFW
AhGx-478	Shakey	Aboriginal	Campsite	Sutton 2002	NFW
AhGx-479	Quixote	Aboriginal	Campsite	Sutton 2002	NFW
AhGx-480	Hill I	Aboriginal	Isolated find	Sutton 2002	NFW
AhGx-481	Hill II	Aboriginal	Isolated find	Sutton 2002	NFW
AhGx-482	Hill III	Aboriginal	Campsite	Sutton 2002	NFW
AhGx-483	Hill IV	Aboriginal	Campsite	Sutton 2002	NFW
AhGx-484	Hill V	Aboriginal	Campsite	Sutton 2002	NFW
AhGx-538	--	Aboriginal	Isolated find	ASI (McDonald) 2004	
AhGx-540	--	Aboriginal	Isolated find	ASI (McDonald) 2004	
AhGx-571	Wright-Maricle	Euro-Canadian	Farmstead	ASI (McDonald) 2005	
AhGx-572	Aeropark 1	Aboriginal	Isolated find (lithic scatter)	ASI (McDonald) 2005	
AhGx-573	--	Early Archaic (Nettling)	Isolated find	ASI (McDonald) 2005	
AhGx-574	Aeropark 2	Aboriginal	Isolated find	ASI (McDonald) 2005	FW
AhGx-575	Aeropark 3	Aboriginal	Isolated find	ASI (McDonald) 2005	FW
AhGx-576	Aeropark 4	Late Archaic	Isolated find	ASI (McDonald) 2005	FW
AhGx-577	--	Aboriginal	Isolated find	ASI (McDonald) 2005	NFW
AhGx-610	--	Aboriginal	Undetermined (lithic scatter)	Archaeologix 2003	NFW

* ASI – Archaeological Services Inc.; MHCL – Mayer Heritage Consultants Limited; MOT – Ministry of Transportation (formerly Ministry of Transportation and Communication)

** FW – Further work recommended by researcher; NFW – No further work recommended by researcher



study area, and thus, the resulting sites may provide an indication of the potential for archaeological sites in the overall study area. Most of the Aboriginal sites in the Highway 6 sample are isolated finds and small lithic scatters, although hamlets and villages are also present. While no aboriginal cemetery sites have been registered, their presence would not be unexpected. The Highway 6 sites reflect activity in the area dating from the Early Archaic period to the historic Neutral occupation, and include several Euro-Canadian sites as well.

Archaeological activity in the study area has been going on for years, and at least two sites within the study area were excavated in the 1950s and 1960s by artifact collectors. Archaeological assessment as part of environmental assessment work has been ongoing since the mid-1980s when the Hamilton airport was surveyed (Warrick 1985) and work was initiated on the new Highway 6 corridor. As mentioned above, the majority of the sites in the study area were registered in the course of the Highway 6 assessment, and numerous assessment reports cover the Stage 1 to Stage 4 archaeological assessments conducted in conjunction with the project (e.g. Ambrose 1986, MTO [Warrick] 1995, Mayer Heritage Consultants Limited 1997, Hagerty 1996). For many of the registered sites, the researchers have recorded their recommendation as to whether further site assessment is warranted.

Several other archaeological assessments have also identified sites in the study area. These have included subdivisions (ASI 1988, 1991, 2005), a gas pipeline (MPP 1987, 1988), and an assessment of Hamilton Airport lands (Warrick 1985).

Lands covered by previous field assessment may not require further Stage 2 investigations to identify additional sites, depending on whether the assessments were done to current Ministry of Culture standards and the status of such properties in the archaeological clearance and development approvals process. However, significant registered sites within those lands may require further investigation.

2.2 Physiography and Assessment of Aboriginal Archaeological Site Potential

The study area is underlain by Silurian-aged dolostone of the Guelph Formation (Liberty et al. 1976). This bedrock is mantled by Halton Till which comprises the Fort Erie Moraine, the crest of which traverses the Hamilton Airport along a northwest-southeast axis. Throughout most of the study area the Halton Till is capped by glaciolacustrine silt attributed to glacial Lake Warren. Deposits of glaciolacustrine sand also occur along the northwestern margin of the study area. The Welland River has incised into these Quaternary deposits, reworking and re-depositing them as clay and silt along its banks (Feenstra 1975).

The portion of the study area between Garner's Corners and Southcote forms a subtle height of land and drainage divide. To the north, Ancaster Creek and Tiffany Creek drain into the Dundas Valley and Cootes Paradise. To the east, Twenty Mile Creek and its tributary, Three Mile Creek, drain the east half of the study area. To the west and south, the Welland River and its many headwater tributaries comprise the major watercourses, while the westernmost edge of the study area is drained by tributaries of the Grand River. The terrain is generally level to gently rolling with some steeper slopes within dissected stream valleys.

Between the watersheds of the Welland River and Twenty Mile Creek is a north-south trending plateau of lacustrine silty clay loam and silty clay, the centre of which underlies the airport. The centre of this plateau features poorly drained soils of the Toledo series, while the imperfectly-drained Beverly series soils occur around the margins and on the uplands between the various local watercourses. Closer to the watercourses, Beverly gives way to the well-drained silt loam soils of the Brantford series, while the stream valleys contain variably-drained Alberton silt loam and silty clay loam of fairly recent alluvial



origin. In the northwest corner of the study area, well-drained Springvale series sandy loams surround small deposits of poorly drained Colwood silt loam found in localized depressions. Springvale has developed on 30 to 100 centimetres of sand overlying outwash gravel. Also in this area is a soil complex consisting of well-drained Brant and Grimsby soils. These sandy to silty soils have developed on lacustrine and alluvial deposits. A slightly finer soil complex, comprising well-drained Brant and Brantford silt loams, occurs west of the airport. Virtually all the soils of the study area are arable, with Canada Land Inventory capability for agriculture ratings in the Class 1 to Class 3 range. The limitations include low natural fertility and droughtiness for the coarser, well-drained soils, and excess moisture for the poorly-drained Toledo soils.

Prior to European forest clearance at the beginning of the nineteenth century, the majority of the study area was wooded. Sugar maple and beech were the dominant taxa. In the vicinity of Three Mile Creek and the Welland River, elm and basswood were common subordinant taxa, owing to their preference for the fine-grained, moist soils of these areas. Black ash and pine also occurred in these areas, probably in small wetland pockets along the watercourses. In the area between Mount Hope and the airport, black ash, elm, and pine actually replaced maple and beech as dominants, suggesting a somewhat swamp moisture regime on the poorly-drained Toledo soils. West of Ryckman's Corners, on a large patch of well-drained Brant soils, there was an area of oak savanna. Westward towards Garner's Corners, this graded into oak forest interspersed with pine and chestnut. On reaching the patch of well-drained, sandy Springvale soils in the northwest portion of the study area the oak forest opened up to savanna once again, and this vegetation community extended as far north as the hamlet of Springvale and as far west as Duff's Corners.

From the perspective of aboriginal groups, both hunter-gatherers and agriculturalists, the study area would have been a very attractive area for settlement. First, the majority of the area is serviced by a dendritic network of headwater streams that would have provided both drinking water for people and game animals as well as habitat for fish and other aquatic animals. Second, the soils were generally arable and well-drained, providing excellent opportunities for campsites and larger settlements as well as good soils for agriculture. These soils also supported a mixed hardwood forest with an above-average number of mast-producing species, including beech, oak, and chestnut. These nuts would have been very attractive to game species, such as white-tailed deer, raccoon, wild turkey, and passenger pidgeon, as well as an importance food resource in their own right. The margins of the oak savanna would also be important habitat for deer, which prefer open terrain with abundant browse. Current models of aboriginal land-use patterns, prior to the advent of agriculture, suggest that macro-bands of hunter-gatherers would have occupied camps near the Great Lakes through the spring, summer, and early fall, dispersing into interior nuclear-family hunting territories during the late fall and winter. A habitat such as the study area would have been ideally suited to such seasonal occupation, and may also have been the target of band-level exploitation during the mast harvest. Later, during the Late Woodland period, permanently occupied agricultural villages would have been located within or adjacent to the study area in order to take advantage of the same resources.

Water is arguably the single most important resource necessary for any extended human occupation or settlement, and proximity to water can be regarded as the primary indicator of archaeological site potential. Accordingly, distance from water is one of the most commonly used variables for predictive modeling of archaeological site location.

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 (as indicated by remnant



beaches, shore cliffs, terraces, abandoned river channel features, etc.), are considered to have archaeological potential.

Based on the proximity of the Welland River and Twenty Mile Creek watersheds, the study area may be characterized as having potential for the presence of archaeological sites.

2.3 Assessment of Historic Site Potential

The study area was once part of the Gore District that covered an area of over a half a million acres in western Ontario. When the district was broken up into counties in 1850, Wentworth and Halton were united as a single municipality. This continued until 1854 when they were separated into seven townships. The study area includes part of former Ancaster Township (Concession IV Lots 43 to 54, Concession V Lots 43 to 51, and Concession VI Lots 43 to 47), and part of former Glanbrook Township (Concession I Lots 5 to 6, Concession II Lots 1 to 5, Concession III Lots 1 to 6, Concession IV Lots 1 to 5, and Concession V Lots 1 to 4).

In 1789 after the American Revolutionary War, United Empire Loyalists began taking up land near the present town of Ancaster, and by 1790 the first mill had been established there. Between 1793 and 1794 Ancaster Township was surveyed in the usual Crown survey system of "single front" comprising five 200 acre lots bounded by road allowances. Loyalists from New York and Pennsylvania soon patented land along the west side of Fiddler's Green Road. By 1820, the population of Ancaster Township had passed the 1,000 mark with a large portion of the settlers clustering near Ancaster village (not in the study area).

Although Glanford Township was surveyed at the same time as Ancaster, due to the flawed survey of Davenport Phelps, a non-government surveyor, it was surveyed into lots comprised of 188 acres with roads that do not line up with those of the surrounding townships. Settlement in the township was hindered by the greater distance from the lakeshore and by the large blocks of land, ranging from 1,000 acres and up, set aside for Clergy Reserves, chiefly for the benefit of the Church of England. Blocks were also granted to favoured friends of the family compact. Only 50 ratepayers were listed in Glanford Township in the 1815 land assessment with the majority of them being pioneer families of English descent who had arrived directly from England. By 1826, the population had reached only 500. Glanford's agricultural base developed more slowly than Ancaster because the soil was heavier and more difficult to hand cultivate, and Glanford's largest wave of immigration did not occur until the 1850s.

One of the earliest historic maps of the vicinity is the 1815 "Map of the Niagara District in Upper Canada, by Lieutenant W.A. Nesfield, drawn partly from Survey & from documents obtained from the Qr Mr Genls Department" (Figure 2). One of the trails indicated on that map leads southward from the escarpment

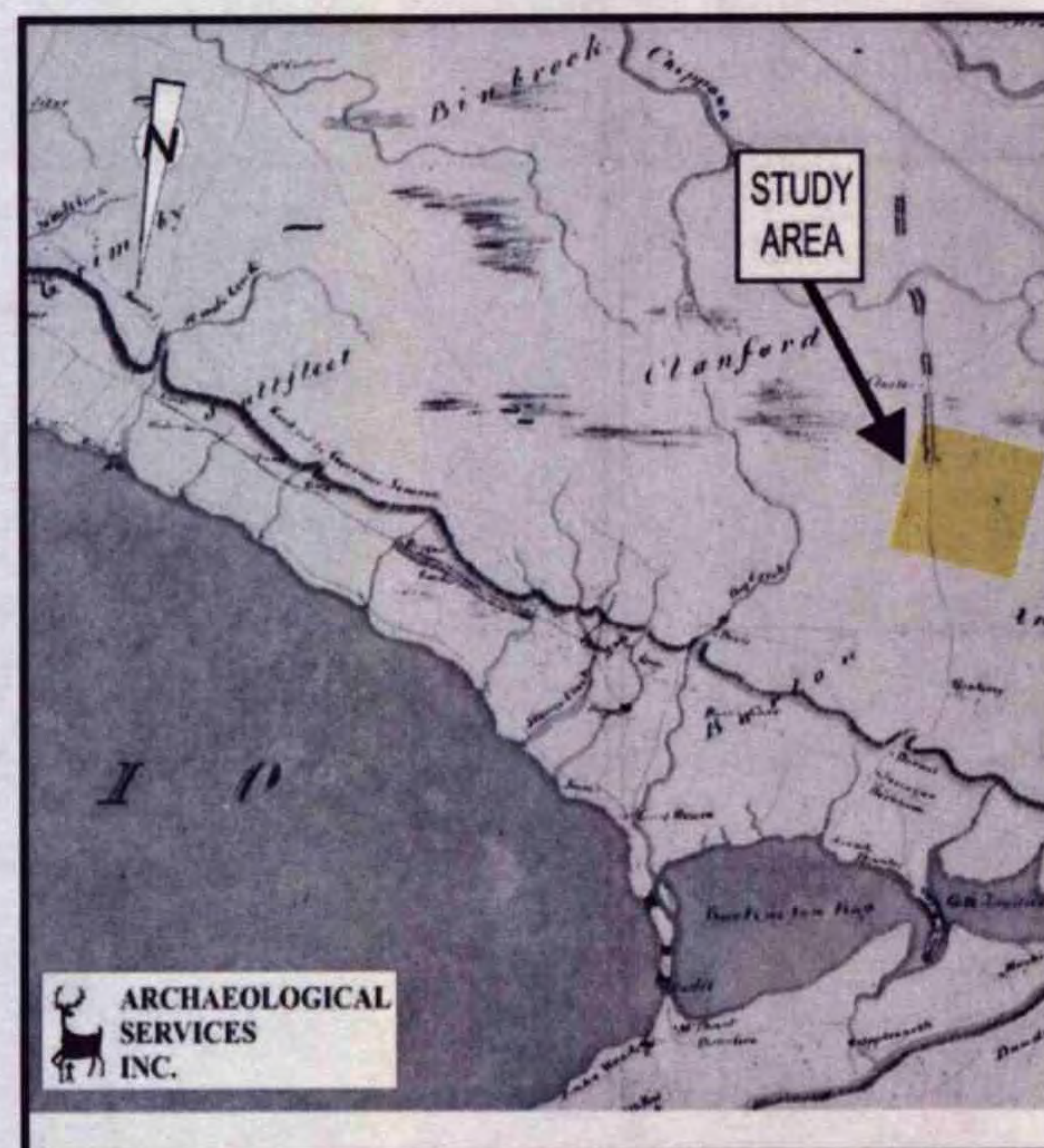


Figure 2: Approximate location of study area superimposed on a segment of the 1815 "Map of the Niagara District in Upper Canada, by Lieutenant W.A. Nesfield".

toward the Grand River. This track, formerly called the Caledonia Stage Road and the Hamilton to Port Dover Road, was later lined with at least 15 taverns from Hamilton to Caledonia on the Grand and it was planked to Mount Hope as early as 1837. The original Highway 6 (Upper James Street/ Homestead Drive) follows this route.

The "Map of the Principal Communications in Canada West Compiled from the most authentic sources, actual Surveys, District maps etc., etc. by Major Baron de Rottenberg Ast Quarter Mr Genl" (Figure 3), shows a well developed system of roads in place by 1850. The depicted roads in Ancaster Township include The Brantford and Hamilton Road (Garner Road E.), Fiddler's Green Road (between Garner Road and Book Road), Book Road, and Southcote Road. The Glanford Township roads in 1850 include Upper James Street, Twenty Road, Dickenson Road, Airport Road and White Church Road. Glancaster Road forms the boundary between the townships. In addition to the major roads, a number of smaller road segments are also depicted which provide access into or through various concession blocks. The map also indicates one feature in the study area: the house known as Terryberry on the east side of Upper James Street, just south of Dickenson Road.

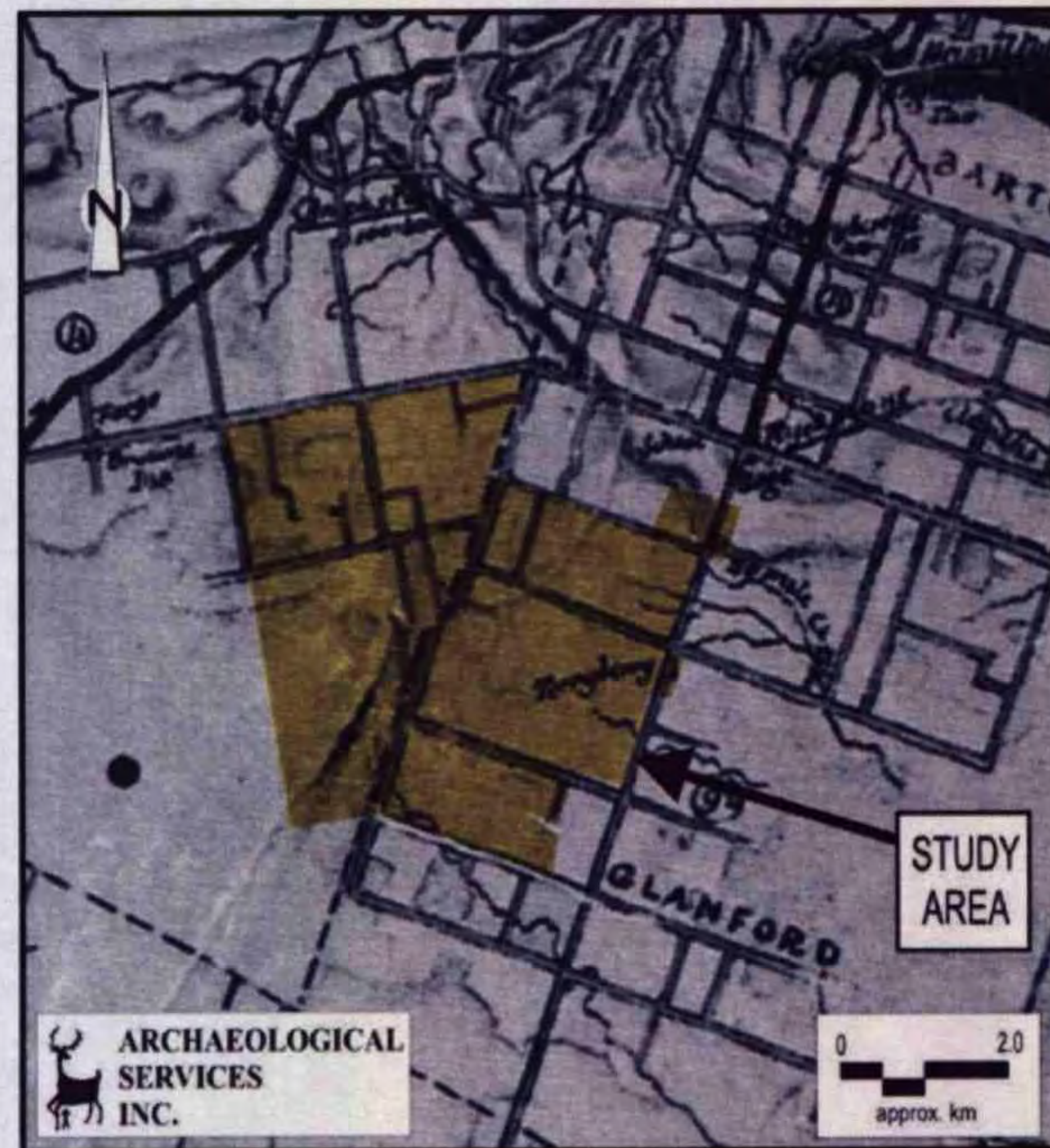


Figure 3: Approximate location of the study area superimposed on a segment of Baron de Rottenberg's map of 1850

As a condition of the patent, all settlers were required to clear a 33 foot wide roadway across the quarter mile frontage of their lot. Settlers across the road did likewise, thus creating a 66 foot wide concession road along the main survey lines. Sideroads were opened later by statute labour. The varied timing of lot settlement was due to the fact that a number of lots were granted to absentee landowners. This resulted in road gaps for many years. These gaps are evident on the 1850 map (Figure 3) and provide an indication of the areas that had probably not yet been settled.

By the 1870s, the 188 and 200 acre farm lots had been subdivided into smaller 100 or 50 acre lots (Figure 4). In addition to the residences and orchards on most lots, the 1875 maps of Ancaster and Glanford Townships in the *Illustrated Historical Atlas of the County of Wentworth* also indicates a few other public features (Table 2). These features include inns, sawmills, grist mills, churches, schoolhouses and towns. Although the 1875 atlas map does not indicate any cemeteries in the study area, the Hamilton Branch of the Geneological Society Ontario (HBGSO website) identifies four (Table 3).

By the 1870s a few settlement centres and crossroads hamlets had appeared in the study area: Renforth P.O. and Southcote in Ancaster Township, and Mount Hope (Glanford P.O.) in Glanford Township. In the mid-nineteenth century, **Mount Hope (Glanford P.O.)** was the only village of importance in Glanford and was located midway between Hamilton and Caledonia on the Caledonia Stage Road that continued on to Lake Erie. There were two churches in the village.

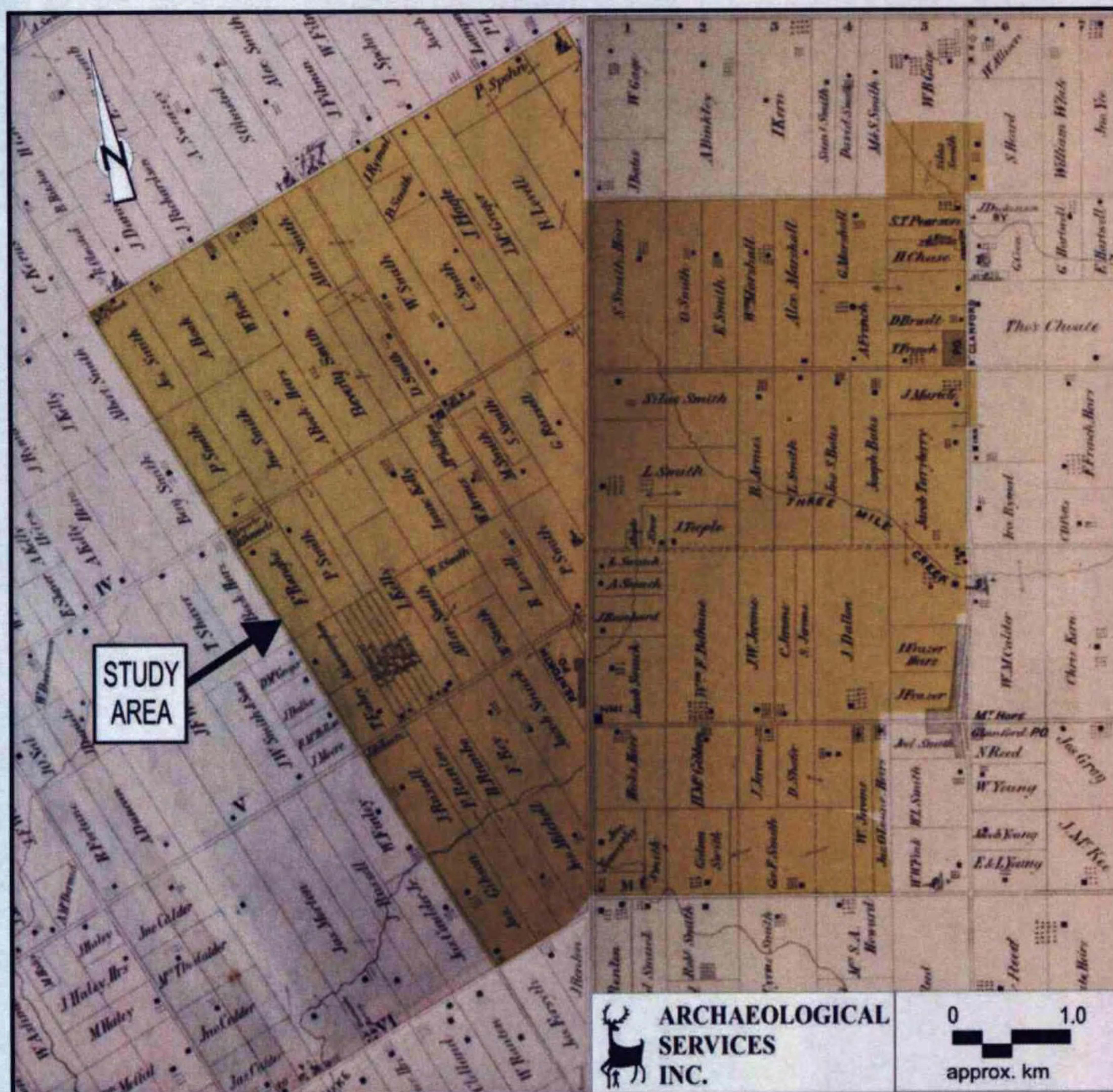


Figure 4: Approximate location of the study area superimposed on a segment of the maps of Ancaster and Glanford Townships from the 1875 *Illustrated Historical Atlas of the County of Wentworth*.

Table 2: Public Historical Features Illustrated within the Study Area in the 1875 Atlas		
Township	Location	Feature
Ancaster:	Conc IV, Lot 43	blacksmith
	Conc IV, Lot 48	mill
	Conc IV, Lot 53	church
	Conc V, Lot 44	mill
	Conc V, Lot 45	mill
	Conc V, Lot 47	schoolhouse
	Conc V, Lot 48	blacksmith, church
Glanford	Conc II, Lot 5	blacksmith, inn, N. Glanford P.O.
	Conc IV, Lot 1	inn
	Conc IV, Lot 5	Inn, mill, town of Mt. Hope(Glanford)

Cemetery #	Cemetery Name	Location	Comment
Ancaster 7	Bowman United Church	Conc IV Lot 51	N side of Hwy 53
Ancaster6	Book Family	Conc IV, Lot 45	N side of Book Rd
Glanford 2	North Glanford	Conc II, Lot 5	N side of Dickenson Rd
Glanford 4	Smuck (Salem)	Conc IV, Lot 6	E side of Glancaster Rd

The 1793 census noted a store and frame house at **Southcote Corner** at the crossroads of present day Southcote Road and Book Road East (Lot 48, Concession 5). These buildings were owned by Eli and Mary Peek and for a time the crossroads was known as Peek's Corners. The 1875 historic atlas indicates that the hamlet had expanded to include a school, a mill and a blacksmith shop.

The **Renforth Post** Office and cheese factory were located on part of Lot 47, Concession 6, along the Ancaster and Glanford Townline (Glancaster Road). The land was originally granted to Thomas Scott but was sold in 1875 to Robert Mayhew and his son John. Around this time the settlement became known as Renforth Corner.

It should be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases. Given that the atlases were financed by subscription and subscribers were given preference with regard to the level of detail provided on the maps, some features might be represented in the atlas. Moreover, not every feature of interest would have been within the scope of the 1875 atlas.

Development in the late nineteenth and twentieth century saw a variety of infilling of the original survey grid, notably in urban areas, but, with the exception of airport development, the basic pattern of lots and road allowances remains to the present day.

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 and businesses. Accordingly, undisturbed lands within 200 metres of historic roads are also considered to have potential for the presence of Euro-Canadian archaeological sites.

Therefore, depending on the degree of previous land disturbance, it may be concluded that there is potential for the presence of nineteenth century Euro-Canadian archaeological resources within the study area. To date, five historic Euro-Canadian sites have been registered (Table 1).

2.4 Archaeological Potential Mapping

In light of the preceding assessment of potential for encountering both pre-contact aboriginal and historic Euro-Canadian archaeological sites within the study area, an archaeological potential map was created (Figure 5). Two overlapping zones of potential are depicted. One, focussing on pre-contact aboriginal site potential, is based on a 300 metre buffer of watercourses. The second, focussing on historic Euro-Canadian site potential, is based on a 200 metre buffer of nineteenth century settlement features from historical mapping. Together these criteria capture virtually all of the study area. While additional criteria, such as historic roads, historic mast-producing forests, etc. could be invoked as well, it is clear that, aside



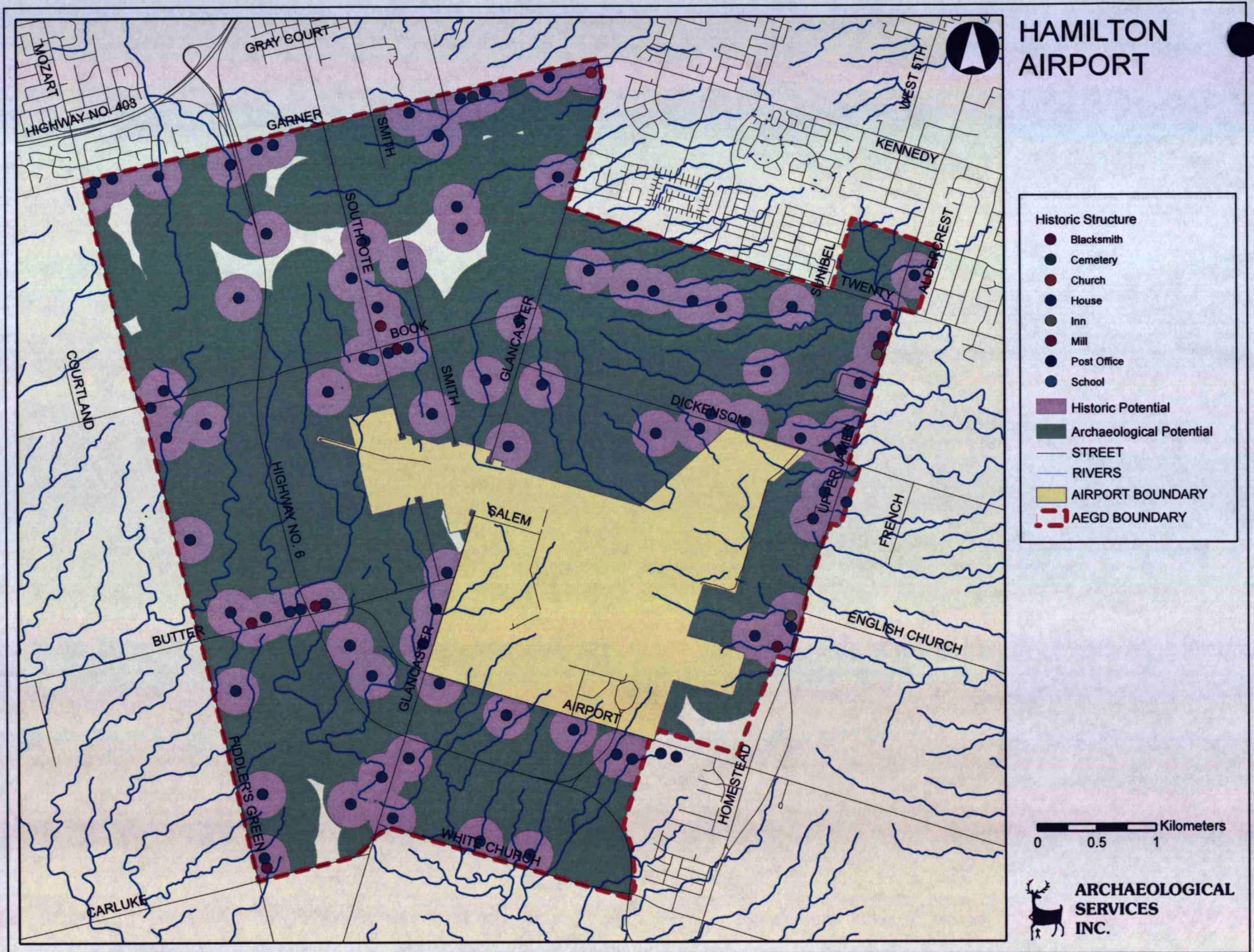


Figure 5: Archaeological Potential Mapping of the HAEGD Study Area

from areas of development where archaeological integrity may have been already compromised, virtually all of the study area exhibits significant archaeological potential. Such areas of potentially compromised integrity would include commercial properties, the Glancaster Golf Course, and the airport lands.

Other areas of compromised integrity include right-of-ways, such as Highway 6 and former concession roads and sideroads. 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.

3.0 SUMMARY AND RECOMMENDATIONS

The Stage 1 archaeological resource assessment for the Hamilton Airport Employment Growth District, City of Hamilton, Ontario, determined that 104 sites have been registered within fifty metres of the study area. Most of these sites were identified during assessment of the New Highway 6 right-of-way. Additionally, a review of the general physiography and local nineteenth-century land use within the study area suggested that it exhibits archaeological site potential.

The study area is largely comprised of rural agricultural lands with residential properties lining many of the roads. Disturbed lands include portions of the airport lands, small isolated commercial properties, and portions of a golf course. The existing rights-of-way vary from the wide road disturbed road allowance of New Highway 6 to rural rights-of-way along many of the former concession roads.

In light of these results, the following recommendation is made:

1. In accordance with the Ministry of Culture's *Standards and Guidelines for Consulting Archaeologists* (final draft, September 2006), there is potential for archaeological sites over much of the study area (Figure 3: green areas). Stage 2 archaeological assessment should be conducted in advance of any development in order to identify and mitigate archaeological resources. If needed, further assessment should also be conducted prior to impact on any previously registered archaeological sites.

The above recommendation is 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 of Ministry of Culture approval has been received.

The following Ministry of Culture conditions also apply:



- Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ministry of Culture should be immediately notified.
- In the event that human remains are encountered during construction, the proponent should immediately contact both the Ontario Ministry of Culture and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ontario Ministry of Government Services, Consumer Protection Branch at (416) 326-8404 or toll-free at 1-800-889-9768.

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.

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