



Henvey Inlet Wind LP

Henvey Inlet Wind Transmission Line

Appendix B10. Route B Cultural Heritage Assessment Report

Henvey Inlet Wind LP

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Cultural Heritage Assessment Report Transmission Line – Route B

*Various Townships and Municipalities in the
District of Parry Sound, Ontario*

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Executive Summary

This Cultural Heritage Assessment Report (CHAR) has been prepared to provide information regarding cultural heritage to the public, First Nation communities, municipalities, and agencies with respect to the Henvey Inlet Wind Energy Centre (HIWEC), a 300 megawatt (MW) wind energy generation centre on Henvey Inlet First Nation Reserve No. 2 (HIFN I.R. #2). The HIWEC is being jointly developed by Nigig Power Corporation (NPC), incorporated by Henvey Inlet First Nation (HIFN), and Pattern Renewable Holdings Canada, ULC (Pattern Development).

Two transmission lines (Route A and B) are being proposed to bring the power generated from the HIWEC, located on Henvey Inlet First Nation's Indian Reserve No. 2 (HIFN I.R. #2), to the Ontario electricity grid. Only one option will be constructed. This report is for Route B only. The HIWEC Transmission Line –Route B corridor is located off-reserve in various townships and municipalities in the District of Parry Sound. The HIWEC Transmission Line – Route B study area is comprised of a corridor 100 m wide and approximately 86 km long, that extends from HIFN I.R. #2 south along the new proposed Highway 400 corridor to approximately Woods Road where it travels east to the existing 500 kV Hydro One Networks Inc. (HONI) transmission line. Route B then travels south parallel to the HONI 500 kV transmission line to the HONI 230 kV transmission line, east of the Parry Sound Transformer Station, on Rankin Lake Road. The Transmission Line - Route B runs through multiple townships east of Georgian Bay; the Unorganized Township of Parry Sound, Centre Part, which is comprised of the Geographical Townships of Henvey and Wallbridge; Magnetawan Reserve No. 1; the Township of the Archipelago, Geographical Townships of Shawanaga and Harrison; Shawanaga Reserve No.17; the Township of Carling, Geographical Township of Carling; the Municipality of McDougall, Geographical Township of McDougall and Ferguson; and, the Township of Sequin, Geographical Township of Foley. The HIWEC Transmission – Route B Line study area is primarily located on Crown-owned or managed lands with lesser portions of privately owned land, in a relatively remote area. The landscape consists mainly of wooded and wet areas that are characteristic of Canadian Shield terrain. An overview of the HIWEC Transmission Line – Route B study area location is provided in **Figure 1**, and a detailed map of the study area is provided in **Figure 2**.

This assessment only pertains to off-reserve land, the on-reserve portion of the Transmission Line - Route B is incorporated within the HIFN EA process. The HIFN EA process has similar requirements for cultural heritage assessments as wind energy projects elsewhere in Ontario; however, Ontario Ministry of Tourism, Culture and Sport (MTCS) acceptance is not required as this is federal land. The off-reserve Transmission Line corridor is subject to a Category B Environmental Review as described in the Ministry of the Environment and Climate Change's *Guide to Environmental Assessment Requirements for Electricity Projects* (2011), outlined in O.Reg 116/01, Electricity Projects Regulation.

No listed, designated or otherwise recognized heritage features are present within the study area. In addition there are no historic plaques, cemeteries, national historic sites or properties protected by an Ontario Heritage Trust Easement. A property survey was undertaken to evaluate built heritage and cultural heritage landscapes present in the study area, and an inventory was created to identify and evaluate potential heritage resources.

The study area is primarily comprised of Canadian Shield landscape with transportation, power and resort landscapes that are typical for this region of Ontario. These landscapes were evaluated against the criteria in *Ontario Regulation 9/06*. The transportation and power landscapes are not considered to retain cultural heritage value or interest due to their typical nature in the region. Although typical, the resort landscape is considered to retain some level of cultural heritage value or interest based on its contextual value and association with Highway 69.

Through the windshield survey, 13 structures were identified as more than 40 years old and, therefore, having potential cultural heritage value or interest. When the criteria from O. Reg. 9/06 were applied (see Appendix A), four of these structures were determined to have cultural heritage value or interest. These structures include two cottages (Property #s 2, 3), a small residence (Property #7) and the Moose Lake Trading Post (Property #9).

Within Magnetawan First Nation there are important cultural sites that could potentially be within the study area. These areas were determined to retain cultural heritage value or interest as they have been identified as culturally important areas by the First Nation based on traditional knowledge of spirits, land, places, land uses, and ecology. Shawanaga First Nation declined to share their Traditional Land Use study with the project team.

Potential direct or indirect impacts to these cultural heritage resources were evaluated according to the criteria outlined in InfoSheet #5 in *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement 2005*. No negative impacts to cultural heritage resources are anticipated by the project.

In order to mitigate to the greatest degree the visual impact the transmission line will have on the Moose Lake Trading Post complex of buildings, including the store, cottages and other buildings, the transmission line poles should be placed as far away from buildings as possible. The placement of the transmission line adjacent to the roadway minimizes the visual impact, as the spatial arrangement of the power and transportation corridors is a common arrangement in this region.

Cultural features are present within Magnetawan First Nation and may be located within the proposed alignment. In order to mitigate any adverse effects to culturally important areas consultation between the project team and Magnetawan First Nation should continue and project infrastructure should be sited to avoid any culturally important areas.

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1. Introduction

1.1 Project Context

This Cultural Heritage Assessment Report (CHAR) has been prepared to provide information regarding cultural heritage to the public, First Nation communities, municipalities, and agencies with respect to the Henvey Inlet Wind Energy Centre (HIWEC), a 300 megawatt (MW) wind energy generation centre on Henvey Inlet First Nation Reserve No. 2 (HIFN I.R. #2). The HIWEC is being jointly developed by Nigig Power Corporation (NPC), incorporated by Henvey Inlet First Nation (HIFN), and Pattern Renewable Holdings Canada, ULC (Pattern Development).

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This assessment only pertains to off-reserve land, the on-reserve portion of the Transmission Line - Route B is incorporated within the HIFN EA process. The HIFN EA process has similar requirements for cultural heritage assessments as wind energy projects elsewhere in Ontario; however, Ontario Ministry of Tourism, Culture and Sport (MTCS) acceptance is not required as this is federal land. The off-reserve Transmission Line corridor is subject to a Category B Environmental Review as described in the Ministry of the Environment and Climate Change's *Guide to Environmental Assessment Requirements for Electricity Projects* (2011), outlined in O.Reg 116/01, Electricity Projects Regulation.

1.2 Study Process

For the purposes of this CHAR, the “study area” consists of the proposed Route B alignment plus a 100 m buffer, 50 m on either side of the proposed route. Research was completed to investigate and document any and all cultural heritage resources within or on properties abutting the study area. This document will provide:

- A review of the land use history of the study area based on a review of primary and secondary sources as well as historical mapping.
- Requests via email for information on properties designated under the *Ontario Heritage Act (OHA)* as well as properties listed on municipal registers or heritage inventories from the Townships of Archipelago, Sequin, and Carling and the Municipalities of McDougall and Whitestone.

Figure 1: Transmission Line – Route B Study Area

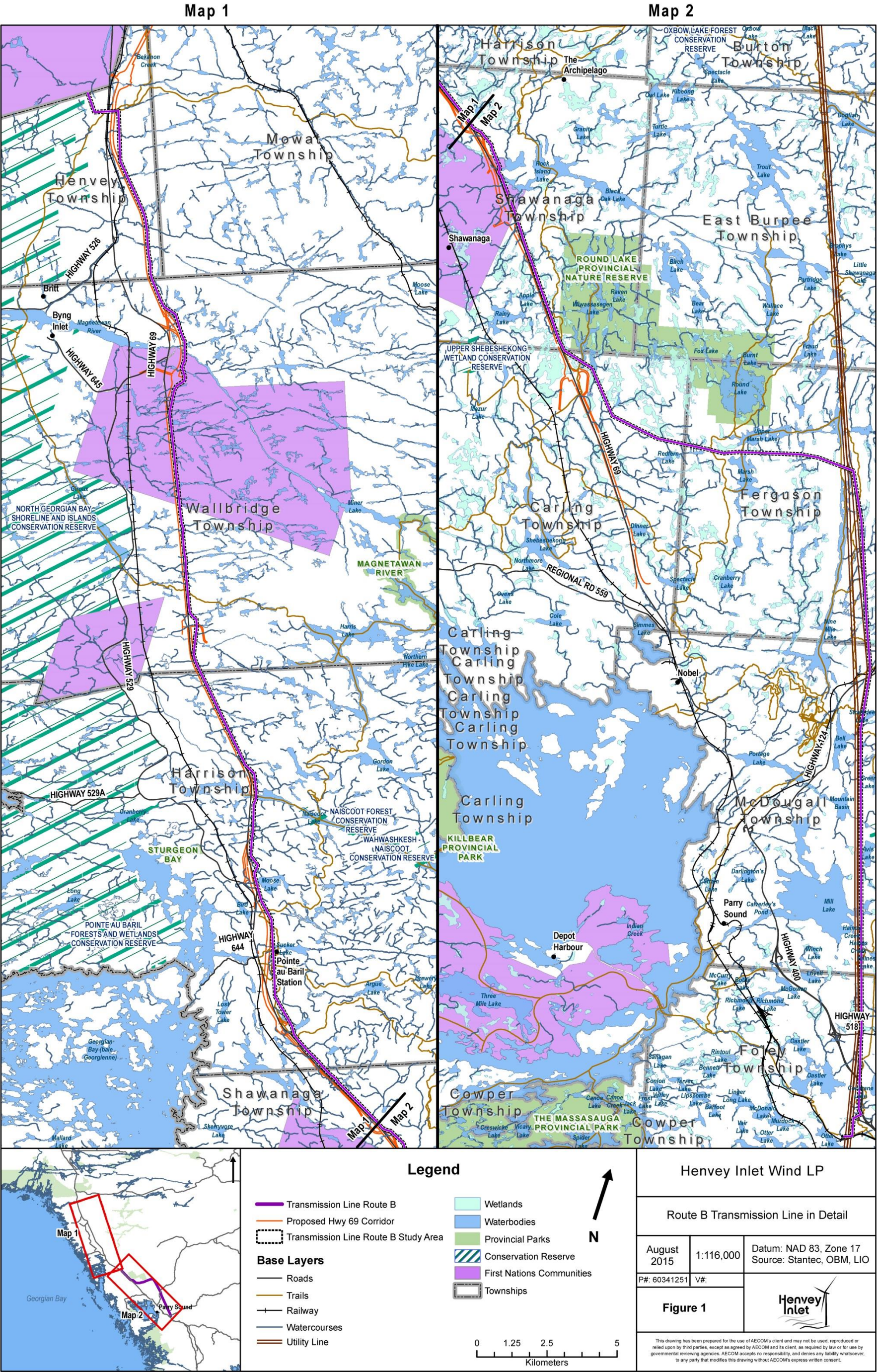


Figure 2: Study Area Photograph Locations and Directions

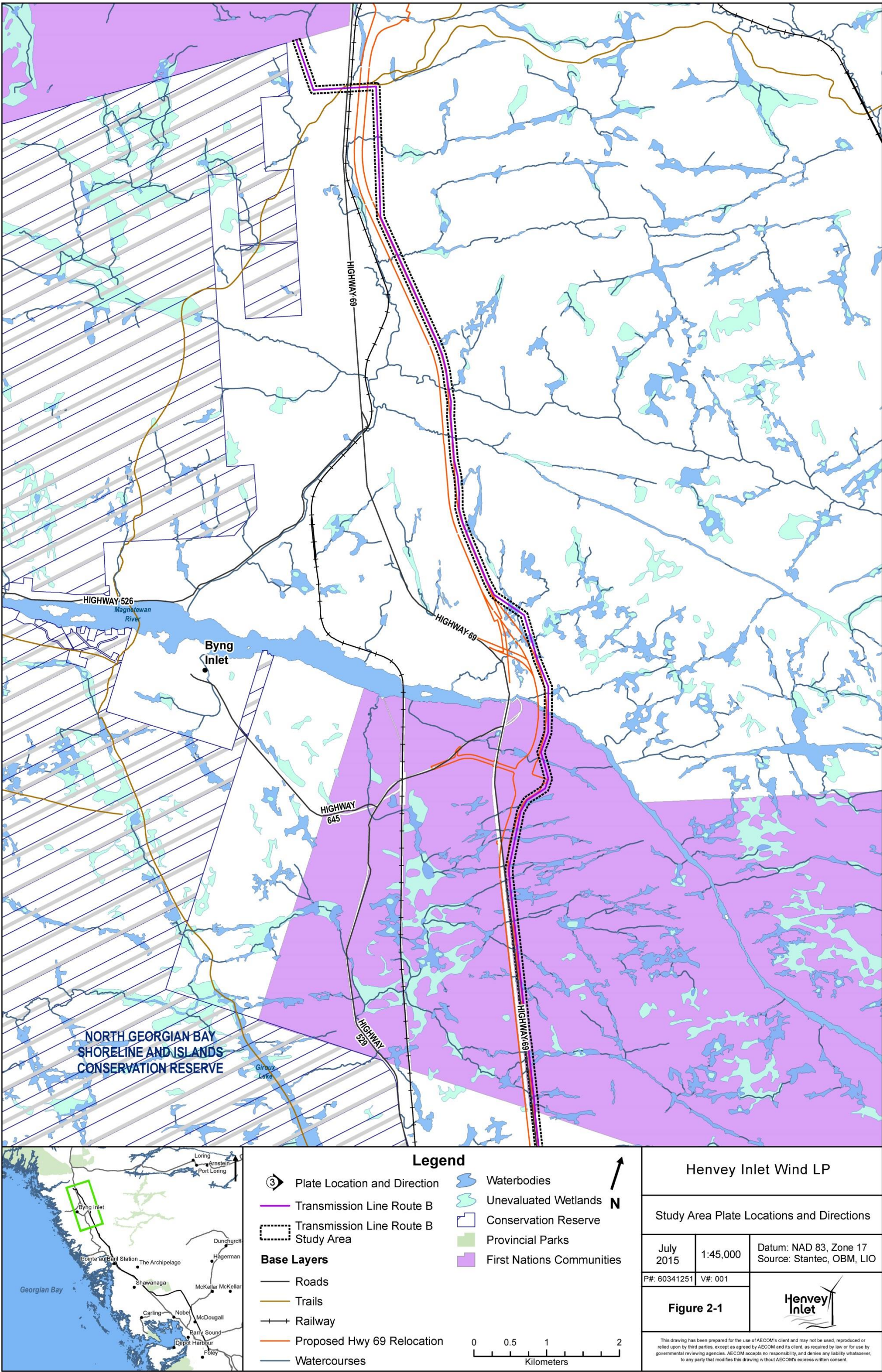


Figure 2: Study Area Photograph Locations and Directions

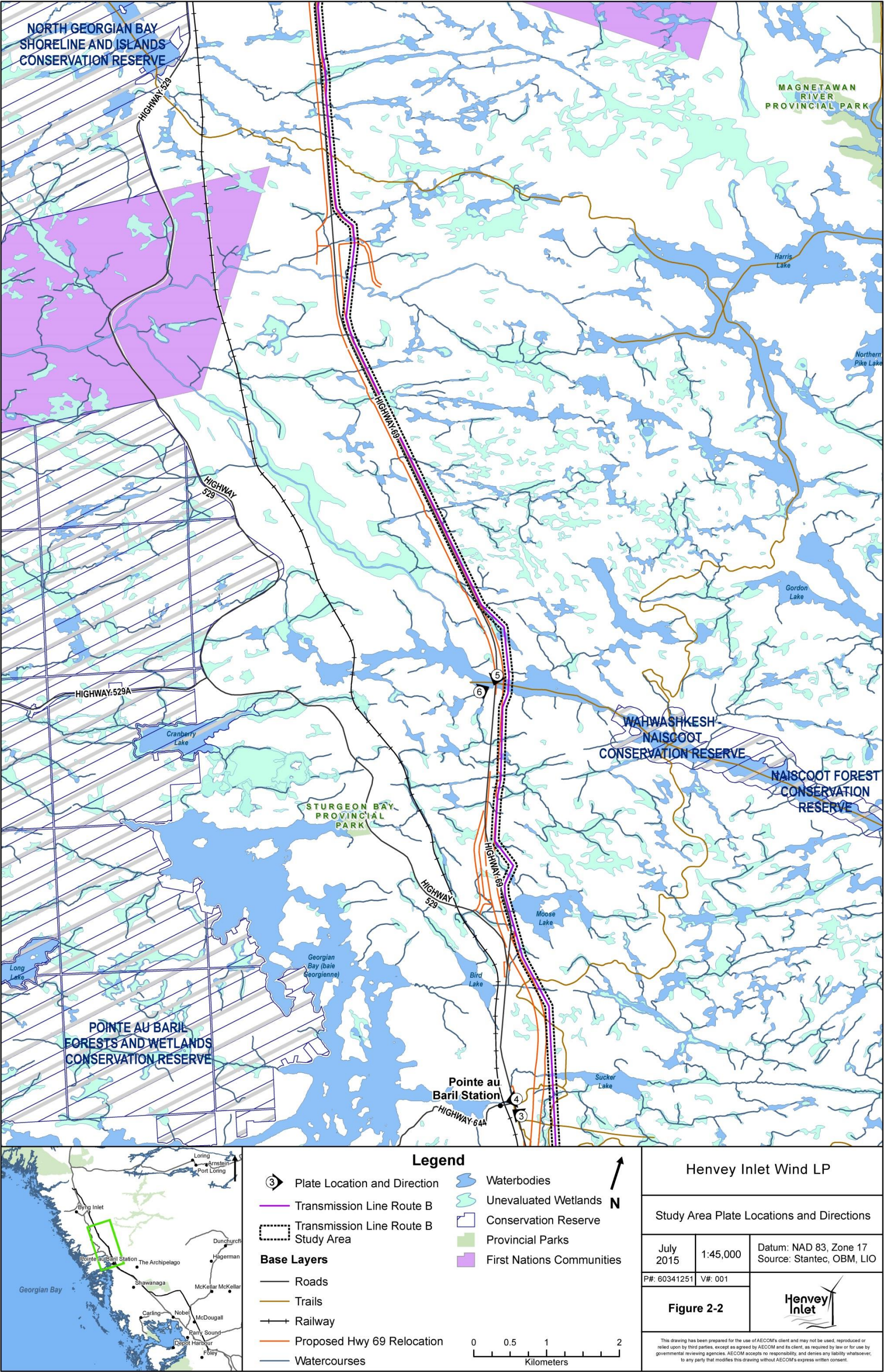


Figure 2: Study Area Photograph Locations and Directions

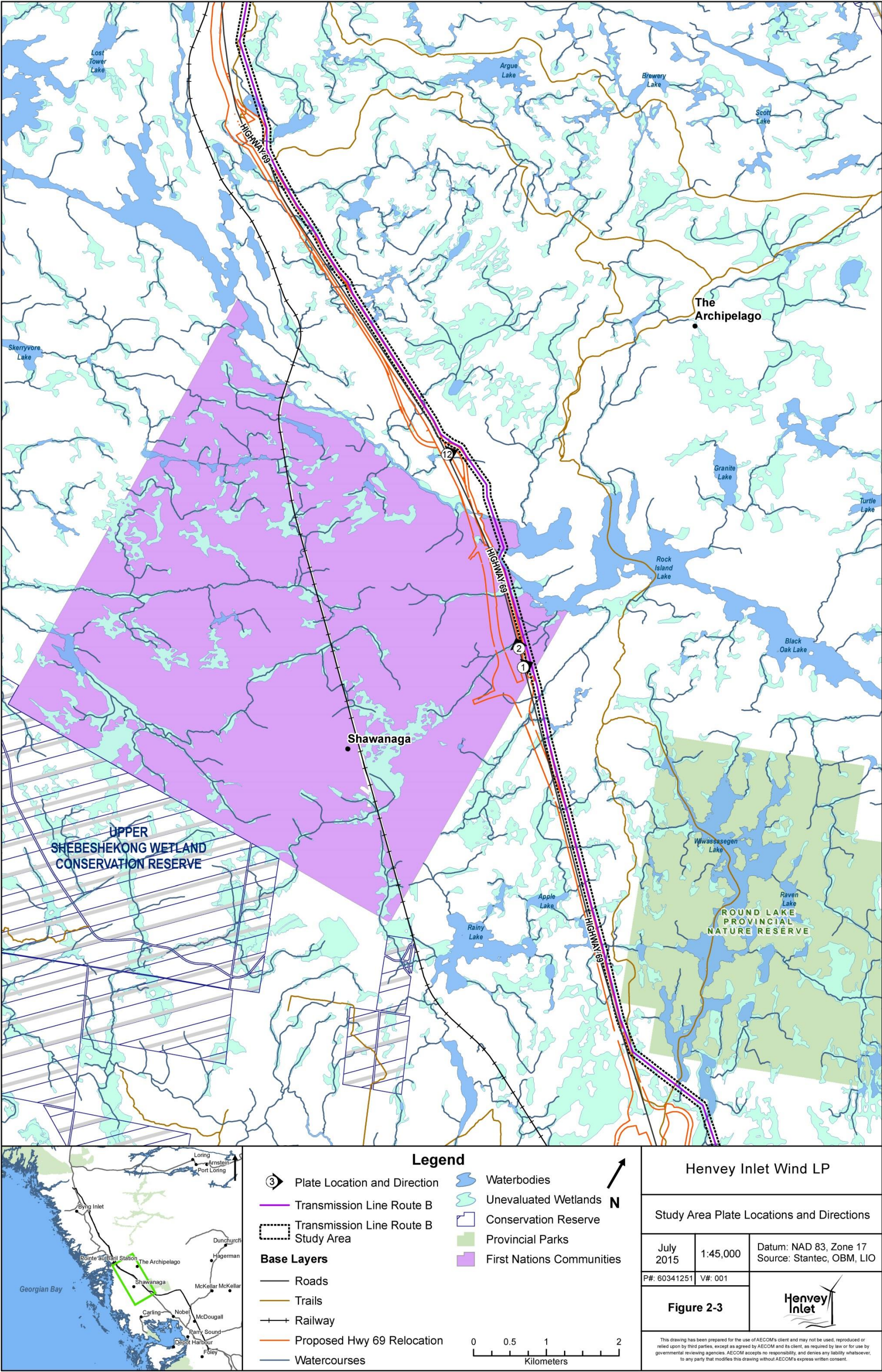


Figure 2: Study Area Photograph Locations and Directions

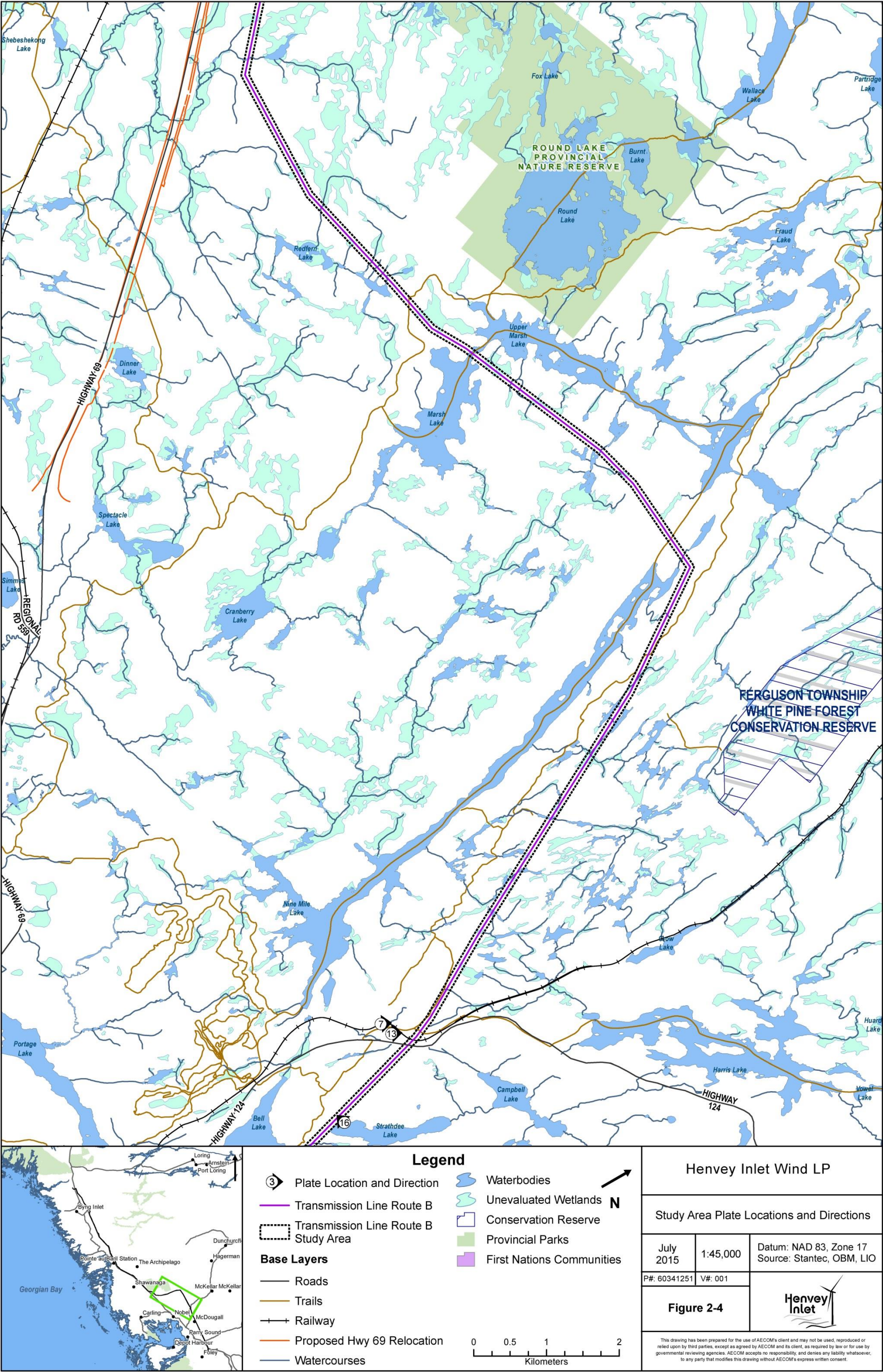
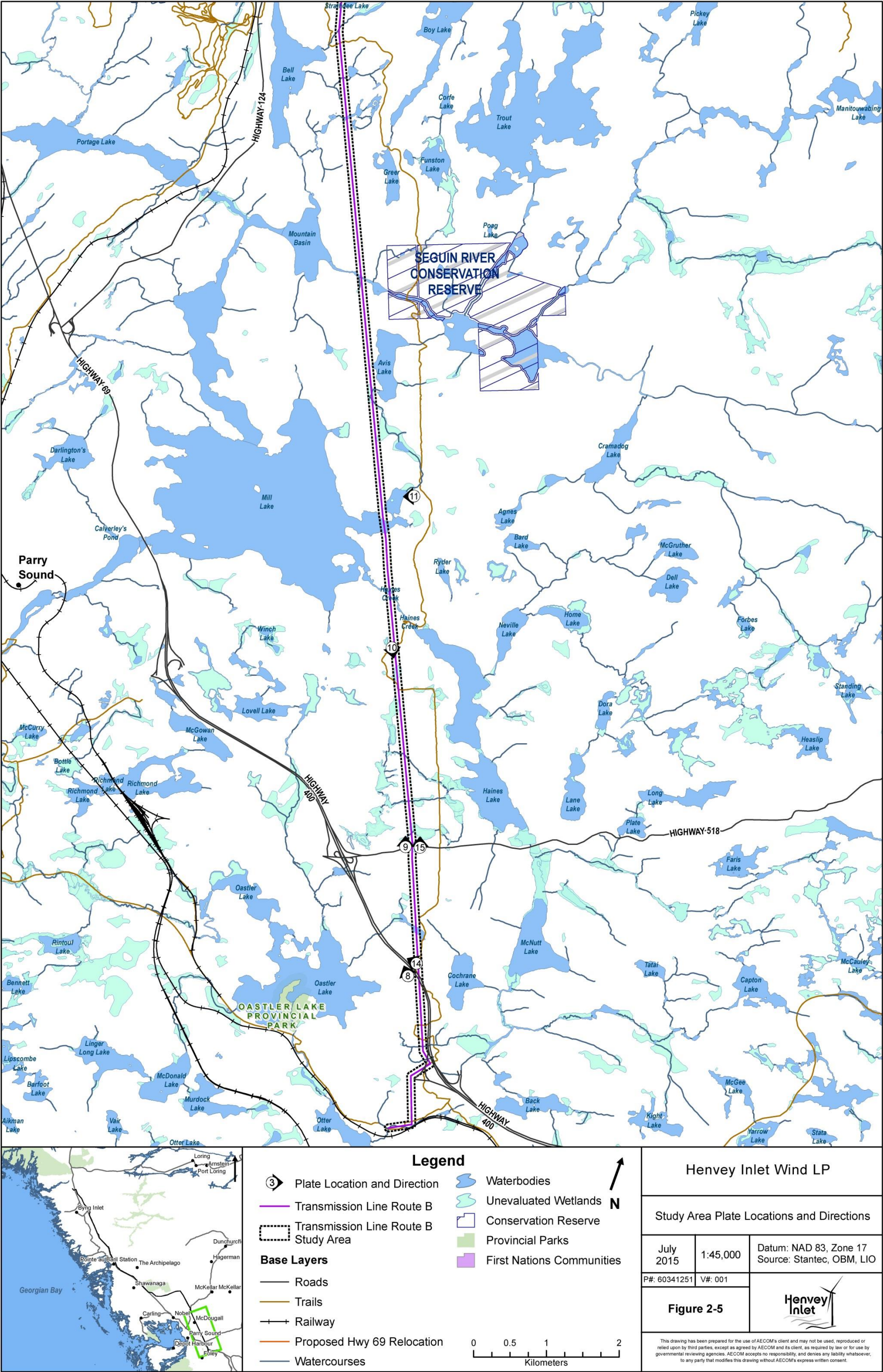


Figure 2: Study Area Photograph Locations and Directions



- Requests for information regarding the presence of any sites with or having potential local heritage interest were made via e-mail to the Ontario Historical Society, and the Parry Sound District Museum (Museum on Tower Hill).
- Requests for information on properties protected by an Ontario Heritage Trust easement agreement via email to Ontario Heritage Trust.
- Consultation with Rosi Zirger Heritage Planner at the Ministry of Tourism, Culture, and Sport (MTCS) for information on properties included on the List of Provincial Heritage Properties as well as any Notices of Intention to Designate issued in accordance with section 34.6 of the *OHA*.
- Consultation with HIFN, Magnetawan First Nation, and Shawanaga First Nation regarding the identification and protection of cultural heritage resources.
- A review of the Traditional Land use studies provided by HIFN and Magnetawan First Nation to determine the presence of significant First Nation heritage resources and cultural landscapes within the study area.
- Results of searches of the Ontario Heritage Properties (OHP) database (2005), the Canadian Register of Historic Places, the Ontario Heritage Trust's Online Plaques Guide, and the National Historic Sites database available through Parks Canada.
- Results of searches of the registered Cemeteries and Crematoriums Database and the Ontario Genealogical Society's (OGS) list of unregistered cemeteries by County/District to determine the presence of any historically or culturally significant landscapes such as cemeteries and/or unmarked burial grounds.
- A windshield survey was undertaken between June 17 and 19, 2015 to identify all structures dating to greater than 40 years of age, which will be used to create an inventory (Appendix A), as well as identify the presence of cultural landscapes. All identifications were undertaken from public road allowances and photograph locations and directions are provided in Figure 2.
- Analysis of the cultural heritage value or interest of identified potential heritage resources and cultural heritage landscapes (Section 5), according to *Ontario Regulation 9/06 Criteria for Determining Cultural Heritage Value or Interest*.
- Analysis of the potential adverse impacts (Section 5), according to guidelines set out in the MTCS' *Ontario Heritage Toolkit: Heritage Resources in the Land Use Planning Process* (Appendix A).

1.3 Provincial Regulatory Framework

1.3.1 Introduction

The present report has been produced to satisfy heritage mitigation measures recommended as part of the HIWEC Transmission Line – Route B corridor Category B Environmental Review. Pursuant to the *Environmental Assessment Act* (R.S.O. 1990), applicable infrastructure improvement and development projects are subject to cultural heritage assessment to determine related impacts on above-ground cultural heritage resources. Infrastructure development and improvement projects such as the construction of electrical Transmission Lines and their associated components have the potential to impact cultural resources in various ways including, but not limited to:

- Loss or displacement of resources through removal or demolition;
- Disruption of resources by introducing physical, visual, audible, or atmospheric elements that is not in keeping with the resources and their contextual surroundings.

The current study area limits (refer to Figure 1) were evaluated to confirm and document the presence of any and all cultural heritage resources, the cultural significance of these resources, and to recommend potential preservation/retention/avoidance strategies as they relate to these resources.

When considering cultural heritage resources in the context of the HIWEC Transmission Line – Route B, a threshold age value of 40-years is used as a general guiding principle when identifying cultural heritage resources. This threshold provides a means to collect information about resources within the study area that may retain heritage value. It should be noted that the identification of resources older than 40 years does not automatically confer definitive heritage value, nor does this preclude resources less than 40 years old from retaining heritage value.

The methods of analysis used in the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting documentation:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)
 - Guide to Environmental Assessment Requirements for Electricity Projects (O.Reg 116/01)
 - Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments (MCC-MOE 1992)
 - Guidelines on the Man-Made Heritage Component of Environmental Assessments (MCR-MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and Ministry of Tourism, Culture, and Sport
 - Ontario Heritage Toolkit (MCL 2006)
 - Standards and Guidelines for the Conservation of Provincial Heritage Properties (MTCS 2010)
- *Planning Act* (R.S.O. 1990, Chapter P.13)
 - Heritage Resources in the Land Use Planning Process, 2005 Provincial Policy Statement

1.3.2 Ontario Regulation 116/01, Environmental Assessment Act (R.S.O. 1990)

The Ontario *Environmental Assessment Act* (*EA Act*) sets out a planning and decision-making process so that potential environmental effects are considered before a project begins. The Ontario *EA Act* defines environment in a broad sense that includes natural, social, cultural, economic and built environments. The *EA Act* requirements are set out in O. Reg. 116/01. The Transmission Line is subject to O. Reg. 116/01 and has undergone a Category B ER as described in the Ontario Ministry of the Environment and Climate Change (MOECC) Guide to Environmental Assessment Requirements for Electricity Projects (January 2011).

1.3.3 Ontario Regulation 9/06, Ontario Heritage Act (R.S.O. 1990, Chapter O.18)

The MTCS is responsible for the administration of the *OHA* and is responsible for determining the policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes both built heritage and cultural heritage landscapes. Section B.1.1 (4) also states that significant cultural heritage features should be avoided, where possible. In the event that they cannot be avoided, effects should be minimized where possible and every effort should be made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures. Cultural heritage features should be identified early in the assessment process in order to determine significant cultural features and potential impacts.

O. Reg. 9/06 provides criteria for determining cultural heritage value or interest. If a property meets one or more of the following criteria it may be designated under Section 29 of the *OHA*:

1. The property has design value or physical value because it:
 - Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - Displays a high degree of craftsmanship or artistic merit; or
 - Demonstrates a high degree of technical or scientific achievement.
2. The property has historic value or associative value because it:
 - Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
 - Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
 - Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
3. The property has contextual value because it:
 - Is important in defining, maintaining or supporting the character of an area;
 - Is physically, functionally, visually or historically linked to its surroundings; or
 - Is a landmark.

Should the potential heritage resource meet one or more of the above-mentioned criteria, and when there is no longer provincial ownership, the heritage property may be considered for designation under Section 34.5 of the *OHA*.

2. Land Use History

2.1 Physical Setting

The study area is located on the east side of Georgian Bay, north of Parry Sound and south of Sudbury and is characterized by forested area dotted with numerous lakes, streams and bedrock with outcrops of various minerals including quartz, mica and feldspar. The topography and drainage of the area is controlled entirely by the bedrock. It is located on the Georgian Bay Fringe as defined by Chapman and Putnam (1984). The Georgian Bay Fringe area is approximately 334,000 ha in size and covers most of the District of Parry Sound. The area is characterized by very shallow soil with exposed rock knobs and ridges. The physiography of the area is described as Shallow Till and Rock Ridges (Chapman and Putnam, 1984). In addition to quartz outcrops, copper deposits at the surface level were also important sources of trade items for First Nations groups. The Ministry of Northern Development and Mines' Mineral Deposit Inventory (2012) illustrates the occurrence of a few copper deposits within the study area; however, these deposits are not identified specifically as "outcrops" in the inventory and, therefore, it is unlikely that these copper deposits appear on the surface. According to the Mineral Deposit Inventory surface copper outcrops only occur north of Lake Huron and Georgian Bay. It is important to note that this inventory may not capture all copper outcrops in Ontario. The Canadian Shield had an abundance of dense forests dominated by white pine prior to European logging practices.

2.2 Settlement History

The study area is situated within an area of Ontario that exhibits evidence of an extended period of human settlement dating back at least 10,500 years. The nature of this settlement as it pertains to the pre-contact First Nations period has been well documented in the Stage 1 archaeological assessment conducted for this project and is assumed at this time to be a matter of archaeology (AECOM 2015). As such, this report will provide an overview of the contact period and early settlement history of the general region and study area in particular.

2.2.1 Early Surveys and Settlement History

Etienne Brule and Samuel de Champlain were the first Europeans to come to this area of Ontario, travelling the French River into Georgian Bay from the Ottawa River between 1610 and 1613. At the time of European contact, the Jesuits recorded a number of tribes in the Canadian Shield who spoke the Algonquin language (Thwaites 1896-1901). The first European to describe the Ojibway who were located near the mouth of the French River and Georgian Bay was Samuel de Champlain:

We met with three hundred men of a tribe named by us the Cheveau releves or 'High Hairs', (Ojibwa?) because they had them elevated and arranged very high and better combed than our courtiers, and there is no comparison in spite of the irons and methods these have at their disposal. This, seems to give them a fine appearance. They wear no breech cloths, and are much carved about the body in divisions of various patterns. They paint their faces with different colours and have their nostrils pierced and their ears fringed with beads. When they leave their homes, they carry a club. I visited them and gained some slight acquaintance and made friends with them. I gave a hatchet to their chief who was as happy and pleased with it as if I had made him some rich gift and, entering into conversation with him, I asked him about his country, which he drew for me with charcoal on a piece of tree-bark. He gave me to understand that they had come to this place to dry the fruit called blueberries to serve them as manna in the winter when they can no longer find anything. For arms they have only the bow and arrow.

Schmalz 1991: 14-15

The fur trade in Canada provided the principal motivation and economic base for the European exploration of the Canadian interior. During the period between 1670 and 1713, French traders began to construct established settlements and trading posts that enabled them to make direct contact with the people living in the interior. The Nipissings, Odawa, and Anishinabek in Northern Canada were referred to as the ‘middlemen’ of the trade which continued north to James Bay (Hunt 1940: 35, 45; Pollock 1999). After 1615 the fur trade gained momentum with the Hurons playing a major role, utilizing existing trade routes between the Huron agriculturalists in the south and Ojibway bands to the north. In 1649, the Hurons experienced an Iroquoian attack on the Huron town of St. Ignace, as intertribal Indian wars for control of the fur trade came to a head (Hunt 1940: 92; Pollock 1999). The Henvey Inlet ancestors in this area felt the repercussions of the collapse of the Huronia, and temporarily relocated to other areas due to the recurring raids of the Iroquois between 1650 and 1660 only to return after 1667 (Day 1978: 789; Pollock 1999). As a result, the northern coasts of Georgian Bay and Lake Huron may have served as a transition zone or buffer between the Anishinabek and Iroquois, as it was sparsely occupied until the return of the Ojibway along the Georgian Bay and Lake Huron in the 1700s (Pollock 1999).

An examination of the Atlas of Canada’s map “Posts of the Canadian Fur Trade, 1600-1870” indicates the presence of three Fur Trade Posts in close proximity to HIFN I.R. #2 (**Figure 3**). The Hudson’s Bay Co. (HBC) had a post at the mouth of the French River, and one south of the HIWEC study area called Shawinaga, near Pointe au Baril. There were multiple Independent Canadian posts in the surrounding area, but a large number of them were located around Lake Nipissing to the northeast. The French River post was occupied in 1827 for an unknown length of time, but was a major stop for 20-50 years. The Shawinaga post was also occupied in 1827 for an unknown period of time, but also represents a lengthy occupation. The Independent Canadian post located along the south shore of Lake Nipissing at the mouth of the French River was occupied in 1825, but appears to have only been operational for 1-3 years. This could have been the result of multiple posts operating around Lake Nipissing, which facilitated access to the Great Lakes from the Ottawa River.

European settlement in the area along the eastern shore of Georgian Bay has its roots in timber and the lumber business of the 1860s. The Robinson-Huron Treaty of 1850 resulted in the conveyance to the Crown the title of the eastern and northern shores of Lake Huron. The First Nations who took part in the treaty included the Magnetawan, Henvey Inlet, French River, and Shawanaga First Nations and the reserve lands were surveyed in 1851-1852. In 1862, the Government of Ontario introduced the *Free Land Grant and Homestead Act* to encourage Euro-Canadian agricultural settlement in the Districts of Muskoka and Parry Sound. Trunk roads were developed to improve access into the area; however, as soils in the District were shallow and generally poor with bedrock outcrops, the agricultural economy remained marginal (Unterman McPhail Associates 2007).

For some time, the area remained relatively untouched by Euro-Canadian settlement until the Muskoka and Parry Sound Districts were surveyed between 1866 and 1870 (Campbell 2005). Despite the surveyors reporting that the land was unfit for farming, the wealth in timber was deemed highly profitable and settlement in the Parry Sound District began to increase with the first timber licenses being issued in the late 1860s. The lumber industry also provided employment for many settled farmers to supplement their income. With the booming lumber industry, improvements such as dams and log chutes were made to a number of rivers in the Parry Sound District including the Magnetawan, Still, Shawanaga, Naiscoot, and Key Rivers. These rivers were all suitable for driving logs from the inland logging camps to Georgian Bay. In 1898, a provincial regulation was passed requiring all lumber cut on Crown land be manufactured in Canada before export. As a result, there was a significant expansion in the number and size of milling centres around Georgian Bay (Unterman McPhail Associates 2007).

The 1879 historical atlas of the Parry Sound District illustrates little settlement in the area. A historic roadway is visible through McDougall Township as well as a portion of Carling Township and appears to be in the approximate location of a section of present-day Highway 69 (Harrison and Rogers 1879; **Figure 4**). Though extensive efforts were made to locate the material, no historical maps could be located specific to the other relevant townships. This is likely due to the discontinuous and spotty settlement throughout the 19th and early 20th centuries in this region of Ontario.

Figure 3: Posts of the Canadian Fur Trade, 1600-1870

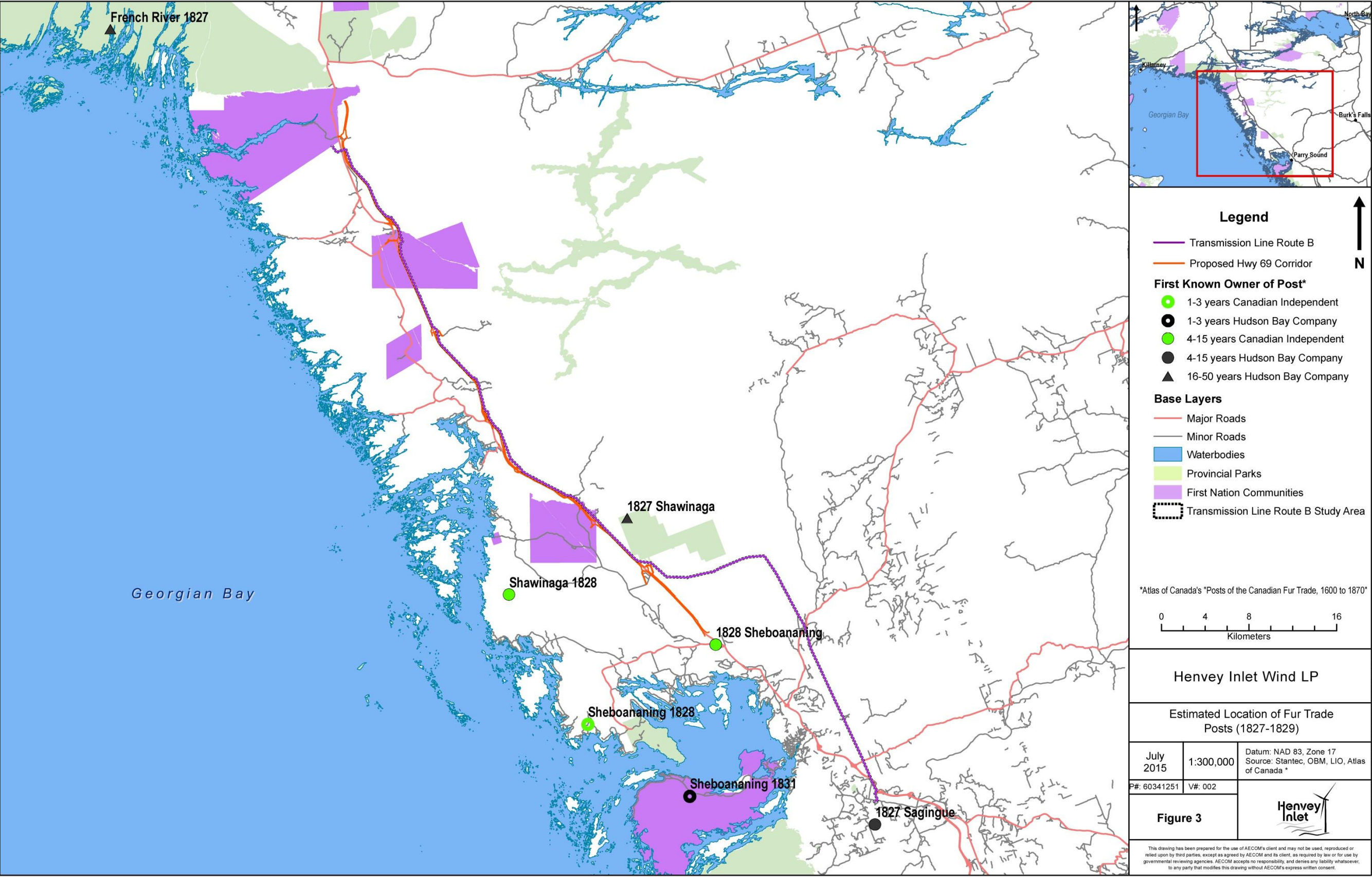


Figure 4: Portion of the 1879 Historical Atlas of the Parry Sound District



Early settlement of the Parry Sound District increased with improved access to the region as a result of the construction of two railway lines from Toronto to Sudbury through the District of Parry Sound in 1908. Stations were constructed in several small villages and towns including Point au Baril, Byng Inlet, and Britt. By the early 1900s, small-scale tourist camps, summer cottages, and hotels began to appear along the eastern shore of Georgian Bay and the area was promoted as a recreational destination (Unterman McPhail Associates 2007).

2.3 Agriculture and Drainage

In the early 20th century, the provincial government encouraged new immigrants to settle in the areas within and around the District of Parry Sound by selling them land and sending aid to help get farms started. However, the Canadian Shield is mostly, although not entirely, unsuitable for agriculture. Although sufficient enough to support boreal forests, the podzolic soils in this region of the province are extremely shallow and low in fertility. There are very few areas in the District of Parry Sound where farming forms a part of the cultural landscape (Wood 1975).

2.4 Industry

Despite the marginal agricultural economy, booming industries in the area included the lumber and mining industries, which supported small scale European settlement and supplemented the income of struggling farmers. Dense boreal forests surrounded by a number of large rivers leading to Georgian Bay provided ideal conditions for a wealthy lumber industry. The first timber licenses in the area were issued in the 1860s and a few large sawmills were established at various harbours along Georgian Bay, including a large mill at Byng Inlet. The majority of the logs were towed in booms by steam tugs to centres in Michigan until 1898 when provincial regulations required all raw logs cut on Crown lands be manufactured within Canada prior to export (Unterman McPhail Associates 2007).

The arrival of railways in the Parry Sound District in 1908 changed the lumber industry by making available timber transportation by rail. Some lumber companies continued to use river log drives to Georgian Bay while others constructed smaller sawmills closer to the forest limits and shipped timber products by rail. In 1914, a number of large mills were constructed to take advantage of the now booming lumber industry (Belanger 1985). The Lauder Spears and Howland Company built a mill at Lost Channel and the Ludgate Thompson Mill operated at the rail crossing at the Key River. Although much of the study area is identified as Georgian Bay Provincial forest, the lumbering industry dies out in the District of Parry Sound in the 1940s.

The tourism and cottage industry was originally introduced in the early 20th century with several small tourist camps popping up with the opening of the railways. When the Ludgate Thompson Mill was closed, the Hurd family converted the site to the Ludgate Tourist Camp and the District of Parry Sound became known widely as a recreational destination. The 70-guest Skerryvore Hotel was opened in 1910 by Mrs. Elizabeth Barker, who purchased 200 acres in the Township of Archipelago, much of which now makes up the mainland portion of the Village of Skerryvore. Later, in the late 1960s, there was an increase in the promotion of the sale of mainland and island cottage lots under the banner name of "Ojibway Sands" (The History of Skerryvore n.d.).

In addition to lumber, mineral discoveries from the late 1880s to the mid-20th century resulting the development of a number of mining industries in the District of Parry Sound. One of the world's largest deposits of nickel and copper, along with lead, zinc, silver, and platinum were found in the Sudbury Basin in 1883. Throughout the 20th century, large deposits of gold, silver, copper, and uranium were discovered. Iron ore deposits were also mined in the Algoma district north of Lake Superior.

Three mines are located within Henvey Township; Ambeau Mine, Besner Mine, and Britt Station Occurrence. The Ambeau Mine deposit was worked for feldspar in 1926-1927 by Wanup Feldspar Mines Limited, with shipments totalling 907 tons (Sabina 1986). The Besner Mine (Bessner; Henvey pegmatite) consisted of a granite pegmatite dike, which was worked for feldspar from 1926 to 1929 by Wanup Feldspar Mines Limited, totalling shipments of

approximately 2,268 tons of feldspar. It was the largest feldspar operation in the district (Kuroda and Sherrill 1977). The Britt Station Occurrence was a smaller operation consisting of a granite pegmatite dike in folded quartz paragneiss and hornblende gneiss. (Rose 1960).

Mining remains an extremely important and active industry in the provincial economy today, although the late 20th century was significantly less prosperous as the international markets for metals took a downturn. Today, Ontario still produces more gold, nickel, copper, platinum metals, and copper than any other province in Canada.

2.5 Urban and Rural Communities

As the area was not suitable for agriculture, communities in the District of Parry Sound originally developed not as rural service centres for surrounding farmlands, which was the case in southern Ontario, but as isolated ports, railway stops, or company mill and mining towns (Campbell 2005). The following settlements are located within and/or adjacent to the study area.

2.5.1 Henvey Inlet First Nation Reserve No. 2 and French River Reserve No. 13

From the 1600s until the mid-1800s, the main settlement on the French River Reserve No. 13 experienced a growth in industry with the French River providing a main route of transportation between the St. Lawrence River and the Great Lakes. The area prospered with active fur trading as well as commercial logging and fishing. Timber cutting, logging, and lumber mills were constructed in the area in 1873 and continued to prosper until the 1930s (HIFN n.d.).

In the fall of 1953, the HIFN community relocated near the newly completed Highway 69. With the assistance of the Department of Indian Affairs, bunk houses were erected, as was a school. The main HIFN village and Band Office is located on the French River Reserve No. 13, along Pickerel River Road. HIFN had negotiated a land claim for HIFN Reserve No. 2 which included 1,112 acres at the northwest corner of the reserve south of the Key River. Those lands were expropriated in 1907 for railway purposes. After five years of non-use by the James Bay Railroad, the lands should have been returned to the First Nations status; however, parcels were sold and/or leased out as private patent land. HIFN successfully won a land claim for these lands, but HIFN decided to leave the private lands in exchange for lands granted by the Crown in a different location (Ken Noble, pers comm. 2014).

The Pickerel River band is now part of HIFN, and was first surveyed in May of 1853 by John Stoughten Dennis (Dennis 1851). HIFN I.R. #2 was surveyed in October and November of 1851 by Dennis, who met Chief Wagemake on the reserve “at their village for the purposes of pointing out the limits of their reserve” (Dennis 1851). The Band had chosen to reserve this location because of the valuable fisheries, the presence of an existing village on the south shore of the Inlet, a productive cornfield, and a sugar bush on the portage between the Key River and Henvey Inlet (Pollock 1999). HIFN I.R. #2 had been described in the Robinson-Huron Treaty text as: “... a tract of Land to commence at a place called Nekickshegeshing [Ojibway for ‘place for otters’] six miles from east to west by three miles in depth” (Morrison 1995). Through discussions between Dennis and Chief Wagemake at the village site, it was evident the band wanted a reserve twelve miles by six miles, however Dennis could not authorize this extension (Dennis 1851). Dennis returned the following year, accompanied by J. William Keating, a former Assistant Indian Superintendent, to meet with Chief Wagemake and his band to try and resolve the boundary disagreement. The reason Chief Wagemake gave to J.W. Keating in the summer of 1852 for wanting more lands was in order to relocate his village because the rattlesnakes had rendered the log huts inhabitable. The adjustment was made to the reserve lands, and is so reflected in the Treaty text, from 18 square miles (11,520 ac) to 41 square miles (26,000 ac) (Morrison, 1995: 109). The two reserves are currently described as follows:

- **HIFN I.R. #2** is located on the Northeast shore of Georgian Bay, approximately 90 km south of Sudbury on the west side of Highway 69 and 71 km north of Parry Sound, at approximately 40 degrees 50' North latitude and 80 degrees 40' west longitude.

- **French River Reserve No.13**, which is located 11 km north of the HIFN I.R. #2, is east of Highway 69 on Pickerel River, and approximately 45 degrees 58' North latitude and 80 degrees 30' West longitude. French River reserve No. 13 is the location for the community's main village. This village is located on Pickerel River Road. The community notes that Cantin Island is part of this Reserve, and the Island is located north of the mainland portion and separated by the Pickerel River and the French River on the north side.

2.5.2 *Britt*

In 1866, a saw mill was constructed on Mill Island, approximately 2 km from the present community of Britt. The community was settled as a result of mill workers residing on the north side of the Magnetawan River opposite Mill Island. The community was originally known as Byng Inlet North to distinguish it from the community of Byng Inlet on the south side of the river. In 1880, a larger mill, Burton's Mill, was constructed on the north shore of the river inlet close to the present-day location of Britt. A small village grew around the mill including company houses, a small church, and a general store. In 1891, Burton's Mill burned down and was not rebuilt (Unterman McPhail Associates 2007).

When the Canadian Pacific Railway (CPR) opened between Parry Sound and Sudbury in 1908, a small station was built and was named "Dunlop" after a resident engineer. The station featured a large coal dock at the confluence of the Still and Magnetawan Rivers which opened up the distribution of coal throughout the north for use by the railway, mines, and developing pulp and paper mills. In 1927, a Post Office was opened and "Britt" was selected as the name for the post office as well as the surrounding developing community in honour of Thomas Britt, the superintendent of the eastern lines of the CPR (Unterman McPhail Associates 2007).

In 1956, the coal docks were closed and the population of Britt decreased by 50% over the course of two years. The Imperial Oil company installed oil tanks and dock facilities for tankers, but few workers were required to maintain the facility. The oil tanks were later dismantled in 1980 with the closure of Imperial Oil in 1979. Today, Britt's economy relies largely on the tourism industry; however, several commercial establishments, an elementary school, and churches support a small permanent population (Unterman McPhail Associates 2007). Britt is located approximately 5 km west of the study area.

2.5.3 *Byng Inlet*

Byng Inlet is situated on the south side of the Magnetawan River, west of Highway 69 in the Township of Wallbridge. The community at Byng Inlet was established in 1868 and named after the English Admiral John Byng, who was court-martialled and executed for cowardice in 1757 (Rayburn 1997). In 1888, the Holland and Graves Co. opened a sawmill in Byng Inlet, which grew to become the second largest sawmill in Canada. Employment at the sawmill resulted in an increase in settlement in Byng Inlet and the population began to grow. Byng Inlet also grew to include a theatre, several hotels, a bakery, and a school. The Byng Inlet post office was opened on July 1, 1868.

In 1912, the Holland and Graves mill caught fire and was not rebuilt until 1917. The mill was the renamed Graves, Bigwood and Co., but was destroyed a second time by fire in 1920. When the mill was closed in 1927, the majority of the population, employees of the mill, left the area. The mill was demolished shortly after and today remains of the mill can be seen along the shoreline. Today Byng Inlet only supports a very small permanent population, but is a popular seasonal and recreational area (Danyleyko 2000). Byng Inlet is located approximately 6 km west of the study area.

2.5.4 *Magnetawan Reserve No. 1*

In 1852 surveyor John Stoughton Dennis (1820-1885), then sitting on the Surveyors' Board of Examiners, noted that the "reserves are to be barren and unproductive except for fishing purposes, [and] seem to be of very little value." (Dennis 1852). When expression of interest in the timber on the reserve was received, the Crown sold the timber

rights by public auction in 1863. Recognizing a possible oversight William Plummer (1819-1890), the Northern Superintendent of Indian Affairs, intervened and signed a surrender treaty for merchantable timber on the reserve at Mehegahovedahnung (Manitowaning) in 1869, and the firm of Clarke White & Co. was permitted to harvest burnt timber from reserve properties. Sometime after that date the surrender of timber treaty was revoked so that by 1920 the reserve was allowed to export large amounts of pulpwood (Magnetawan First Nation 2013). The timber treaty surrender also allowed the construction of a sawmill, in exchange for monies received minus management costs.

Lands occupied on a permanent basis by the Magnetawan First Nation community were described by the surveyor W. Galbraith in his 1909 survey report as being on the northwest corner of the reserve along the south shore of the Magnetawan River where a limited amount of farm land was under cultivation. In 1874, the band had received a loan for \$26 to purchase oxen, ploughs, and logging chains. These loans, repaid on May 21, 1891, allowed the First Nation community both the opportunity to farm, as well as engage in the lumbering industry. The remains of a cadge road built sometime around 1884 were visible in 2004 running northwest from the foundations of the Bying Inlet railway station to the original village. Today, the village is abandoned with only a cemetery and several foundations including that of a school, a Roman Catholic Church, and some houses (Magnetawan First Nation 2013).

The number of on-reserve residents had almost declined to zero when the Noganosh clan decided to return to their traditional lands. The new village was located along Highway 529 on a street built north from Highway 529 to the Magnetawan River, west of Highway 69. Today the reserve is known as the Magnetawan First Nation. Early twentieth century Chiefs included Peter Noganosh in 1917, Samuel Noganosh in 1920 and David Noganosh in 1930. The reserve originally fell under the control of the Manitowaning Indian Agency on Manitoulin Island before being transferred to the Parry Sound Agency in 1886. The current band council was formed in 1971 after a gap from before 1949 (Magnetawan First Nation 2013). The study area transects Magnetawan Reserve No. 1.

2.5.5 Shawanaga First Nation Reserve No. 17

The Shawanaga and Naiscoutaing Reserves both belong to the Shawanaga First Nation, who are an Independent Ojibway First Nation. These reserves are both within the boundary of the Robinson-Huron Treaty of 1850. A portion of the study area passes through Shawanaga First Nation Reserve No. 17 (Plates 3-4).



Photo 1: Restricted access to Ba Sa Gim Road and study area (see Figure 2-3)



Photo 2: Shawanaga First Nation Reserve No. 17 along Highway 69 (see Figure 2-3)

2.5.6 *Pointe au Baril Station*

Pointe au Baril marked the treacherous entry to the main channel of Shawanaga Inlet from the open waters of Georgian Bay. The area was named by early fur traders from Penetanguishene who lost a canoe containing a barrel of whisky near the point. After relocating the barrel the next spring and emptying its contents, the barrel was placed on the point as a beacon to other mariners. French mariners were soon calling the area “Pointe au Baril” – barrel on the point. This beacon was later improved to include a lantern in the barrel that would be lit by the first fishermen returning inland to light the way for the rest of the boats.

A small village grew in the vicinity of the channel around a train station for the CPR, approximately 11 km from the actual point. This village, referred to as Pointe au Baril Station, supported resident fishermen and the growing fisheries industry and included a post office, churches, and a store. In 1889, as part of a federal program to improve commercial navigation, the barrel was replaced by a lighthouse, which still serves its navigation function today. The Pointe au Baril post office was also established several years later in 1892.

By the early 1900s several cottages began to appear along the shorelines of Georgian Bay and in 1906, the Ojibway, a summer hotel, was opened on an island offshore. In the 1940s, the Moose Lake Trading Post and Cottages Resort was constructed just north of Pointe au Baril, including a small lodge that operated as a store as well as numerous cottages along the shores of Moose Lake. The lodge and associated cottages were torn down in the 1950s with the construction of Highway 69 and the lodge was not rebuilt until 1962. Today, the area is included as part of the Township of Archipelago and is primarily supported and populated by a seasonal cottage community. Most residents now refer to the community as The Station. Pointe au Baril Station is adjacent to the study area.



Photo 3: Present-day Point Au Baril along Highway 69 (see Figure 2-2)



Plate 4: CPR Rail Bridge at Point Au Baril, ca. 1908 (see Figure 2-2)

2.5.7 *Nobel*

Nobel is a village located in the Municipality of McDougall in the District of Parry Sound. The community is named after the inventor of dynamite, Alfred Nobel. Nobel began as a modest farming community in the late 19th century named Ambo. Its first church was constructed in 1878. In 1912, F. Lankford purchased approximately 5,000 acres of property in the area, which was later used to house Canadian Explosives Limited. In 1913, plans were laid to build a dynamite plant and the community was re-named Nobel after the inventor of dynamite, Alfred Nobel (Lank and Williams 1982).

By World War I, two explosives factories were built in the Nobel area, the British Cordite Limited and Canadian Explosives Limited. The British Cordite Limited factory was constructed in 1916 and production began in mid-1917. Canadian Explosives Limited were already producing explosives for World War I at Beloeil in Quebec when the factory in Nobel was constructed in 1918. This plant employed approximately 150 workers. As a result of increasing employment, the village grew and included several homes, a bowling alley, a rifle range, clubhouse, and a recreation centre (Lank and Williams 1982).

After the war, the explosives factories closed in 1922 and Nobel's population declined. However, World War II sprung the community back to life and 4,000 employees were hired to produce explosives and munitions. After the war, the building that once housed the explosives factories was leased by Orenda Engines Ltd. to test airplane engines for the Avro Arrow. When the Avro Arrow project was cancelled, the population dissipated and the town of Nobel was largely abandoned (Lank and Williams 1982). Nobel is approximately 7 km west of the study area.

2.5.8 Parry Sound

Parry Sound, located at the largest natural harbour on Georgian Bay, was surveyed by Captain Henry Bayfield in the early 19th century and was named after Sir William Edward Parry, an Arctic explorer. In 1857, William Gibson built a sawmill at the mouth of the Seguin River. This sawmill was later purchased by William Beatty in 1865 who, along with his two sons William Jr. and James, established the Town of Parry Sound. The Beatty family built a general store, the first Methodist Church, and established a steamship line that would link the newly bustling Town of Parry Sound to Midland and Collingwood.

The Ottawa, Arnprior, and Parry Sound Railway arrived nearby in 1897, and Parry Sound's first rail service arrived in 1906, the Canadian National Railway (CNR). In response to the railway construction and the booming tourism industry that was to follow, at the turn of the century several railway hotels were constructed. The population of Parry Sound continued to grow with significant population increases associated with both World Wars as workers migrated north to the nearby explosives plant in Nobel (West Parry Sound District Museum n.d.). Today, Parry Sound is the seat of the Parry Sound District and is a popular cottage and recreational destination for residents of Southern Ontario.

2.6 Transportation

2.6.1 Roads

Throughout the 19th century, transportation was mainly by water and, in the winter, communications were maintained by rough forest trails from the Mill at Byng Inlet south to Parry Sound with a camp located midway near the Shawanaga River. Trunk roads were developed in the late 19th century to improve access for settlers in the area. One of these trunk roads, heading northwest from Gravenhurst up to Parry Sound and Pointe au Baril was assumed by the Department of Highways in 1937 and commissioned as Highway 69. In 1939, the highway was extended north from Pointe au Baril to Naiscoot River and on to Britt in the following year. Much of the highway work was carried out as part of an unemployment relief project during the Great Depression. At the outbreak of World War II, the increasing demand for resources halted the construction of Highway 69.

In 1949, the idea of establishing linkages and better communication between provinces to promote economic development across Canada resulted in the approval of the *TransCanada Highway Act*, signed on April 24, 1950. As part of this new initiative, the Department of Highways constructed Highway 69 between Sudbury and Parry Sound. Prior to this, there was no continuous north-south transportation route west of Highway 11. Road networks were extended north from Parry Sound as far as Britt and from Sudbury to Burwash. In 1951, the gap between Britt and Burwash was closed as part of the TransCanada Highway improvements. By 1952, the road reached the

French River and temporary one-lane bridges were installed over the French and Pickerel Rivers until permanent structures could be built. The Parry Sound to Sudbury section of Highway 69 was completed and opened in 1955.

After 1961, further road improvements resulted in new bridge structures at Shawanaga River, Naiscoot River, Harris Creek, and Magnetawan River. The earlier timber truss bridges over the Shawanaga and Magnetawan rivers were dismantled, but the bridge piers of the former Magnetawan River structure dating to 1936 are still visible to the east of the current bridge. The extension of Highway 69 north of Britt opened up new vacation areas, camps, and Grundy Lake Park, one of the first Government-owned campgrounds in the area. Plates 5 and 6 illustrate Highway 69 and the Highway 69 bridge crossing at the Naiscoot River.

The study area includes Highway 400 which is the primary north-south highway route from Toronto to the recreational areas of Central and Northern Ontario. The concept of a highway in this location was first discussed in the 1930s but the highway wasn't constructed until after World War II (Bever 2013). Construction was completed in 1952 and at this time it is one of Ontario's most essential transportation corridors (Bever 2013).

Approximately 60% of the study area runs adjacent to the proposed route of the widened Highway 69/400, which is planned to be constructed in 2020-2022, which is primarily along the current route of Highway 69 with some exceptions in the areas within and north of Magnetawan and near Pointe au Baril. The study area also crosses Highway 400.



Photo 5: A portion of Highway 69 near Naiscoot River Bridge, ca. 1955 (see Figure 2-2)



Photo 6: Naiscoot River Bridge across Highway 69, ca. 1961 (see Figure 2-2)

2.6.2 Railways

The early 20th century saw an improvement in access to the region with the construction of two railway lines from Toronto to Sudbury through the District of Parry Sound. The railways benefited the lumber and mining industries and supported the growing recreational development of the area. The Northern and Pacific Junction Railway was constructed in the 1880s to connect the railways of Southern Ontario to the new transcontinental line of the CPR. In June 1908, the CPR was opened from Parry Sound to Sudbury. Stations were constructed at Pointe au Baril, Byng Inlet, and Britt. The Canadian Northern Railway (CNoR) also provided a route to the remote north and followed an inland route from Parry Sound, north to Key River; however, no official CNoR stations are located within the study area. Plate 7 illustrates a portion of the CPR that crosses the study area in the vicinity of Highway 124 along Kirkham Road. The study area crosses the CPR line just south of HIFN I.R. #2.



Photo 7: Portion of the CPR along Kirkham Road, ca. 1908 (see Figure 2-4)

2.7 Existing Conditions

The study area consists predominantly of Crown-owned or managed lands comprised of extensive mixed forest, exposed Canadian Shield bedrock, and numerous lakes, rivers, and watershed areas. The study area is comprised of a rural landscape surrounded by a sparse population of small farms, cottages, and communities that are concentrated along shorelines and major roads. Current industries in the area include aggregates and quarries, fisheries, tourism, and logging.

Highway 69 runs along the western side of the majority of the study area, which forms a part of the Trans-Canada Highway, linking Sudbury to Parry Sound. Highway 69, built in the 1950s, appears to follow an early historic trunk road through McDougall Township and approximately half-way through Carling Township (Harrison and Rogers 1879). The old Highway 69 alignment between Shebeshekong Road and Shewanaga became Highway 559, while the old alignment between Pointe-au-Baril and Byng Inlet became Highway 529 (Bever 2013). The study area also crosses several small roadways as well as the CPR railway at various locations between Parry Sound and HIFN I.R. #2. Plates 8-12 illustrate the current existing conditions within the study area.



Photo 8: Hydro and study area corridor crossing along Highway 400 (see Figure 2-5)



Photo 9: Hydro and study area corridor crossing over Highway 518 (see Figure 2-5)



Photo 10: Hydro and study area corridor and typical natural landscape along McDougall Road (see Figure 2-5)



Photo 11: Hydro and study area corridor and typical natural landscape over Mill Lake, west of Scullion Road (see Figure 2-5)



Photo 12: Aggregate pit along Highway 69 west of study area (see Figure 2-3)

3. Description of Cultural Features

3.1 Protected Buildings and Properties

The *OHA* requires that municipalities keep a register of all properties that they consider to have cultural heritage value or interest. The register can contain World Heritage Sites, National Historic Sites, Provincially significant properties and any properties that the municipality decides to list as culturally significant or designate under the *OHA*. Properties may be listed as having cultural heritage value or interest but not be designated under the *OHA*. All properties that a municipality deems to have cultural heritage value or interest are listed in the municipal register; however, it is the municipality's decision whether or not to designate a property under the *OHA* as this designation protects a property under certain by-laws. In addition, the lack of designated heritage properties in the OHP database and/or municipal records should not be taken as an indication that the potential for heritage significance within the study area is low, as it is possible that additional listed heritage properties or features could be identified during the formal heritage assessment process.

Reasons for including buildings in municipal heritage inventories include architectural, contextual, and historical importance. Most buildings are listed as having some architectural significance, if only in so far as the architecture suggests possible age. Contextual significance refers to buildings that are a part of a group of significant buildings, or part of a streetscape. Historical significance may relate to a use of the building, an occupant, or to the period in which the building was built.

It should also be noted that there are several sections of the study area that fall within the Unorganized District of Parry Sound Centre. This District is comprised of unincorporated townships which have no governing bodies and are not incorporated as municipalities. The unincorporated townships relevant to the current report include Henvey, Shawanaga, and Wallbridge. As these townships have no governing bodies, property registers were not available for consultation and no culturally significant properties are designated or listed. However, there remains the potential for the identification of properties or features with heritage significance within these sections of the study area during the heritage assessment process.

A search of the OHP database was conducted to determine the presence of any designated or listed heritage properties within or abutting the study area. The results of this search indicated that there are no designated or listed heritage structures with the study area. As this database has not been updated since 2005, additional research was completed to confirm the presence of heritage properties and/or structures. This research included contacting the local municipal and township offices for all Municipalities and Townships included in the study area. A list of the consulted individuals, and their associated Township or Municipality can be found in **Table 1**. A response was received by Mr. Ray Hachigian of the Township of Archipelago on May 20, 2015 and Taylor Elgie of the Town of Parry Sound on June 3, 2015, who confirmed that there are no municipally listed or designated heritage buildings or properties within the study area. At the time of completion of this review, no responses had been received from the remaining contacted parties.

Table 1: List of Townships/Municipalities Consulted as Part of the Cultural Heritage Evaluation

Township/Municipality	Individual Consulted	Contact Information
Township of Archipelago	Ray Hachigian, Manager, Building and Planning	rhachigian@thearchipelago.on.ca
Township of Seguin	Administration/Clerk	http://www.seguin.ca/en/live/planningdepartment.asp
Township of Carling	Maryann Weaver, Planning Assistant	admin@carlingtownship.ca
Municipality of McDougall	Tammy Hazzard, Administration	thazzard@mcdougall.ca
Town of Parry Sound	Taylor Elgie	telgie@TownofParrySound.com

In addition to contacting the local municipal and township offices, further consultation with Rosi Zirger on May 20, 2015, Heritage Planner of the MTCS, confirmed that there are no Provincial Heritage Properties or Notices of Intention to Designate issued in accordance with section 34.6 of the *OHA* within or abutting the study area. The Ontario Heritage Trust was also contacted via email on May 21, 2015 regarding information on properties protected by an Ontario Heritage Trust easement agreement. At the time of completion of this review, no response has been received. Easement agreements offer property owners a means of preserving the heritage of private properties. It is a voluntary agreement between the heritage property owner and the Ontario Heritage Trust. The agreement establishes mutually accepted conditions that will ensure the preservation of a private heritage property in perpetuity.

Requests for information regarding the presence of any sites with or having potential local heritage interest were also made to the Whitestone Historical Society, the Ontario Historical Society, and the Parry Sound District Museum (Museum on Tower Hill) between May 20 and 22, 2015. At the time of completion of this review, no response has been received by any of these parties despite attempts to follow-up.

3.2 Cultural Heritage Features

3.2.1 Previously Identified Heritage Structures

The section of the study area that runs adjacent to the proposed route of the widened Highway 69 corridor has previously been subject to cultural heritage assessments as part of the Highway 69 widening project (Unterman McPhail 2006, 2007). A number of built structures and landscapes with potential cultural heritage value were identified, the majority of which are situated outside the current study area and properties abutting the study area.

The Highway 69 overpass at Naiscoot River was identified as a built heritage feature with a construction date of 1963. This structure is located approximately 140 m west of the western limit of the Route B study area. Transmission Line Route B is positioned on a large parcel of Crown land in this area so technically the Naiscoot River overpass is on an abutting property; however, it is actually situated a great distance away. This structure will be subject to a cultural heritage evaluation report for bridges, conducted using the methods identified in *Heritage Bridges Identification and Assessment Guide, Ontario, 1945-1906* (2005) based on the recommendations of the Unterman McPhail (2007) cultural heritage assessment report. The Highway 69/400 project team is responsible for arranging for the cultural heritage evaluation report for the Naiscoot River bridge for the purpose of evaluating any negative effects of the highway widening on this structure.

3.2.2 Built Heritage

During field survey, a total of 13 sites within or on properties abutting the study area were visually identified to be greater than 40 years old (Appendix A). Access to private properties was not available and all identifications were undertaken from public road allowances. Each site was photographed and evaluated according to *Ontario Regulation 9/06*. The 13 sites identified within the study area include ten residential structures, one commercial building, and two outbuildings/cabin. One of the outbuildings/cabin was located in a remote area set back from the roadways and was not immediately associated with any surrounding residences, and the other was associated with a newly constructed cottage along Rankin Lake Road. **Figure 5** illustrates the locations of the 13 identified sites in relation to the study area.

Of the ten residential structures, five represent mid-20th century 1-2 storey structures consistent with local vernacular bungalows (Property #s 1, 4, 5, 7, 12). The vernacular bungalow structures are typical of early rural housing in the area (1940-1960), consisting of simple, modest, rectangular floor plans. These homes appear to be products of mass production wherein houses were constructed of prefabricated components and put together on site. This type of housing was common after the Second World War to quell the growing housing demand.

Figure 5: Location of Identified Potential Heritage Resources (Appendix A)

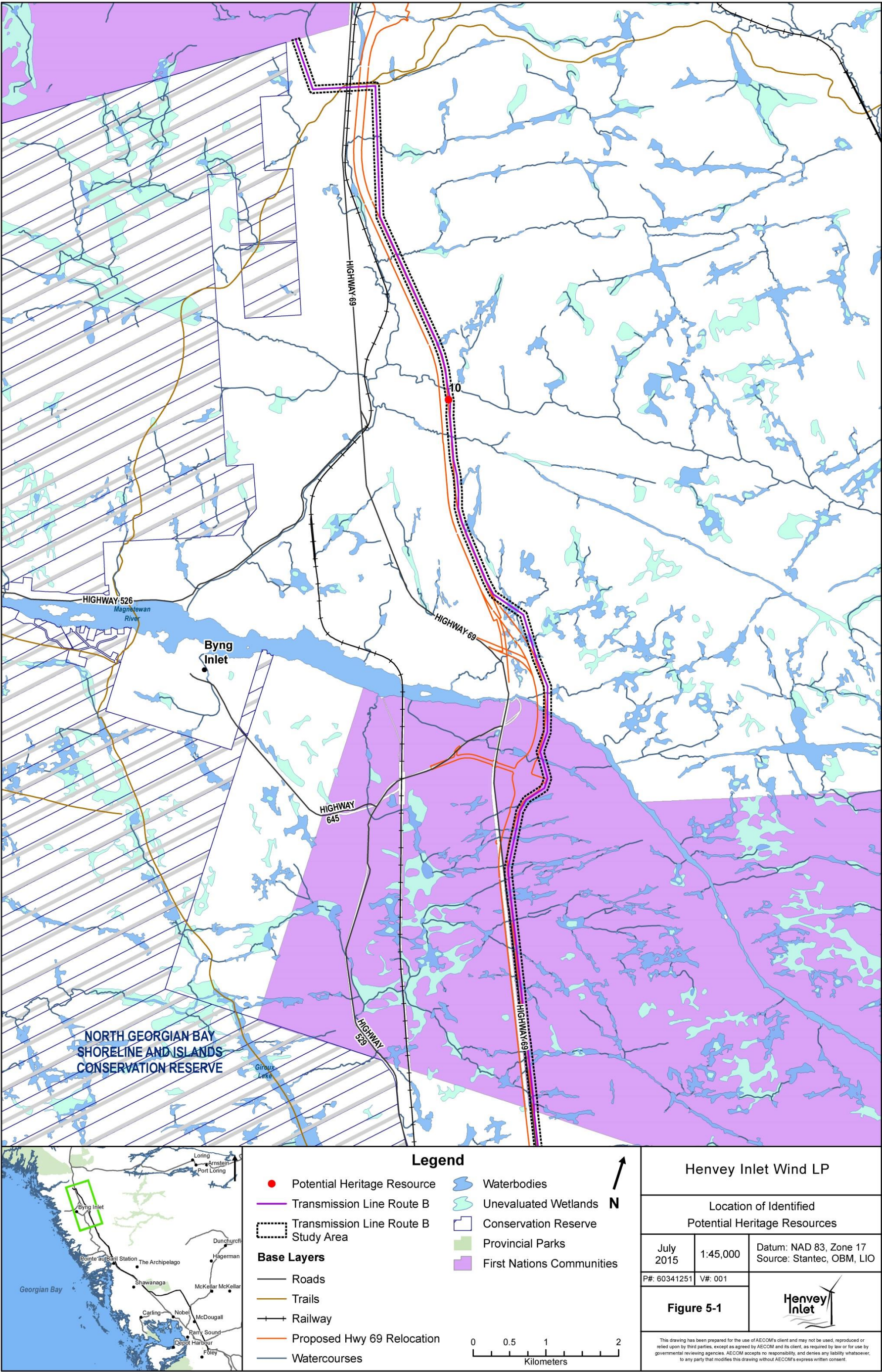


Figure 5: Location of Identified Potential Heritage Resources (Appendix A)

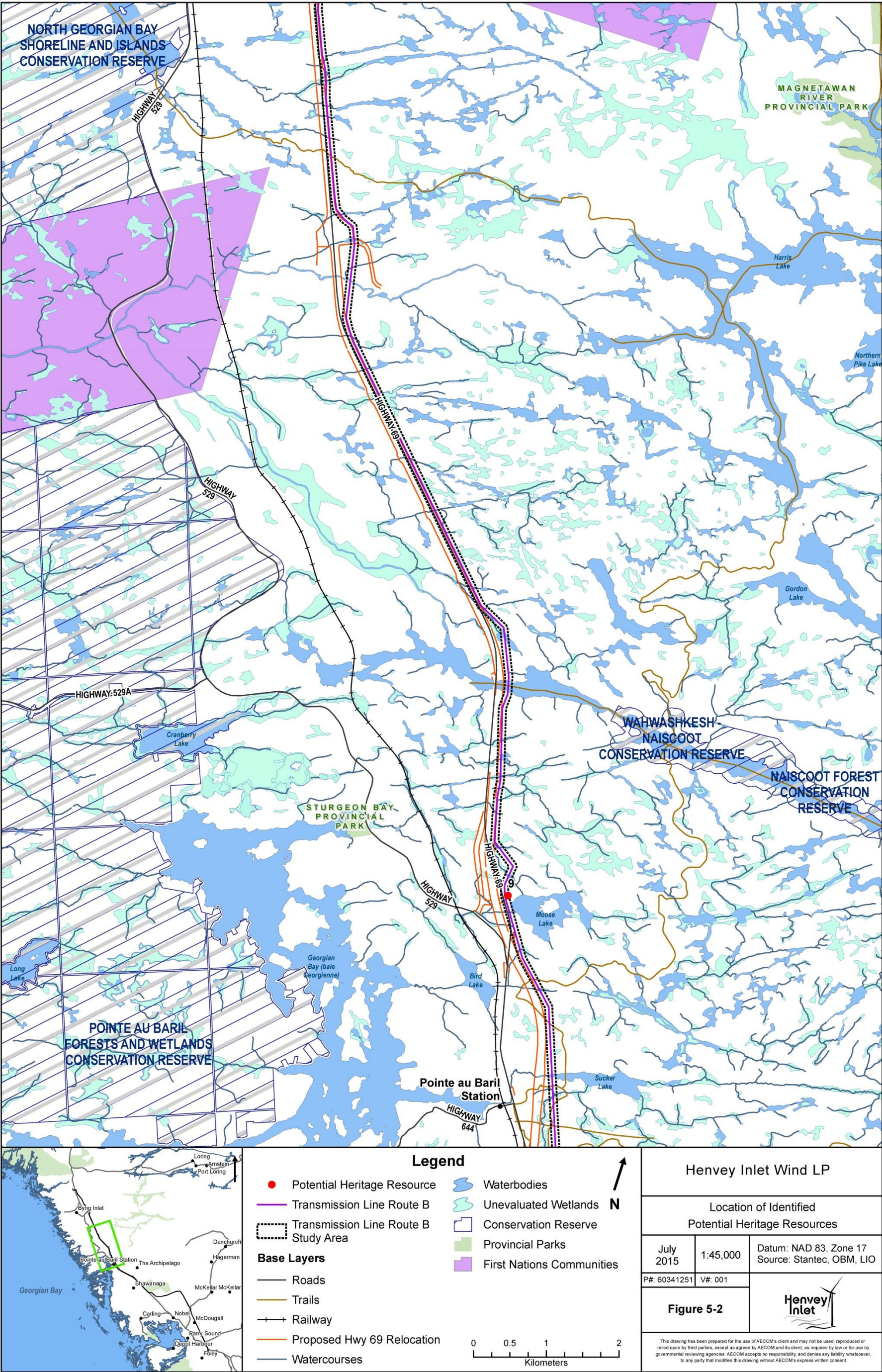


Figure 5: Location of Identified Potential Heritage Resources (Appendix A)

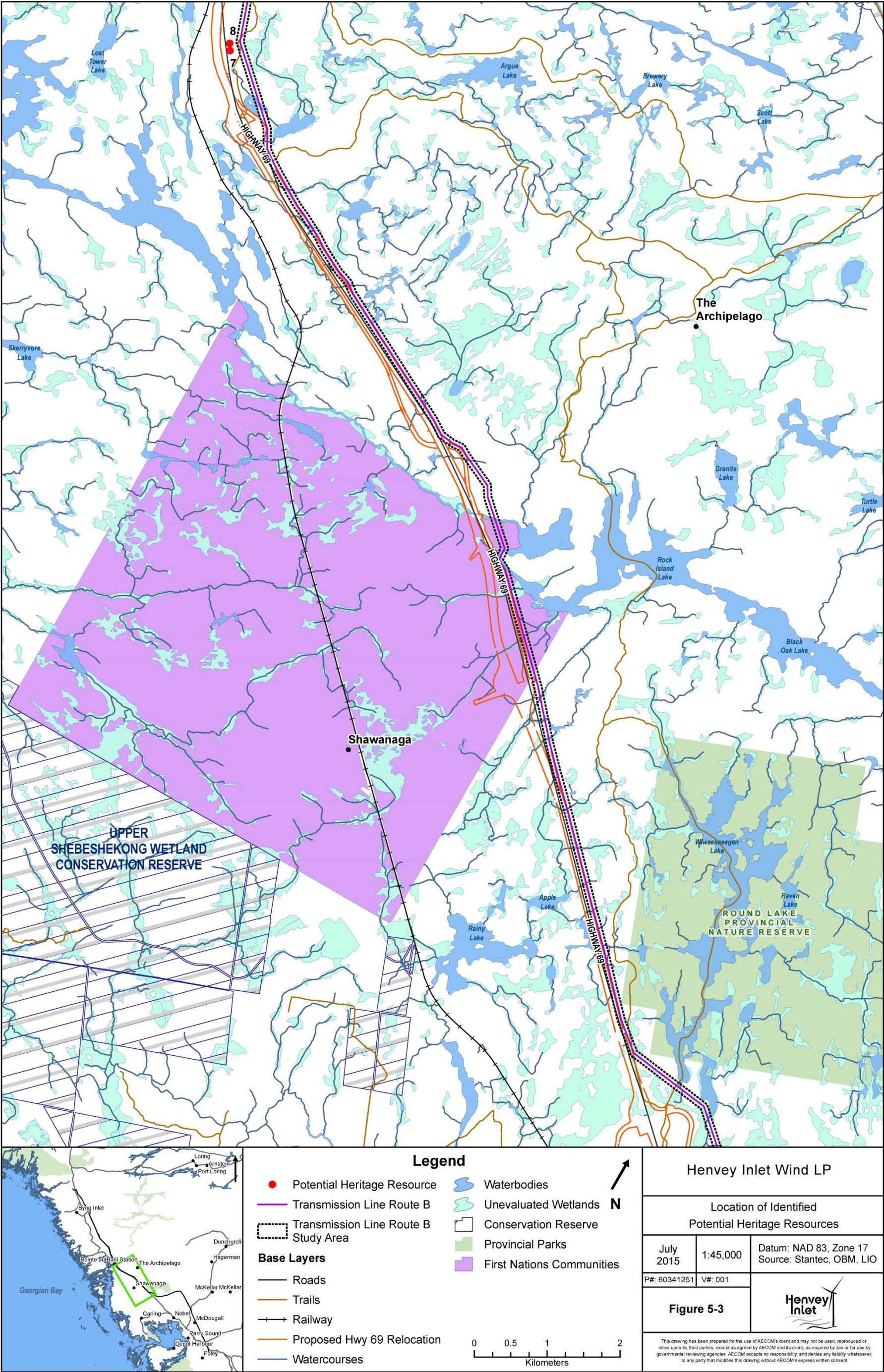


Figure 5: Location of Identified Potential Heritage Resources (Appendix A)

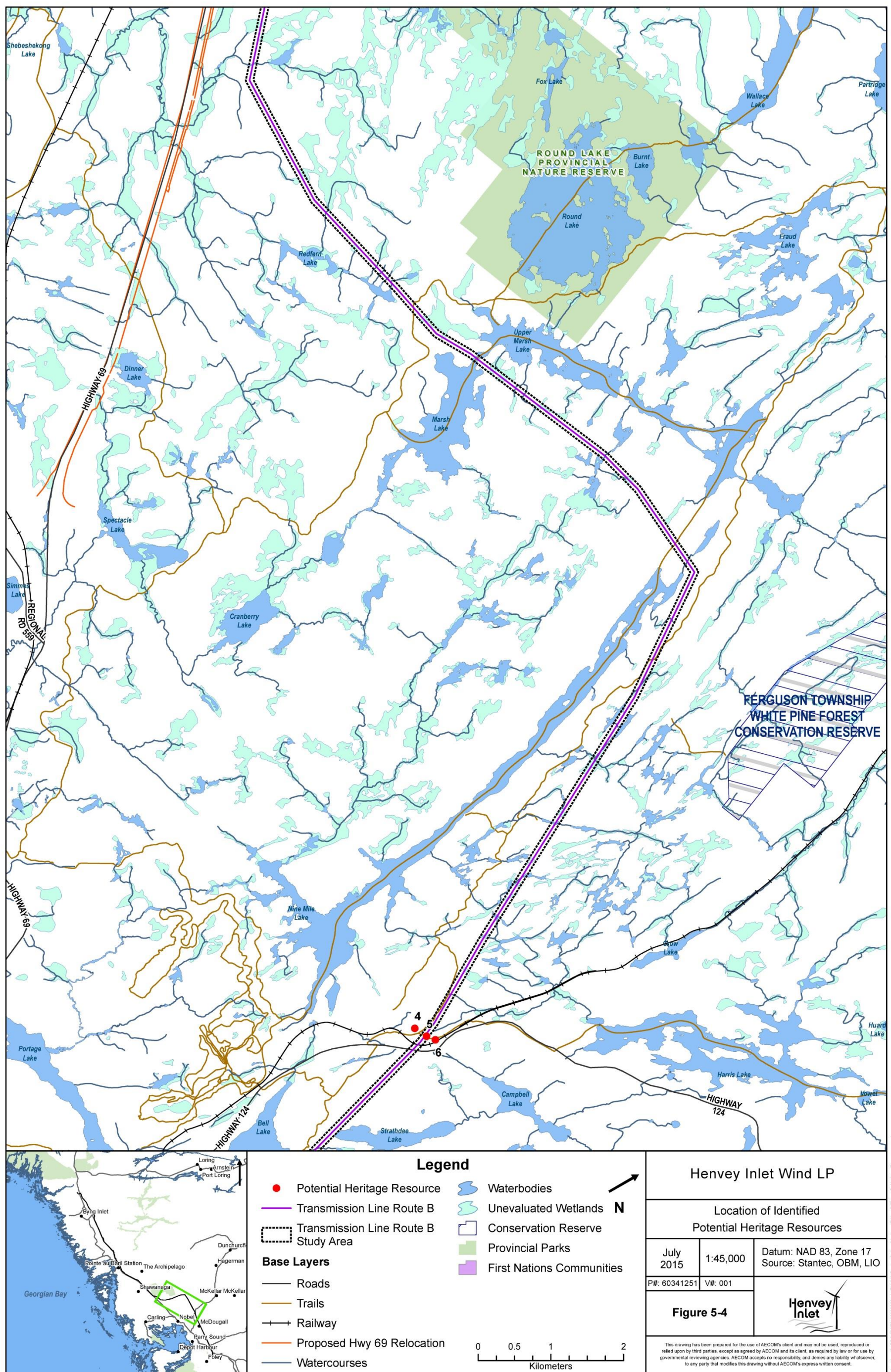
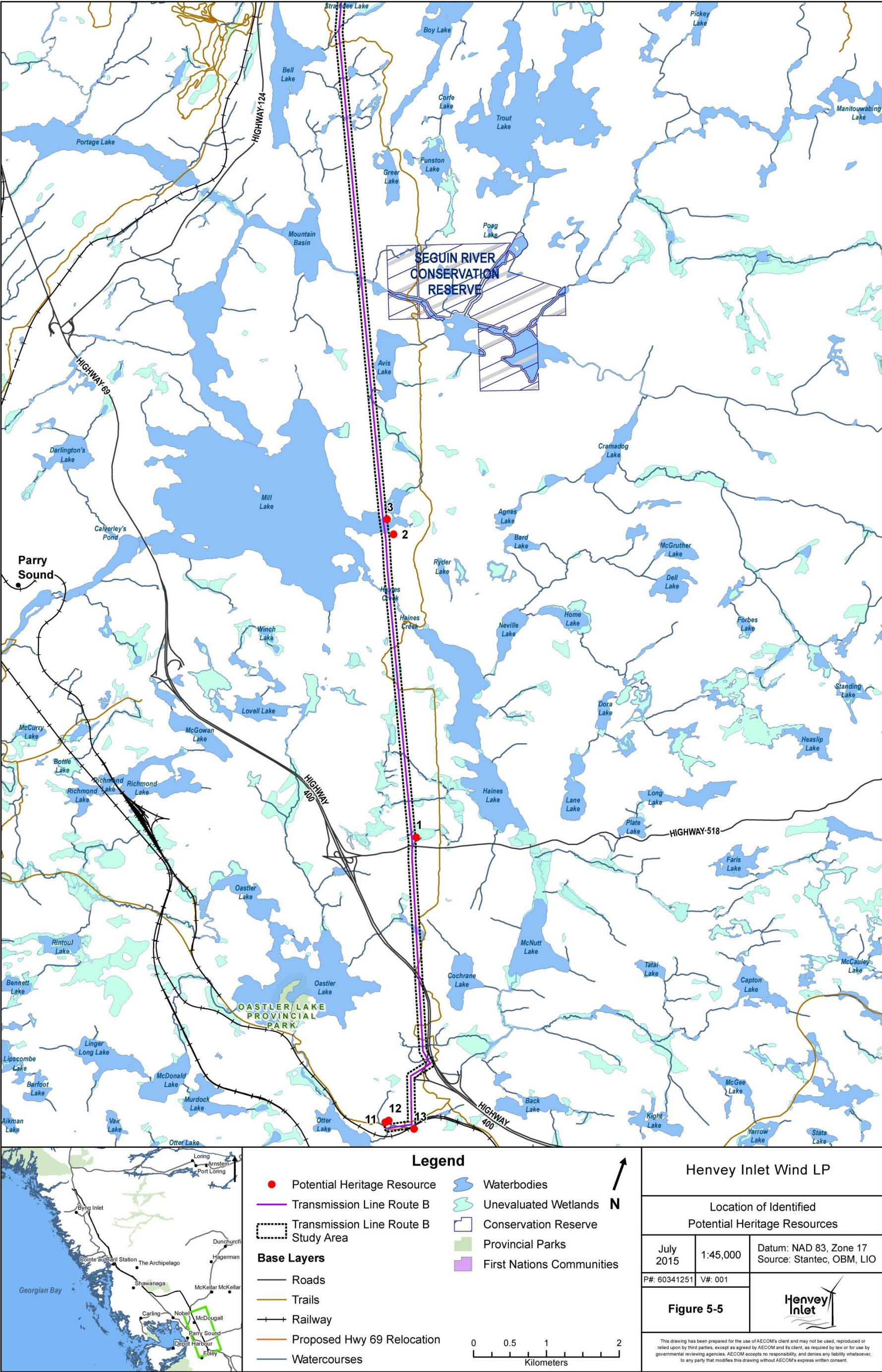


Figure 5: Location of Identified Potential Heritage Resources (Appendix A)



Of the remaining residential structures, three are vernacular cottages (Property #s 2, 3, 13), one is a mid-20th century ranch style residence (Property #6), and one has been constructed in the Prairie Bungalow style (Property #8). The first cottage is an early 20th century bungalow-style cottage with a stone foundation and reflects the early architectural style of residences in this rural setting (Property #2). The second vernacular cottage is a mid-20th century structure which supports the character of the early cottage industry in the area (Property #3). The residential Prairie Bungalow style structure has been identified as a mid-late 20th century residence with an extensive verandah that is characteristic of this style; however, although this style was common before 1945, it appears that this structure is much more recent and has had significant modern renovations to reflect the early style rather than be a true representation of the Prairie Bungalow architecture.

Property #9, the Moose Lake Trading Post, is a commercial structure built in 1962. In the 1940s, the Moose Lake Trading Post and Cottages Resort was constructed just north of Pointe au Baril and included a small lodge that operated as a store, as well as numerous cottages along the shores of Moose Lake. With the construction of Highway 69 in the 1950s the original lodge and associated cottages were torn down. The structure that exists today was not rebuilt until 1962 and has since had several modern additions including a storage portable and extension on the left side.

The Moose Lake Trading Post complex, the store and associated cabins around the lake to the east, was identified as a potential cultural heritage landscape in the 2006 cultural heritage assessment (Unterman McPhail 2006). The buildings themselves were not flagged as heritage features but the resort type landscape was indicated as a potential cultural heritage landscape.

The outbuildings/cabin (Property #s10, 11) are early-late 20th century structures, one of which is located within the study area in a remote area that is currently not immediately accessible by road. It is in extremely poor condition and may be an outbuilding associated with early agricultural or mining activities in the area. It is located in close proximity to a field that was cultivated in the past, as well as a quartz/feldspar/mica mine that was active between 1930-1950. The exact function and association of the building is unknown. The second outbuilding is a mid-late 20th century shed in relatively good condition and, although is currently used as a shed for an associated newly constructed cottage, the original function is unknown.

3.2.3 Additional Cultural Heritage Features

In addition to built heritage, a search of the Ontario Heritage Trust's Online Plaques Guide, and the National Historic Sites database available through Parks Canada was conducted to determine if there were any provincial or federal historical plaques on properties or related to properties within or abutting the study area. No historical plaques were identified during the course of this research.

A request was also made to Archaeology Data Co-ordinator Robert von Bitter of the MTCS on February 10, 2015 for information on registered archaeological sites surrounding the study area from the provincial Archaeological Sites Database. The database search resulted in the identification of five registered archaeological sites located within or in proximity to the study area boundaries, listed in **Table 2**.

Table 2: Archaeological Sites in Proximity of the Transmission Line –Route B Study Area

Borden #	Site Name	Cultural Affiliation	Site Type/Feature	Researcher
BkHd-2	Besner	First Nation	Findspot	Allen 2001
BkHc-1	Magnetawan	First Nation	Findspot	Wright 1968, Allen 2001
BiHa-4	Mountain Basin Landing	Euro-Canadian	Wall	Allen 2001
BjHc-1	Mont-View Lodge	First Nation	Findspot	Wright 1968
BjHb-1	Shawanaga	First Nation	Campsite	New Directions Archaeology 2005

AECOM undertook ongoing consultation with Magnetawan First Nation as well as Shawanaga First Nation regarding cultural heritage and resource impacts for the study area. AECOM was provided with a Traditional Land Use Study from Magnetawan First Nation for internal project scoping purposes which identified areas of cultural, spiritual, and environmental significance. Shawanaga First Nation declined to share their traditional land use study with the project team. A review of the Magnetawan First Nation 2012 Traditional Land Use Study (Shared Value Solutions 2013) determined that there are important cultural and community sites identified by Magnetawan First Nation that could be within the Transmission Line Route B study area. The cultural or community sites that are identified were consistently mentioned during interviews with community members as part of the Traditional Land Use Study and include a former campsite and rest area, as well as a sweatlodge and fasting area (Shared Value Solutions 2013). The specific nature and location of these areas can be found in the Traditional Land use Study and will not be disclosed here due to the sensitivity of the information. At the time of completion of this report, consultation was still ongoing with Shawanaga First Nation regarding cultural heritage related interests within the study area boundaries.

The project team is providing maps to the Magnetawan First Nation as well as Shawanaga First Nation in order to receive their help identifying any areas with cultural heritage significance that could be impacted by the proposed development. These resources will be considered prior to construction and project infrastructure siting.

3.2.4 Summary of Cultural Heritage Features

Appendix A identifies 13 structures that were determined to be more than 40 years old and, therefore, having potential cultural heritage value or interest. When the criteria from O. Reg. 9/06 were applied (see Appendix A), four of these structures were determined to have cultural heritage value or interest. These structures include two cottages (Property #s 2, 3), a small residence (Property #7) and the Moose Lake Trading Post (Property #9).

Within Magnetawan First Nation there are important cultural sites that could potentially be within the study area. These areas were determined to retain cultural heritage value or interest as they have been identified as culturally important areas by the First Nation based on traditional knowledge of spirits, land, places, land uses, and ecology.

3.3 Cultural Heritage Landscapes

InfoSheet #2, Policy 2.6.1 of the *Provincial Policy Statement* defines cultural heritage landscapes as:

“...a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. A landscape involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways and industrial complexes of cultural heritage value.”

PPS, 2005: InfoSheet#2, 1

Based on this definition, cultural heritage landscapes can be comprised of entire communities and particular patterns of settlement, as well as other modified spaces such as areas of agricultural activity alongside urban developments.

Associative landscapes are defined as “those with powerful religious, artistic or cultural associations of the natural element, as well as with material cultural evidence” (e.g., sacred sites or historic battlefields) (PPS 2005). Cemeteries are also considered associative landscapes as they have powerful religious and cultural associations. A search of the registered Cemeteries and Crematoriums Database determined that there are five registered

cemeteries within the Municipality of McDougall, none of which fall within or in the vicinity of the study area. A search of the OGS list of unregistered cemeteries for The District of Parry Sound lists four unregistered cemeteries, two in the Township of Shawanaga and two in the Township of Wallbridge. In addition, two cemeteries were identified in Magnetawan First Nation Reserve No. 1 (Unterman McPhail 2006). None of these cemeteries are located within or in close proximity to the study area.

3.3.1 *Landscapes in the Study Area*

The setting for the proposed alignment runs through a typical boreal forest, primarily adjacent to transportation and power corridors with a lesser area in remote backcountry removed from settlement areas. The landscape is characteristic of rural northern Ontario, common throughout the region, and the road, rail, power line and settlement patterns are typical for the area.



Plate 13: Portion of the CNR within the study area at Kirkham Road



Plate 14: Highway 400 cut into the natural landscape



Plate 15: Hydro corridor and Highway 518 within the study area



Plate 16: ATV trail within study area near Strathdee Lake

3.3.2 Cultural Heritage Value or Interest of Landscapes

The majority of the study area remains a deeply forested landscape. The defining attributes of the forest landscape within the study area include areas of bedrock, forest, marshlands, rivers, and streams. This is quite typical of the Canadian Shield landscape throughout this region of Ontario. As such, it was determined that this landscape does not contain cultural heritage value or interest according to *Ontario Regulation 9/06*.

Outside of the forest landscape, the study area includes rural northern Ontario transportation landscapes, primarily road but also rail, which are common in the region as the relationship of the highway and railway to the forest and each other is a typical spatial arrangement for northern Ontario. The power corridor is also typical for the region, whereby the forest and the various roadways are transected by a twinned corridor of cleared forest with hydro poles and lines. The Moose Lake Trading Post resort and cottages was identified as a potential cultural heritage landscape (Unterman McPhail 2006). Trading posts or general stores are common in the area, supporting the popular tourism and recreational activities. The cottage industry has been important in this region since the early 20th century and the Moose Lake Trading Post complex of buildings are typical of the cottage industry in the area.

The potential significance of the identified landscapes was evaluated against *Ontario Regulation 9/06* as defined in Section 1.3 of this report. The results of this evaluation are provided in **Table 3**.

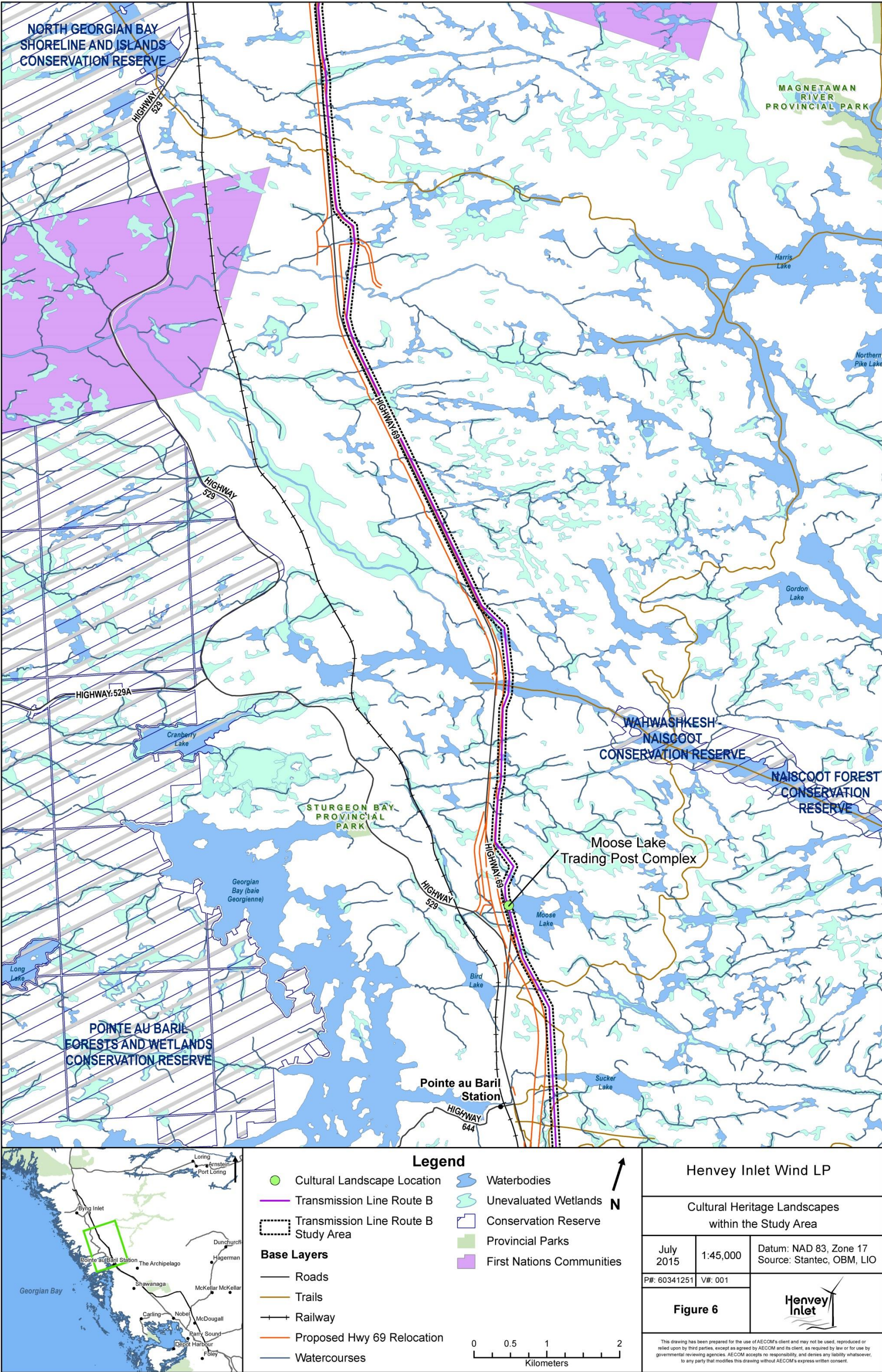
Table 3: Evaluation of Cultural Heritage Value or Interest According to O.Reg. 9/06

Criteria O. Reg. 9/06	Highway 69/400 Corridor	Rail Crossing	Hydro Corridor	Moose Lake Trading Post
Design Value	None	None	None	None
Historic or Associative	None	None	None	None
Contextual	Normal / Ordinary	Normal / Ordinary	Normal / Ordinary	Contextual value based on historic linkage to the surroundings.

Highway 69/400 and Rail transportation landscapes, as well as the HONI power corridor, do not meet the criteria of *Ontario Regulation 9/06* and are not considered to retain cultural heritage value or interest due to their typical nature in the region. Based on the narrative description provided in this report, the transportation and power landscapes associated with this undertaking do not present significant characteristics of a cultural heritage landscape.

While the Moose Lake Trading Post complex of buildings are typical of the cottage industry in the area it is considered to retain some cultural heritage value or interest based on the contextual value of the resort which is historically linked to its surroundings, first being built in the 1940s and then being rebuilt in 1962 in its present location, associated with Highway 69 (**Figure 6**).

Figure 6: Cultural Heritage Landscapes within the Study Area



4. Impact Assessment

4.1 Potential Impacts

Where potential cultural heritage value or interest was determined according to *Ontario Regulation 9/06* and the *Historic Sites and Monuments Board of Canada* (Government of Canada 2008), the anticipated direct and indirect impacts to cultural heritage were evaluated based on current understandings of the project boundaries and scope. Impacts were identified according to the MTCS' *Ontario Heritage Toolkit: Heritage Resources in the Land Use Planning Process*. **Table 4** and **Table 5** outline the impacts as identified by MTCS guidelines, and their relationship to the overall HIWEC project.

Table 4: Potential Direct Impacts and Relevance to the Project

Direct Impacts		Relevance to the Project	
<i>Loss/Destruction:</i>	of any, or part of any, significant heritage attribute or feature.	None anticipated:	No heritage attribute or feature to be demolished.
<i>Displacement/Alteration:</i>	that is not sympathetic, or is incompatible, with the historic fabric or appearance	None anticipated:	No alterations anticipated.

Table 5: Potential Indirect Impacts and Relevance to the Project

Indirect Impacts (Disruption)		Relevance to the Project	
<i>Shadows:</i>	created that alter the appearance of a heritage attribute or change the visibility of a natural feature or plantings, such as a garden	Some shadow:	the transmission line is proposed to run beside Highway 69/400 between the highway and the Moose Lake Trading Post complex of buildings and could create some shadows on the landscape
<i>Isolation:</i>	of a heritage attribute from its surrounding environment, context or a significant relationship	None anticipated:	no heritage features will be isolated by the undertaking.
<i>Land Disturbance:</i>	such as a change in grade that alters historic patterns of topography or drainage	None anticipated:	no land disturbance anticipated.
<i>Changes in Land Use:</i>	such as rezoning a battlefield from open space to residential use, allowing new development of site alteration to fill in the formerly open spaces	None anticipated:	no changes to land use by the undertaking, the proposed alignment is primarily adjacent to existing transportation and power corridors.
<i>Obstruction:</i>	of significant views or vistas from, within, or to a built and natural feature	None anticipated:	no views to be obstructed

4.2 Impact to Cultural Heritage Features

Four built cultural heritage were determined to have cultural heritage value or interest. Given the substantial distance of most of these features from the study area boundaries, no direct or indirect impacts are anticipated. Two features identified by Magnetawan First Nation have cultural heritage value or interest and could potentially be within the study area limits. The location of culturally important First Nation sites is confidential and will not be disclosed in this document; however, ongoing consultation between project personnel and the First Nation community will continue with the aim of mitigating any negative impacts.

The transmission line is proposed to run beside Highway 69/400 between the highway and the Moose Lake Trading Post complex of buildings and its addition will have a slight, indirect, impact on the character of the landscape.

If there are significant changes to the study area alignment it is possible that there may be indirect impacts to cultural heritage features and the landscape on which they are situated, specifically minimal land disturbance, obstruction or shadows. As such, should the study area boundaries change, an additional assessment of impacts to cultural heritage resources may be required.

5. Recommendations

No listed, designated or otherwise recognized heritage features are present within the study area. In addition there are no historic plaques, cemeteries, national historic sites or properties protected by an Ontario Heritage Trust Easement. A property survey was undertaken to evaluate built heritage and cultural heritage landscapes present in the study area, and an inventory was created to identify and evaluate potential heritage resources.

5.1 Cultural Heritage Landscapes

The study area is primarily comprised of Canadian Shield landscape with transportation, power and resort landscapes that are typical for this region of Ontario. These landscapes were evaluated against the criteria in *Ontario Regulation 9/06*. The transportation and power landscapes are not considered to retain cultural heritage value or interest due to their typical nature in the region. Although typical, the resort landscape is considered to retain some level of cultural heritage value or interest based on its contextual value and association with Highway 69.

5.2 Built Heritage

Through the windshield survey, 13 structures were identified as more than 40 years old and, therefore, having potential cultural heritage value or interest. When the criteria from O. Reg. 9/06 were applied (see Appendix A), four of these structures were determined to have cultural heritage value or interest. These structures include two cottages (Property #s 2, 3), a small residence (Property #7) and the Moose Lake Trading Post (Property #9).

Within Magnetawan First Nation there are important cultural sites that could potentially be within the study area. These areas were determined to retain cultural heritage value or interest as they have been identified as culturally important areas by the First Nation based on traditional knowledge of spirits, land, places, land uses, and ecology.

Potential direct or indirect impacts to these cultural heritage resources were evaluated according to the criteria outlined in InfoSheet #5 in *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement 2005*. No negative impacts to cultural heritage resources are anticipated by the project.

5.3 Mitigation Measures

In order to mitigate to the greatest degree the visual impact the transmission line will have on the Moose Lake Trading Post complex of buildings, the Transmission Line poles should be placed as far away from the buildings as possible. The placement of the Transmission Line adjacent to the roadway minimizes the visual impact, as the spatial arrangement of the power and transportation corridors is a common arrangement in this region.

Cultural features are present within Magnetawan First Nation and may be located within the proposed alignment. In order to mitigate any adverse effects to culturally important areas consultation between the project team and Magnetawan First Nation should continue and project infrastructure should be sited to avoid any culturally important areas.

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Appendix A

Built Heritage Inventory

Appendix A

Built Heritage Inventory

Property #1 - ON 518, Parry Sound



Date: Mid-late 20th century

Description: 1 storey + basement side-gabled vernacular bungalow, asphalt shingles, casement windows, concrete foundation. Other elements not visible.

Heritage Attributes: None

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Property #2 – 29 Scullion Road (Mill Lake)



Date: Early 20th century

Description: 1 ½ storey hip roofed bungalow-style cottage with 2 roof gables, end gable, sash windows and small fixed windows, asphalt shingles, vinyl siding, stone foundation with 2 basement entryways, side chimney, small enclosed verandah off the back end gable.

Heritage Attributes: Stone foundation walls and original sash windows

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: Example of early stone foundation construction methods

Historical or Associated Value: None

Contextual Value: Supports the character of the early settlement landscape in the area

Potential Direct/Indirect Impacts to Identified Heritage Attributes: None anticipated

Mitigation of Negative Impacts: Impacts are not anticipated; therefore, mitigation is not recommended or necessary

Property #3 – 30 Scullion Road (Mill Lake)


Date: Early -mid-20th century

Description: 1 ½ storey, front-gabled vernacular cottage, vinyl siding, asphalt shingles, raised foundation, wrap around windows, small-paned fixed sash windows.

Heritage Attributes: None

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: Supports the character of the early cottage landscape and industry in the area

Potential Direct/Indirect Impacts to Identified Heritage Attributes: None anticipated

Mitigation of Negative Impacts: Impacts are not anticipated; therefore, mitigation is not recommended or necessary

Property #4 – 28 Kirkham Road


Date: Mid-20th century

Description: 2 storey, side-gabled vernacular bungalow, siding has been removed for recent renovation, aluminum roofing, small double-paned casement windows, centered entrance with recently added gabled entrance roof, concrete foundation.

Heritage Attributes: None

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Property #5 – 30 Kirkham Road


Date: Mid-20th century

Description: 1 storey, side-gabled, vernacular bungalow with vinyl siding, asphalt shingles, and concrete foundation, multi-paned picture window in main room, off-centred entrance, basement.

Heritage Attributes: None

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Property #6 – 21 Kirkham Road


Date: Mid-20th century

Description: 1 storey ranch style with front-facing gable at off-centred entrance, brick veneer and vinyl siding, aluminum roofing, main front room sash windows, window shutters, concrete foundation, basement.

Heritage Attributes: None

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Property #7 – 1560 Trans-Canada Highway 69


Date: Mid-20th century

Description: 1 storey, side-gabled vernacular bungalow, plaster and wood frame siding, small sash windows, asphalt shingles, off-centred entrance.

Heritage Attributes: None

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: Supports the character of early settlement and industry in the area

Potential Direct/Indirect Impacts to Identified Heritage Attributes: None anticipated

Mitigation of Negative Impacts: Impacts are not anticipated; therefore, mitigation is not recommended or necessary

Property #8 – 1560 Trans-Canada Highway 69


Date: Mid-late 20th century

Description: 1 storey, prairie/craftsman bungalow style, cross-gable roof with enclosed side verandah, brick and stone cladding, asphalt shingles, large central chimney, large bay window in main room, numerous small double-paned sash windows, detached garage (not visible).

Heritage Attributes: Bungalow style

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Property #9 – Moose Lake Trading Post, ON 69, Pointe au Baril


Date: ca. 1962

Description: 1 storey, side-gabled ranch style commercial building, with projecting and centred front gabled entrance, vertical log siding, asphalt shingles, stone foundation, 8 fixed sash windows, recent building additions to the right.

Heritage Attributes: Timber frame construction, stone foundation

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: Has direct associations with the construction of Highway 69 in the 1950s

Contextual Value: Supports the character of the early cottage landscape and industry in the area

Potential Direct/Indirect Impacts to Identified Heritage Attributes: Impacts to the building were evaluated based on the identification of the complex of buildings as a cultural heritage landscape. Potential indirect impacts to the visual character of the complex.

Mitigation of Negative Impacts: Transmission line poles should be placed as far away from the buildings as possible to mitigate negative indirect impacts.

Property #10 – No address, Off-road (Old Still River)


Date: Early-mid-20th century

Description: 1 storey, front-gabled outbuilding or cabin with covered deck projection, veneer brick sheeting siding, aluminum roofing, large sash window on the left, entrance to the right.

Heritage Attributes: None

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Property #11 – Rankin Lake Road


Date: Mid-late-20th century

Description: 1 storey side gabled timber frame outbuilding, aluminum roofing, paired windows. Associated with recent vernacular bungalow style cottage.

Heritage Attributes: Timber frame construction

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Property #12 – Rankin Lake Road


Date: Mid-20th century

Description: 1 side gabled vernacular bungalow, asphalt shingle roofing, large main picture window on the left, small casement windows. Modern renovations including vinyl siding and roofing.

Heritage Attributes: None

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Property #13– Rankin Lake Road


Date: Mid-late 20th century

Description: 2 storey side gabled vernacular cottage, timber frame, aluminum roofing, concrete foundation, raised and enclosed porch/verandah on back, small 1/1 windows, vertical wood siding.

Heritage Attributes: Timber frame construction

Cultural Heritage Value/Interest (CHVI) According to O. Reg 9/06

Design or Physical Value: None

Historical or Associated Value: None

Contextual Value: None

Potential Direct/Indirect Impacts to Identified Heritage Attributes: CHVI not identified, therefore impacts not assessed

Mitigation of Negative Impacts: Impacts were not identified; therefore, mitigation is not recommended or necessary

Appendix B

Summary of Qualifications



Adria E. Grant, BA, CAHP

Business Operations Manager, Cultural Resources

Professional Qualifications

Education

BA, Anthropology (Honors), University of Western Ontario, 2000

Master of Arts Candidate, University of Western Ontario, Canada (2010-current)

Registrations & Memberships

Ontario Ministry of Tourism, Culture and Sport (MTCS) Archaeological Research Associate, License # R131

Canadian Association of Heritage Professionals (CAHP)

Ontario Association of Professional Archaeologists (APA)

RAQS Certification

Canadian Archaeological Society

Ontario Archaeological Society

Years of Experience

With AECOM: 3

With Other Firms: 13

Ms. Grant has been active in the field of cultural resource management since 1999, specializing in Stages 1 through 4 archaeological assessments and cultural heritage assessments for both provincial government and private sector organizations. Ms. Grant is an experienced project manager, field supervisor, heritage researcher and Aboriginal engagement liaison with years of experience and a firm understanding of legislative requirements for archaeological and cultural heritage assessments in Ontario. Adria has a wealth of experience working with municipal heritage planners in the context of development activities and has the ability to provide sound technical advice to proponents on the heritage process in Ontario. Ms. Grant specializes in pre-contact Aboriginal and early Euro-Canadian occupations in Ontario and is the author of over 200 reports submitted to the Ontario Ministry of Tourism, Culture and Sport. She is experienced working as technical lead for large multi-disciplinary projects across a wide variety of sectors and has well-practiced capability communicating between legislative bodies, stakeholders, and proponents. Adria holds a Research Associate license issued by the Ontario Ministry of Tourism, Culture and Sport, is a member of the Canadian Association of Heritage Professionals and is an Associate member with the Ontario Association of Professional Archaeologists. Ms. Grant currently acts as the Manager of Business Operations for the cultural resources group in Ontario.

Experience

City of London, 78-88 Oxford Street Cultural Heritage Evaluation Report, London, Ontario. Project manager for the CHER of a row of six residential structures in the City of London that will be negatively impacted by proposed road widening. The CHER determined that the houses as a group had cultural heritage value and would be eligible for designation.

Union Gas, Stratford Reinforcement Project Cultural Heritage Evaluation Report, Perth County, Ontario. Project manager for the CHER conducted as part of an Environmental Assessment for a natural gas pipeline twinning project. The study involved a windshield study, the identification of built heritage and cultural heritage landscapes, creation of a heritage inventory, and the assessment of impacts to identified cultural heritage resources. The report included the direct application of the *Ontario Heritage Toolkit* and the *Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*.

MHBC Planning, Cobourg Heritage Master Plan, Cobourg, Ontario. Technical specialist providing information on archaeological heritage resources and archaeological management of resources for the background Heritage Report and Heritage Master Plan created for the Town of Cobourg. The document is intended to provide high level legal advice to Town staff on a variety of conservation matters.

York Region, Stouffville Road Improvements Cultural Heritage Evaluation Report, Regional Municipality of York, Ontario. Technical lead for the CHER conducted as part of an Environmental Assessment for the proposed realignment of Stouffville road east of Yonge Street. Research identified a cultural heritage conservation district, listed and designated heritage structures as well as cultural heritage landscapes that should be considered during project design. A Heritage Impact Assessment was recommended once project design was better understood to mitigate any negative impacts to the identified heritage resources.

City of Toronto, Heritage Impact Assessment - Downsview Secondary Area Plan, Toronto Ontario. Primary researcher and technical lead for the HIA conducted as part of the Downsview Secondary Area Plan redevelopment. Numerous built heritage features are present within the study area, impacts to heritage features were assessed and it was determined that there were no anticipated direct or indirect impacts as a result of the undertaking.

Metrolinx, Technical Cultural Resource Services - Eglinton Crosstown Light Rail Transit (ECLRT), Toronto, Ontario. Peer reviewer of cultural heritage evaluation, assessment and impact assessment reports for the project. Provided strategic advice to the greater project team in relation to heritage requirements and .

Varna Wind Inc., Bluewater Wind Energy Centre Heritage Assessment Addendum, Huron County, Ontario. Technical specialist for an addendum to the original Heritage Assessment Report, conducted as part of an Application for a Renewable Energy Approval under Ontario Regulation 359/09 made under the *Environmental Protection Act*. The additional participating properties were screened for potential heritage resources and if potential heritage resources were identified they were evaluated according to the criteria outlined in O. Reg. 09/06 under the *Ontario Heritage Act*, as required by O. Reg. 359/09. A total of 49 structures were identified as as having cultural heritage value or interest according to O. Reg. 09/06. No further mitigation was recommended as it was determined that there were no anticipated direct or indirect impacts as a result of the undertaking.

Goshen Wind Inc., Goshen Wind Energy Centre Heritage Assessment Addendum, Huron County, Ontario. Technical specialist for an addendum to the original Heritage Assessment Report, conducted as part of an Application for a Renewable Energy Approval under Ontario Regulation 359/09 made under the *Environmental Protection Act*. The additional participating properties were screened for potential heritage resources. No features were identified as as having cultural heritage value or interest according to O. Reg. 09/06. No further mitigation was recommended as it was determined that there were no anticipated direct or indirect impacts as a result of the undertaking.

Jericho Wind Inc., Jericho Wind Energy Centre Heritage Assessment Addendum, Lambton and Middlesex Counties, Ontario. Technical specialist for an addendum to the original Heritage Assessment Report, conducted as part of an Application for a Renewable Energy Approval under Ontario Regulation 359/09 made under the *Environmental Protection Act*. The additional participating properties were screened for potential heritage resources and if potential heritage resources were identified they were evaluated according to the criteria outlined in O. Reg. 09/06 under the *Ontario Heritage Act*, as required by O. Reg. 359/09. A total of 51 structures were identified as as having cultural heritage value or interest according to O. Reg. 09/06. No further mitigation was recommended as it was determined that there were no anticipated direct or indirect impacts as a result of the undertaking.

NextEra Energy Canada ULC, Northpoint Wind Energy Centre, Eastern Ontario. Project manager for the identification and assessment of cultural heritage resources within the proposed limits of a large wind energy centre. Research included searches of the Ontario Heritage Properties Database, Parks Canada, municipal heritage planners, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

NextEra Energy Canada ULC, Northpoint Wind Energy Centre Transmission Line, Eastern Ontario. Project manager for the identification and assessment of cultural heritage resources for a proposed transmission line related to a wind energy centre. Research included searches of the Ontario Heritage Properties Database, Parks Canada, municipal heritage planners, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

MHBC Planning, Toronto Garden Heritage Conservation District Technical specialist providing information on archaeological heritage resources and archaeological management of resources for Toronto Garden District HCD Report.

Trout Lake I Solar, LP, LRP Cultural Heritage Resources Review, Trout Lake I Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Battersea Solar, LP, LRP Cultural Heritage Resources Review, Battersea Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Cordukes Solar, LP, LRP Cultural Heritage Resources Review, Cordukes Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Trout Lake I Solar, LP, LRP Cultural Heritage Resources Review, Trout Lake I Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Clarabelle I Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle I Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Clarabelle II Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle II Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Clarabelle III Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle III Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Northpoint I, LP, Northpoint I Wind Energy Project. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Northpoint II, LP, Northpoint II Wind Energy Project. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.



Jennifer A. Morgan, PhD

Cultural Resources Specialist

Education

BSc, Anthropology, Trent University
(2006)

MA, Anthropology (Forensic).
University of Manitoba, (2009)

PhD., Bioarchaeology, University of
Western Ontario (2014)

Memberships

Canadian Association for Physical
Anthropology

Years of Experience

With AECOM: 3 years
With Other Firms: 1 year

Dr. Jennifer Morgan, PhD, is a cultural resource specialist with over three years of research experience in archaeological, heritage and cultural resource studies. Jennifer's experience includes research and report production for built heritage and cultural resource projects as well as Stage 1-4 archaeological assessments. Jennifer has produced dozens of archaeological reports and a number of heritage assessment reports for public and private sector clients and has directly applied the *Ontario Heritage Toolkit* as well as the *Standards and Guidelines for the Conservation of Historic Places in Canada*. In addition to her experience as an archaeologist, Jennifer Morgan has over 10 years of training and experience in the fields of bioarchaeology, medical imaging, and human skeletal biology. As a result of this extensive training, Jennifer has developed excellent research and writing skills that are applicable across disciplines.

Experience

Trout Lake I Solar, LP, LRP Cultural Heritage Resources Review, Trout Lake I Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Trout Lake I Solar Energy Centre in the City of North Bay. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of North Bay Planning Department regarding the municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Battersea Solar, LP, LRP Cultural Heritage Resources Review, Battersea Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Battersea Solar Energy Centre in Kingston, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of Kingston Planning Department regarding a municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Cordukes Solar, LP, LRP Cultural Heritage Resources Review, Cordukes Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Cordukes Solar Energy Centre in Kingston, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of Kingston Planning Department regarding a municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Trout Lake I Solar, LP, LRP Cultural Heritage Resources Review, Trout Lake I Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Trout Lake I Solar Energy Centre in the City of North Bay. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of North Bay Planning Department regarding the municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Battersea Solar, LP, LRP Cultural Heritage Resources Review, Battersea Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Battersea Solar Energy Centre in Kingston, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of Kingston Planning Department regarding a municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Cordukes Solar, LP, LRP Cultural Heritage Resources Review, Cordukes Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Cordukes Solar Energy Centre in Kingston, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of Kingston Planning Department regarding a municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Clarabelle I Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle I Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Clarabelle I Solar Energy Centre in the City of Greater Sudbury, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of Greater Sudbury Planning Department regarding a municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Clarabelle II Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle II Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Clarabelle II Solar Energy Centre in the City of Greater Sudbury, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of Greater Sudbury Planning Department regarding a municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Clarabelle III Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle III Solar Energy Centre. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed

Clarabelle III Solar Energy Centre in the City of Greater Sudbury, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the City of Greater Sudbury Planning Department regarding a municipal heritage register, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Northpoint I, LP, Northpoint I Wind Energy Project. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Northpoint 1 Wind Energy Project in Frontenac County, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the Planning Clerk and Community Planner regarding a municipal heritage register for the Township of North Frontenac and Frontenac County, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Northpoint II, LP, Northpoint II Wind Energy Project. Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed Northpoint II Wind Energy Project in Lennox and Addington County, Ontario. Research included all consultation and research requirements for Large Renewable Energy Project application processes. Research and documentation included consultation with the Ontario Registrar Heritage Advisor, requests to the Ontario Heritage Trust for heritage easement property information, consultation with the Community Planners regarding a municipal heritage register for several Townships in Lennox and Addington County, and searches of the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and the Directory of Federal Heritage Designations. [July 2015]

Henvey Inlet Wind, LP, Cultural Heritage Assessment Report, Henvey Inlet Wind Energy Centre, Transmission Line-Route A. Primary report writer, field technician, and researcher for the cultural heritage evaluation of lands to be impacted by a proposed Transmission Line option for the Henvey Inlet Wind Energy Centre in various Townships and municipalities in the District of Parry Sound. The assessment included a windshield study, the identification of built heritage and cultural heritage landscapes, creation of a heritage inventory, and the assessment of impacts to identified cultural heritage resources. The report included the direct application of the *Ontario Heritage Toolkit* and the *Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*. [June-July 2015]

Henvey Inlet Wind, LP, Cultural Heritage Assessment Report, Henvey Inlet Wind Energy Centre, Transmission Line-Route B. Primary report writer, field technician, and researcher for the cultural heritage evaluation of lands to be impacted by a proposed Transmission Line option for the Henvey Inlet Wind Energy Centre in various Townships and municipalities in the District of Parry Sound. The assessment included a windshield study, the identification of built heritage and cultural heritage landscapes, creation of a heritage inventory, and the assessment of impacts to identified cultural heritage resources. The report included the direct application of the *Ontario Heritage Toolkit* and the *Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*. [June-July 2015]

Henvey Inlet Wind, LP, Cultural Heritage Assessment Report, Henvey Inlet Wind Energy Centre. Primary report writer, field technician, and researcher for the cultural heritage evaluation of lands to be impacted by the proposed Henvey Inlet Wind Energy Centre located on Henvey Inlet First Nation Reserve No. 2 in the District of Parry Sound. The assessment included a windshield study, the identification of built heritage and cultural heritage landscapes, creation of a heritage inventory, and the assessment of impacts to identified cultural heritage resources. The report included the direct application of the *Ontario Heritage Toolkit* and the *Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*. [June-July 2015]

City of Toronto, Preliminary Cultural Resource Assessment/ EA requirements, Billy Bishop Toronto City Airport (BBTCA). Primary Researcher for the identification and assessment of cultural heritage resources within and adjacent to the proposed runway expansion for the BBTCA. Research included searches of the Ontario Heritage Properties Database, the City of Toronto Inventory of Heritage Properties, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, consultation with the MTCS Heritage Planner, requests to the Ontario

Heritage Trust for heritage easement property information, and searches of the unregistered and registered cemetery databases. A preliminary report was written and provided for inclusion in the overall environmental assessment report for the project [June 2015]

York Region, Cultural Heritage Evaluation Report & Heritage Impact Assessment, Stouffville Road

Improvements. Primary report writer, field technician, and researcher for the cultural heritage evaluation of lands to be impacted by proposed road improvements to Stouffville Road in the Regional Municipality of York, Ontario. The assessment included a windshield study, the identification of built heritage and cultural heritage landscapes, creation of a heritage inventory, and the assessment of impacts to identified cultural heritage resources. The report included the direct application of the *Ontario Heritage Toolkit* and the *Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*. [April 2015]

City of London, Preliminary Cultural Resource Assessment, Western Road Widening. Primary researcher and field technician for the identification and assessment of cultural heritage resources for the proposed widening of Western Road in London, Ontario. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases. A preliminary report was written and provided for inclusion in the overall environmental assessment report for the project [April 2015]

City of London, Preliminary Cultural Resource Assessment, Western/Sarnia Road/Philip Aziz Road

Improvements. Primary researcher and field technician for the identification and assessment of cultural heritage resources for the proposed improvements to Western Road, Sarnia Road, and Philip Aziz Avenue in London, Ontario. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases. [April 2015]

Publications:

Morgan, J.A., N. Lynnerup and R.D. Hoppa, 2013:

The Lateral Angle Revisited: A Validation Study of the Lateral Angle Method for Sex Determination Using Computed Tomography. *Journal of Forensic Sciences*, 58(2): 442-447.

Morgan, J.A., 2014:

The Methodological and Diagnostic Applications of Micro-CT to Palaeopathology: A Quantitative Study of Porotic Hyperostosis. *University of Western Ontario, Electronic Thesis and Dissertation Repository*.