ORIGINAL REPORT

Stage 1 Archaeological Assessment:
1950 Montreal Road,
Part Lots A, B, and 1, Concession 1
Geographic Township of Cornwall,
United Counties of Stormont, Dundas, and Glengarry
Cornwall, Ontario

Prepared For
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Report: MH1136-REP.01

1.0 Executive Summary

Matrix Heritage, on behalf of the DEV Centre, undertook a Stage 1 archaeological assessment on part of Lots A, B, and 1, Concession 1 in the Geographic Township of Cornwall, United Counties of Stormont, Dundas and Glengarry, now the City of Cornwall, Ontario (Map 1). The study area is an existing hotel and conference centre complex (Map 2) that is part of a multi-component residential, retail, and public space redevelopment plan for the land surrounding areas (Map 3). This archaeological assessment was required by the City of Cornwall as part of a development application under the Planning Act. This assessment is in accordance with the Ministry of Citizenship and Multiculturalism's (MCM) *Standards and Guidelines for Consultant Archaeologists* (2011). The objectives of the investigation were to assess the archaeological potential of the property and determine whether further archaeological study was required.

The Stage 1 assessment included a review of the updated MCM archaeological site databases, a review of relevant environmental, historical, and archaeological literature, as well as primary historical research including: historical maps, land registry, and census records. An in-person site inspection was conducted on October 21, 2022, to assess the landscape and current conditions of the study area. Weather conditions at the time of the site visit were excellent; partially sunny with a temperature of approximately 7° C.

This Stage 1 background assessment concludes that, based on criteria outlined in the MCM's *Standards and Guidelines for Consultant Archaeologists* (Section 1.3, (2011)), portions of the study area have pre-contact Indigenous or historical Euro-Canadian archaeological potential. The property inspection revealed that portions of the study area, including most of the northern lawn section, the wooded portion of the western lawn, and the area around the historical stone house, likely retain archaeological potential as per Section 1.3.1. (MCM 2011). Conversely, the archaeological potential for the southwestern and southeastern corners of the study area, as well as the main hotel complex and associated infrastructure, has been removed through deep and extensive disturbances related to previous development and reconfiguring of the landscape for the hotel complex that occurred in the mid to late 1970s as per Section 1.3.2. (MCM 2011). Where this disturbance is clearly evident though the aerial imagery, current use (i.e., buildings, roads, infrastructure), and contoured landscape, archaeological potential has been entirely removed.

Based on the results of this investigation it is recommended that:

1. The sections of the study area considered to retain archaeological potential (area shown in blue in Map 4), be subject to a Stage 2 archaeological assessment conducted by a licensed archaeologist. As ploughing is not possible, Stage 2 assessment should be undertaking using the test pit survey method at 5 m intervals, as per Section 2.1.2 (MCM 2011).

2. No further archaeological study is required for the portions of the study area where archaeological potential has been removed though deep and pervasive disturbances (as shown in orange in Map 4) or where steep slopes are present (area shown in red on Map 4) as per Section 1.3.2 and Section 2.1 Standard 2.a.iii (MCM 2011).

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3.0 Project Personnel

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Site Visit/Field Director	Ben Mortimer, MA (P369)
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4.0 Project Context

4.1 Development Context

Matrix Heritage, on behalf of the DEV Centre, undertook a Stage 1 archaeological assessment on part of Lots A, B, and 1, Concession 1 in the Geographic Township of Cornwall, United Counties of Stormont, Dundas and Glengarry, now the City of Cornwall, Ontario (Map 1). The study area is part of a multi-component residential, retail, and public space redevelopment plan for the land surrounding the existing hotel and conference centre complex constructed in the mid to late 1970s (Map 2 and 3). This archaeological assessment was required by the City of Cornwall as part of a development application under the Planning Act. The assessment is in accordance with the Ministry of Citizenship and Multiculturalism's *Standards and Guidelines for Consultant Archaeologists* (2011).

At the time of the archaeological assessment, the study area was owned by the DEV Centre. Permission to access the study property was granted by the owner prior to the commencement of any field work; no limits were placed on this access.

4.2 Historical Context

4.2.1 Historic Documentation

There are a variety of published resources on the history and development of the former township of Cornwall and the county of Stormont. These include *Stormont, Dundas and Glengarry: A History: 1784-1945* (Harkness 1946), *Illustrated Historical Atlas of the Counties of Stormont, Dundas and Glengarry, Ontario* (Belden 1879), *The Mission of Cornwall, 1784-1812* (Young 1929), and *From Royal Township to industrial City: Cornwall 1784-1984* (Senior 1983).

4.2.2 Pre-Contact Period

The St. Lawrence Valley was not hospitable to human occupation until the retreat of glaciers and the draining of the Champlain Sea, some 10,000 years ago. The Laurentide Ice Sheet of the Wisconsinian glacier blanketed the Cornwall area until about 11,000 B.P. At this time the receding glacial terminus was moving north, and water from the Atlantic Ocean flooded the region to create the Champlain Sea. The Champlain Sea encompassed the lowlands of Quebec on the north shore of the Ottawa River and most of Ontario east of Petawawa, including the Ottawa Valley and Rideau Lakes. However, by 10,000 B.P. the Champlain Sea was receding and within 1,000 years was gone from Eastern Ontario (Watson 1990:9).

By circa 11,000 B.P., when the area was emerging from glaciations and being flooded by the Champlain Sea, northeastern North America was home to what are commonly referred to as the Paleo-Indian people. For Ontario the Paleo period is been divided into the Early Paleo period (11,000 - 10,400 B.P.) and the Late Paleo period (10,500-9,400 B.P.) based on changes in tool technology (Ellis and Deller 1990). The Paleo people, who had moved into hospitable areas of southwest Ontario (Ellis and Deller 1990), likely consisted of small groups of exogamous hunter-gatherers relying on a variety of plants and animals who ranged over large territories (Jamieson 1999). The few possible Paleo period artifacts found, as surface finds or poorly documented finds, in the broader region are from the Rideau Lakes area (Watson 1990) and Thompson's Island near Cornwall (Ritchie 1969:18). In comparison, little evidence exists for Paleo

occupations in the immediate area, as can be expected given the environmental changes the region underwent, and the recent exposure of the area from glaciations and sea.

As the climate continued to warm, the ice sheet receded further allowing areas of the St. Lawrence Valley near Cornwall to be travelled and occupied in what is known as the Archaic Period (9,500 – 2,900 B.P.). This period is generally characterized by increasing populations, developments in lithic technology (e.g., ground stone tools), and emerging trade networks. Archaic populations remained hunter-gatherers with an increasing emphasis on fishing. Sites from this period in the region are few, but include the Ault Park site (BgFr-1) 12 km west of Cornwall near Long Sault (Spence et al. 1990:163), and the Lamoureaux site (BiFs-2) in the floodplain of the South Nation River (Clermont 1999).

The Woodland Period in Ontario is characterized by the introduction of ceramics. Populations continued to participate in extensive trade networks that extended across much of North America. Social structure appears to have become increasingly complex with some status differentiation recognized in burials. Towards the end of this period domesticated plants were gradually introduced to the region. This coincided with other changes including the development of semi-permanent villages. The Woodland period is commonly divided into the Early Woodland (1000 – 300 B.C.), Middle Woodland (400 B.C. to A.D. 1000), and the Late Woodland (A.D. 900 – European Contact) periods.

The Early Woodland is typically noted via lithic point styles (i.e., Meadowood bifaces) and pottery types (i.e., Vinette I). Early Woodland sites in the region include the Ault Park site (BgFr-1), and the Long Sault Mound (Spence et al. 1990:141). The Middle Woodland period is identified primarily via changes in pottery style (e.g., the addition of decoration). Some of the best documented Middle Woodland Period sites from the region includes, again, the Ault Park site (BgFr-1), where the Middle Woodland component is dominate (Spence et al. 1990:163).

The identification of pottery traditions or complexes (Laurel, Point Peninsula, Saugeen) within the Northeast Middle Woodland, the identifiers for the temporal and social organizational changes signifying the Late Woodland Period, subsequent phases within in the Late Woodland, and the overall 'simple' culture history model assumed for Ontario at this time (e.g. Ritchie 1969; Wright 1966; Wright 2004) are much debated in light of newer evidence and improved interpretive models (Engelbrecht 1999; Ferris 1999; Hart 2011; Hart and Brumbach 2003; Hart and Brumbach 2005; Hart and Brumbach 2009; Hart and Englebrecht 2011; Martin 2008; Mortimer 2012). Thus, the shift into the period held as the Late Woodland is not well defined. There are general trends for increasingly sedentary populations, the gradual introduction of agriculture, and changing pottery and lithic styles. However, nearing the time of contact, Ontario was populated with somewhat distinct regional populations that broadly shared many traits. In the southwest, in good cropland areas, groups were practicing corn-bean-squash agriculture in semi-permanent, often palisaded villages which are commonly assigned to Iroquoian peoples (Wright 2004:1297–1304). On the shield and in other non-arable environments, including portions of the Ottawa Valley, there seems to remain a less sedentary lifestyle often associated with the Algonquian groups noted in the region at contact (Wright 2004:1485–1486).

In the vicinity of the study area, the latter portion of the Late Woodland period is highlighted by the development of the St. Lawrence Iroquoians. Their settlement area has been divided into a variety of clusters (largely based on pottery types) along the St. Lawrence River (Jamieson 1990). St. Lawrence Iroquoians were the first Iroquoian people to be contacted by Europeans, when Jacques Cartier encountered villages around Québec City and Montréal. It is thought that these groups represented two different confederacies (Wright 2004:1235–1298). A few decades

later, they had disappeared with various branches likely being subsumed by the more powerful Huron-Petun (Wendat-Tionontate) or Five Nations (Haudenosaunee) Iroquoian confederacies and others incorporated into Algonquian groups in the Ottawa Valley or further east (Wabanaki) (Warrick 2008:203).

4.2.3 Post-Contact Period

European contact with aboriginal peoples along the St. Lawrence River began with the visits of Jacques Cartier in 1534. The following year, he travelled upriver as far as Montreal. Here, he encountered the permanent St. Lawrence Iroquois settlements of Stadacona and Hochelaga near present-day Quebec City and Montreal, respectively. Cartier's accounts of the St. Lawrence Iroquois are the only that exist of these people at the time of contact, as by the time of Samuel de Champlain's 1603 voyage, these people had disappeared and instead *Algonquian*-speaking peoples occupied the area (Jamieson 1990:385). Trading between the French and Indigenous occupants of the area was minimal in the 16th century as the French determined that the country had little to offer Europe, and trade in furs was not viable until the end of the 16th century. It was not until 1599, when the king of France authorized the colonization of New France, and Champlain's 1603 voyage that permanent French-Indigenous relations were established (Heidenreich 1990:480–483).

Although the French exerted some influence in the study area through the 17th and 18th centuries, with permanent settlements established to the east and west on the Island of Montreal and Cataraqui (present day Kingston), permanent European settlement did not occur until the end of the 18th century. Despite having gained control of Canada at the end of the Seven Years' War (1754–1763), the British did not express interest in establishing settlements until the end of the American Revolution, when United Empire Loyalists left the newly established Republic.

The Governor of Quebec, General Frederick Haldimand, made lands available for settlement for the Loyalists in what would become Upper Canada. In 1783, Captain William Redford Crawford negotiated an agreement that surrendered lands that extended west along the north shore of the St. Lawrence River and Lake Ontario from the Mississauga, whom the British believed to be the sole First Nation peoples in the area, to the British crown. This became known as the 'Crawford Purchase'. In 1784, Major Samuel Holland, Surveyor General for Canada surveyed the new lands.

The original plan of settlement was to extend the *seigneurial* system of the old Province of Quebec westward from the seigneury of Longeuil (the most westerly of established seigneuries in Quebec). Two ranges of townships were laid out. The first nine townships west of Longeuil were known as the Royal Townships and extended to Cataraqui (Kingston). The next five townships, known as the Cataraqui Townships extended to the Bay of Quinte. Townships were divided into concessions and laid out into 200 acre lots. The original townships were numbered as they were to be a part of the Quebec seigneurial system. Not long after settling in these new townships, the Loyalists petitioned the Crown to establish a British form of land tenure and law, as there was a good deal of resistance to French custom and law in the newly settled areas (Craig 1963:4–9).

Upon their arrival, Loyalists drew their lots for their free land grants. The 1783 Royal Instructions granted 100 acres to every "Master of a Family", plus an additional 50 acres for each other member. Military claimants were granted from 200 acres for a private, rising from there up to 5,000 acres for a field officer. In 1789, the Dorchester Resolution allowed for the disbursement of 200 acres to be extended to the sons and daughters of the original United Empire Loyalists.

Lots fronting on the St. Lawrence were granted first and were usually not more than 200 acres, meaning higher ranking officers would select their further grants in the rear of the townships, often quite distant from their first. Likewise, the grants to children of Loyalists were in the rear of townships or townships further inland. As a result, the entire riverfront within the newly surveyed Townships of Lancaster, Charlottenburg, Cornwall, Osnabruck, Williamsburg, Matilda, Edwardsburgh, Augusta, and Elizabethtown (the Royal Townships) were settled almost simultaneously, while the rear lots of the township and other townships were granted but not always settled. Generally, Scots were placed in the eastern townships and the western townships were comprised mostly of German immigrants.

The area had been part of the Montreal District until 1788, when Lord Dorchester, Sir Guy Carleton formed new four districts west of Montreal. From east to west these were Lunenburg, Mecklenburg, Nassau, and Hesse, reflecting the German origins of the Royal family and the many Germans among the Loyalists. The future counties of Stormont, Dundas and Glengarry became affiliated with the most eastern district of Lunenburg, which extended from the eastern edge of Lancaster Township, the first of the Royal Townships, to just below present-day Kingston (Harkness 1946). By 1788, the numbered Royal Townships were named for some of the fifteen children of King George III (1760-1820). The Township of Osnabruck was named after a title formerly held by Prince Frederick, who at one time was Prince-Bishop of Osnabrück in Lower Saxony, and Cornwall was named for Prince Frederick's title as Duke of Cornwall. With the Canada Act of 1791 that divided Quebec into Upper and Lower Canada, Colonel John Graves Simcoe, first Lieutenant-Governor of Upper Canada, established the original 19 counties.

The town of Cornwall, originally named New Johnstown, was settled in June 1784 by Lieutenant-Colonel Sir John Johnson and the First Battalion King's Royal Regiment of New York, a contingent of the Royal Highland Emigrants (84th), and their families (Senior 1983:7). Sir John Johnson and his men laid out a mile-square town plot in the centre of Township No. 2 (Royal Townships). The town's plan lay along the north shore of the St. Lawrence River between Maligne Grande Point and Maligne Petite Pointe, a bay that has since been filled in. A few miles downriver, the St. Lawrence widened into what was known as Lake St. Francis, while upriver lay the most perilous of the rapids of the St. Lawrence River, the Long Sault. Cornwall was located at a strategic place along the St. Lawrence for fur traders and military personnel moving from Montreal to Oswegatchie (present day Ogdensburg, New York), Cataraqui (Kingston), Niagara, or the Upper Lakes (Senior 1983:20-21). By October 1784, the muster returns show that within Royal Township No. 2 there were 215 men, 87 women, and 214 children. It is likely that only 99 people were actually living on their land at this point. These same musters show that the Cataraqui Township No 1, in which the town site of Cataraqui was located, had a total of 220 settlers. While the town site of Cataraqui soon had substantial homes with neatly fenced gardens, the town site of New Johnstown failed to attract settlers (Senior 1983:33, 47).

The town of New Johnstown quickly adopted the name Cornwall. The town did not fall into obscurity as other town sites prospered, since Cornwall was an important transhipment location at the east end of the Long Sault Rapids. Travellers moving along the St. Lawrence River were forced to disembark from their vessels and go by foot through the town while their bateaux were dragged over the rapids. At first, these travellers stayed overnight with welcoming farmers, but several inns and taverns gradually developed. By 1792, the town had a small Presbyterian log church, an Episcopalian parsonage house, a school, a medical doctor, and the King's stores, located at present day Water Street at the foot of Pitt Street (Senior 1983:72-73). By the early 1800s Cornwall had sixty-six families, totalling 397 people, living in thirty-two houses. The township itself had a population of 1080 living in 91 houses, making a total of 1,477 in the town and township by 1804 (Senior 1983:74).

Prior to the War of 1812, a garrison of the Second Battalion of the Royal Canadian Volunteer Regiment of Foot was stationed at Cornwall. With the outbreak of war in 1812, Cornwall served as a communications link between Upper and Lower Canada. Cornwall lay very near to the Battle of Crysler's Farm (November 11, 1813) in which the British and Canadian force won against the Americans who greatly outnumbered them. The morning after the battle the American flotilla passed by Cornwall on its way to Montreal. The residents had evacuated the town while the Glengarry and Stormont militia conveyed the depot's supplies to the base at Coteau-du-Lac. The American army occupied the empty town for several days before a decision was made to suspend the attack on Montreal (Senior 1983:106-108).

By 1816, the population of the town of Cornwall had reached 500. The population and economic expansion of the town changed little from 1816 to the 1840s with the opening of the Cornwall Canal (Senior 1983:116). The Cornwall Canal was built between 1834 and 1842 in order to bypass the Long Sault rapids. It was 11 miles long and 9 feet deep. The canal accelerated the development of the town into an industrial centre. Flour, paper, and textile mills set up operations in the town. The canal was enlarged beginning in 1876 to 1904 to allow for larger ships to pass up the St. Lawrence River. While the town had previously been largely inhabited by British descendants, the industrialization of the town changed to include a large French-Canadian element, increasing the town's population to 4,468 by 1881 (Senior 1983:7).

4.2.4 Study Area Specific History

The development area is located at 1950 Montreal Road on the eastern side of the City of Cornwall. The study area falls within the southeastern portion of Lot 1, the southern portion of Lot A, and the southwestern portion of Lot B, Concession 1, in the Geographic Township of Cornwall, in the United Counties of Stormont, Dundas and Glengarry. The historical Walling map from 1862 (Map 5) (Walling 1862) lists the owner of Lot 1 as T. G. Anderson and depicts a house in the southern portion of the lot along the road, and another in the northeastern corner of the lot; both are outside of the study area. The map shows the owner of Lot A as M. McMartin and depicts a house in the southern portion, and another in the northeastern corner. The house shown in the southern portion is within the study area and represents the stone house still standing on the property. The owner of Lot B is listed as C. MacDonald and the map depicts a house in the southeastern corner beside a schoolhouse shown south of the road; both are outside of the current study area. The historical Belden map from 1879 (Map 5) (Belden 1879) depicts three houses on Lot 1 owned by T. Anderson, one in the northeastern corner, and two in the southern portion, all three of which lie outside of the study area. By the time of this map there are two structures depicted in the southern portion of Lot A belonging to M. McMartin, both within the study area. This map shows the owner of the western half of Lot B as D. A. McMartin, however there is no house depicted on that portion of the lot.

Lots A and B, Concession 1

Lots A and B, Concession 1 have the same early land registry history until at least the early 20th century and are discussed together.

The original Crown patents for the lots were granted in 1804 to United Empire Loyalist Lieutenant John Frederick Holland. This property was part of a land grant to Holland of 675 acres. He did not hold the land long before selling it to Jacob Waggoner in 1810 (LRO (52)). Jacob Waggoner was born in Germany in 1742, and arrived in the United States in 1758. By the time the American Revolutionary war broke out in 1777 he had a family and a farm on land in Tryon County, New

York. He served in the war in the First Battalion in Captain Patrick Daly's Company of Sir John Johnson's King's Royal Regiment of New York. The battalion disbanded in 1783, and by 1784 the Waggoner family was on their new land in Cornwall. In the Cornwall Township Provisional List for Loyalists from 1784 Jacob Waggoner Sr. is listed as being granted Lot 8, Concession 2, and Jacob Jr. Lot 8, Concession 3. Jacob Waggoner Jr. was born in 1797 and died of Cholera in 1832, at the age of 34 (Ancestry.com 2012). Based on the original grant of Lot 8, Concession 2, it can be assumed that the Waggoners did not live on the subject property, but perhaps held it as extra farmland, or for financial purposes.

In 1821, a decade after acquiring the land, Waggoner sold the property to Alexander McMartin who sold it to his brother Martin later that same year (LRO (52)). Martin McMartin and his wife, Barbara Colquhoun, were married in 1824 and they lived in a log house on the property until they built a large stone home in 1850 (Cornwall Community Museum 2015). The 1851 census records Martin, aged 53 at the time, as a farmer and Barbara, aged 44, with five children living at home ranging in age from 1 to 25. The family was recorded in the census as still living in their log home (Statistics Canada 1851). By the time of the 1861 census the family had moved into their one and a half story stone house that is noted in the records as being built in 1850 (Statistics Canada 1861).

Following Martin McMartin's death in 1862, ownership of the house reverted through foreclosure to William Colquhoun, Barbara McMartin's brother, who sold the land to John Clark Hall in 1891 (LRO (52)). The census records from 1891 list John, aged 37, his wife Alice, aged 26, and their three young children living with John's widowed father William, aged 79, and a labourer working for the family, a young widower named William Fitzpatrick, aged 27, and his 7-year-old daughter Eva (Statistics Canada 1891). By the time of the 1911 census, John and Alice had seven of their nine children still living at home ranging in ages from 6 to 21 (Statistics Canada 1911). Ownership of the property reverted to the Colquhoun family following the death of John Hall in 1913. Through his will the land was passed to John's widow Alice Hall, who granted the land back to the Colquhouns (LRO (52)).

Subsequent years saw a succession of tenants owning the land and living in the stone house including the McNairn family. In 1973, a portion of the farm was purchased by the Federal Department of Transport for the site of its new Transport Canada Training Institute. Construction was completed on the hotel and conference centre in 1979 and in 1982 the McMartin stone house was opened as an All Ranks Mess (Cornwall Community Museum 2015).

Lot 1, Concession 1

The original crown patent for Lot 1, Concession 1 was granted to Captain Samuel Anderson in 1797 as part of a sizable grant of over 1500 acres (LRO (52)). Anderson was born of Irish parents in Massachusetts in 1736, and lived in various places around New England including Connecticut and Vermont. A veteran of the Seven Years War, he was offered a Captain's commission by the local patriots (including the Green Mountain Boys) when the American Revolutionary War broke out. He refused this offer, choosing to remain loyal to the British king, and was therefore imprisoned. He escaped in 1776 and joined the King's Royal Regiment of New York and commanded troops at the Battle of Bennington. As his American property had been confiscated, he settled in Canada on his sizable land grants received following his service. He was appointed Justice of the Peace and served as judge for the Eastern District. Samuel and his wife Deliverance Butts had ten children. Samuel died in 1836 at the impressive age of 100 (Ancestry.com 2012). Following his death, the land was passed through his will to his youngest

son George Anderson (LRO (52)). Presumably, the other Anderson sons had received other sections of their father's large amounts of land.
George Anderson was born in 1784, and was 52 years old when he received the land. This suggests he had already established his own household or was already running the family homestead in the name of his elderly father. Twelve years after receiving the land, in 1848, George passed it to his son Thomas G. Anderson (LRO (52)). The 1851 census records George, aged 68, living with his wife Mary, aged 64, and two of their adult sons, Michael 36, and Thomas 30 (Statistics Canada 1851). George Anderson died in 1860 at the age of 76.

The 1861 census lists Thomas as a farmer and the head of the household, living with his older brother Michael, who is listed as a carpenter, and their widowed mother Mary (Statistics Canada 1861). By the time of the 1871 census Thomas had established his own family unit and was listed as living with his wife Marcia (14 years his junior), and their two young children, Mary and William (Statistics Canada 1871). The family unit had not changed by the time of the 1881 census (Statistics Canada 1881). By the time of the 1891 census Thomas and Marcia were living with their then 22-year-old son William (Statistics Canada 1891). By the time of the 1901 census, there are two households recorded for Thomas's family. Thomas is listed as 80 years old and living with his wife, their widowed 34-year-old daughter, Mary Sifton, and her three children ranging in age from 8 to 13, and a 14-year-old domestic worker named Bertha Lefabre. Nearby in the records is William, aged 31, with his wife Maud and two domestic workers (Statistics Canada 1901). Following Thomas's death, a year later in 1902, the property was passed to William (LRO (52)).

The census records from 1911 list William, aged 42, living with his wife, their young son, and a 22-year-old lodger named Mary Webster (Statistics Canada 1911). The eastern portion of the property was sold to William Leetch in 1912 but the Anderson family held at least part of the land well into the mid 20th century (LRO (52)).

4.3 Archaeological Context

4.3.1 Current Conditions

The study area is a 30 ha parcel of land containing the DEV hotel and conference centre (Map 2). The property is bounded to the north by subdivisions, to the east by partially wooded and overgrown fields, to the south by the St. Lawrence River, and to the west by the partially wooded grounds of the Glen Stor Dun Lodge in the south and subdivision housing in the north. The DEV Centre complex is a multi-component site used as a hotel, conference centre, training facility, and recreation facility with multiple roadways winding through the property. The land surrounding the main centre building is mainly a manicured lawn with various parking lots, outbuildings, radar/navigational equipment, recreation areas, and an old stone house at the front entrance. At the time of the assessment a formal land survey had not been completed so parcel mapping provided by the DEV Centre was used to delineate the study area.

4.3.2 Physiography

The study area falls within the Lancaster Flats physiographic region (Map 6). This is a lowland region in which the till plain has been buried under water-laid deposits leaving exposed only the stony crest of a few drumlins and ridges. The water-lain materials range from clay to very fine sand. Despite numerous creeks draining into the St. Lawrence River, the land is so flat that the area is poorly drained. Original vegetation consisted of moisture-loving species such as

American elm, white ash, and red maple. The soils are generally poorly drained and have rather deep black surface soils underlain by rusty, mottled, soils (Chapman and Putnam 1984).

The subject property is in an area of unmapped urban soils, however, the soils in the immediate vicinity are of the North Gower and Eamer Series (Map 6). The North Gower soil type is a poorly draining, non-stony clay loam developed on nearly level topography. Streams are few and poorly developed, thus the natural drainage of the soil is dependant on that which can seep through. As the soils are a clay texture, the water moves slowly and therefore the soil is wet for a large part of the year. Cultivated surface soil has a granular structure and neutral reaction. North Gower soils are among the most productive in the Ottawa Valley region. They are particularly adapted to oats, hay, and fodder corn and this dairy production does well in the area. There is limited use for other agricultural crops.

The Eamer Series is a well drained loam with a stony parent material over a strongly undulating to rolling topography. A number of boulders, generally limestone with some granite, can be scattered on the surface, often in sufficient numbers to hinder cultivation. Natural vegetation on this soil type includes sugar maple, elm, and basswood. When cultivated the surface soil consists of a dark brown-grey loam of medium organic matter content. Eamer Series soils are well adapted to general farm crops, provided the boulders are not too numerous. The soils are well supplied with lime and other nutrients. Cereals, hay, especially alfalfa and clovers thrive on this soil (Stormont book Matthews and Richards 1954).

The surficial geology of the study area is a diamicton and a massive well-laminated clay (Map 6). The diamicton is a stone-poor, carbonate-derived silt to sandy till. The clay is a foreshore/basinal glaciomarine marine deposit from the Quaternary (Champlain Sea) period. It is composed of clay, silty clay and silt, commonly calcareous and fossiliferous; locally overlain by thin sands. Upper parts are generally mottled or laminated reddish brown and bluish grey and may contain lenses and pockets of sand.

The study area lies along the St. Lawrence River placing it in a prime location to utilize the river for water, trade, and transport, from ancient times through to the modern day.

4.3.3 Previous Archaeological Assessments

Based on research to date, no previous assessment of the development area or immediately adjacent parcels has occurred. Archaeological work in the region has primarily consisted of cultural resource management studies related to specific properties or development projects. There have been a few projects undertaken on neighbouring township lots (Table 1). These have all been Stage 1 or 2 assessments resulting in no found archaeological resources; mostly due to the areas being comprised of previously disturbed industrial lands.

4.3.1 Registered Archaeological Sites and Commemorative Plaques

A search of the Ontario Archaeological Sites Database indicated that there are two registered archaeological sites located within 1 km of the study area. Unfortunately, little information is available about either site. The Crab Island Site (BgFp-7) has no listed information about artifacts, time period, or cultural affinity. The other site, Greys Creek Site #1 (BgFp-37), has only a description of artifacts collected as “10 pot sherds, 2 pipe stems, and a fossil; provenience unknown” listed in the database.

Date	Title	Company
2022	Stage 2 Archaeological Assessment: 1500 Industrial Park Part Lots A, 1, and 2, Concession 2 Plan 5R-8534 Geographic Township of Cornwall, United Counties of Stormont, Dundas and Glengarry Cornwall, Ontario	Matrix Heritage
2022	REVISED: Stage 1 Archaeological Background Study, City of Cornwall Business Park Master Plan, Lots A to C and 1 to 5 in the 2nd Concession, Geographic Township of Cornwall, City of Cornwall, Stormont County	Central Archaeology Group Inc.
2019	Stage 2 Archaeological Assessment 3000-3300 Marleau Ave Part east half of Lot B, Concession 1 Former Geographic Township of Cornwall City of Cornwall, Ontario	Paterson Group
2019	Stage 1 Archaeological Assessment: 3000-3300 Marleau Ave Part east half of Lot B, Concession 1, Former Geographic Township of Cornwall City of Cornwall, Ontario	Paterson Group
2018	Stage 1 Archaeological Background Study, Cornwall Business Park: 1500 Industrial Park Drive Formerly the Township of Cornwall, Stormont County Southern Halves of Lots 2, 1, A & Southwest Portion of Lot B, Concession 2	CRM Lab Archaeological Services

Table 1: Previous Archaeological Assessments undertaken near the current study area.

There are two commemorative plaques within the study area, on either side of the driveway entering the site. The plaque on the western side details the mounted aircraft (a CAF T-33 Silver Star), displayed on the grounds. The plaque on the eastern side outlines the history of the still-standing stone house built by the McMartin family in 1850. In the southwestern corner of Lot 1, Concession 1, just outside the current study area, is a plaque commemorating the life of Captain Samuel Anderson, his arrival in Cornwall as a United Empire Loyalist, and his contributions to the early community.

4.4 Archaeological Potential

Potential for pre-contact Indigenous sites is based on physiographic variables that include distance from the nearest source of water, the nature of the nearest source/body of water, distinguishing features in the landscape (e.g., ridges, knolls, eskers, and wetlands), the types of soils found within the area of assessment and resource availability. The study area has potential for pre-contact Indigenous archaeological sites as it sits in an area of varied soils on the shore of the St. Lawrence River and there are previously known archaeological sites less than a kilometre from the study area.

Potential for historical Euro-Canadian sites is based on proximity to historical transportation routes, historical community buildings such as schools, churches, and businesses, and any known archaeological or culturally significant sites. The study area has potential for historical period archaeological sites due to the early patent dates and occupation of the properties by prominent Loyalist families, the presence of the 1850 stone house, and the proximity to historic transportation routes of Montreal Road and the St. Lawrence River.

Despite this high potential for archaeological resources within the study area, there are portions of the property have been significantly disturbed and potential for uncovering archaeological sites in these sections has been completely negated through these disturbances (Section 1.3.2, MCM 2011).

5.0 Field Methods

A property inspection of the study area was undertaken on October 21, 2022, as per Section 1.2 (MCM 2011). Permission to access the property was provided by the owner with no limitations. Weather conditions at the time of the site visit were partially sunny with temperatures around 7° C. Ground surfaces were clear of obstruction and visibility was good. During the site visit the entire property was systematically inspected (Section 1.2 Standard 1.).

Digitized boundaries for the study area obtained from the development mapping (Map 3) were loaded into ESRI Field Map prior to the site visit. This data layer was then accessed on an iPhone with GPS for real-time positioning in the field with horizontal accuracies averaging +/- 5 m.

This inspection was undertaken to confirm the extent of possible disturbances and to determine what survey strategies and effort would be appropriate for a Stage 2 assessment, should it be required. Areas were examined to confirm if features of archaeological potential were present and if there were any areas of disturbance which would have removed archaeological potential.

Field notes and photographs of the property were taken during the visit to document the current land conditions as per Standard 1.a., Section 7.8.6 (MCM 2011). Locations of all photos included in this report are shown on Map 4, identified by figure number. Site photograph, document, and map catalogues appear in Appendices A, B, and C.

6.0 Record of Finds

The study area is a 30 ha parcel of land on part Lots A, B, and 1, Concession 1 in the Geographic Township of Cornwall, United Counties of Stormont, Dundas and Glengarry, now the City of Cornwall, Ontario (Map 1). The study area consists mainly of the DEV Centre which is a multi-component site used as a hotel, conference centre, training facility, and recreation facility with multiple associated buildings, infrastructure, landscaping, and roadways winding through the complex (Map 2).

Historic aerial imagery from the construction of the Transport Canada Training Institute in the mid 1970s reveals some of the extent of the extensive land disturbances in the southern portion of the study area that were created during the construction of the DEV Centre hotel complex (Figure 1 and Map 7). The photos shows that while the lawn in the immediate vicinity of the historic stone house appears to have remained intact, disturbances elsewhere were significant, including the areas of what is now lawn immediately south of the DEV Centre. Pre-publication borehole data from a draft 2022 geotechnical investigation revealed various thick fill (over 2 m) deposits overlying glacial till specifically in the southwestern and southeastern corners (BH5-22, BH7-22) as well as in the immediate vicinity of the main hotel building (Appendix D and Map 2). Boreholes from the northern portion of the study area and around the historic house suggest intact natural soil horizons (Paterson Group 2022). These results also correlate to the findings of the site inspection, detailed below, which finds the disturbance of the site to encompass the DEV Centre, associated buildings and infrastructure, the manicured lawns inside the main ring road, and the open lawn southeast of the main facility.

The main portion of the study area slopes up from the river in terraces to the DEV Centre and then slightly down to the north placing the main hotel complex on the highest part of the parcel. Most of this main portion is a mix of heavily disturbed areas from the construction of the facility, associated parking lots, radar/navigation infrastructure, a tennis court, meteorological stations, and graded landscaping with open manicured lawns. While the lawns may be open and do not show signs of obvious disturbance, they are remarkably level, and there are buried utilities running between the main facility, associated buildings, and the noted radar/navigation infrastructure installations (Figure 2 to Figure 8).

The eastern front lawn is a terraced, steep slope up to the parking areas and tennis court due east of main facility. This lawn area is an artificial landscape creating during the construction of the DEV Centre facilities as is shown though the level and even terraces between steep slopes and aerial imagery from the construction period (Figure 9 and Figure 10).

The front west lawn is a gentle slope up to an open pine stand south of the parking lots, due west of main facility. There is a mounted fighter jet monument in this area. As with the lawn on the eastern side, the topography is consistent, very even, and likely artificially landscaped (Figure 11 to Figure 14).

The northwestern portion of the study area is an open section just north of the western parking lots consisting of a highly disturbed maintenance compound and gravel road. This area slopes evenly and gently to the north and northwest towards residential properties and park land (Figure 15 to Figure 19).

The northern portion of the study area is an open section that slopes gently to the north. This area has two smaller outbuildings, parking lots, and an abandoned observation network along

the northern boundary. Further to the north, just outside of the study area, is a residential subdivision (Figure 20 to Figure 26).
The northeastern portion of the study area is an open section that slopes very gently up to the east. This section includes a gravel track in the northern part, and navigation infrastructure stations in the southern, southeastern, and western parts. There is a telecommunications tower in the southeast corner. These installations all have associated buried utilities. Further to the north, just outside of the study area, is a residential subdivision, to the east is a subdivision currently under construction, and to the south is the Cornwall Waste Water Treatment Plant (Figure 27 to Figure 32).

There is a historical limestone house just east of the main entrance to the facility, off Montreal Road. While here is some obvious modern infrastructure around the house, areas in the immediate vicinity of the house may be undisturbed (Figure 33 to Figure 36).

The study area includes a small sliver of land south of Montreal Road along the St. Lawrence River. This strip of land is artificially built up/disturbed in support of the road and a bike path or is steeply sloped into the river (Figure 37 to Figure 42).

7.0 Conclusions and Recommendations

This Stage 1 assessment included a review of the MCM's archaeological sites database, relevant environmental, historical, and archaeological literature, and primary historical research. Based on criteria outlined in the MCM's *Standards and Guidelines for Consultant Archaeologists* (Section 1.3, 2011), while large areas of the study area are clearly deeply and pervasively disturbed, other areas retain both pre-contact Indigenous as well as historic Euro-Canadian archaeological potential.

Aerial photography from the 1970s construction of the Transport Canada Training Institute reveal some of the extensive land disturbances in the southern portion of the study area. The imagery shows that the lawn in the immediate vicinity of the historic stone house appears to have maintained intact (Map 7 and Figure 1), while elsewhere is disturbed. Borehole data from a 2022 geotechnical investigation revealed various fill deposits across the property, specifically in the southwestern and southeastern corners, as well as in the immediate vicinity of the main hotel building. Conversely, boreholes from the northern portion of the study area and around the historic house suggest intact natural soil horizons (Paterson Group 2022).

The property inspection documented that portions of the study area, including most of the northern lawn section, the wooded portion of the western lawn, and the area around the historic stone house, may retain archaeological potential as per Section 1.3.1. (MCM 2011). Conversely, the archaeological potential for the built-up southwestern and southeastern corners of the study area as well as the main hotel complex and associated infrastructure, has been removed through deep and extensive disturbances related to previous development and reconfiguring of the landscape as per Section 1.3.2. (MCM 2011).

Accordingly, the northern portion of the study area, the western lawn, and the area around the historic stone house (Map 4), are considered to retain archaeological potential for pre-contact Indigenous and historical period Euro-Canadian archaeological sites and require further assessment. The remainder of the property has been stripped of archaeological potential and requires no further assessment.

Based on the results of this investigation it is recommended:

1. The sections of the study area considered to retain archaeological potential (area shown in blue in Map 4), be subject to a Stage 2 archaeological assessment conducted by a licensed archaeologist. As ploughing is not possible, Stage 2 assessment should be undertaking using the test pit survey method at 5 m intervals, as per Section 2.1.2 (MCM 2011).

2. No further archaeological study is required for the portions of the study area where archaeological potential has been removed though deep and pervasive disturbances (as shown in orange in Map 4) or where steep slopes are present (area shown in red on Map 4) as per Section 1.3.2 and Section 2.1 Standard 2.a.iii (MCM 2011).

8.0 Advice on Compliance with Legislation

a. This report is submitted to the *Minister of Citizenship and Multiculturalism* as a condition of licencing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection, and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture, a letter will be issued by the ministry stating that there are no further concerns with regards to alterations to archaeological sites by the proposed development.

b. It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licenced archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest , and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

c. Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licenced consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.

d. The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.

9.0 Closure

Matrix Heritage has prepared this report in a manner consistent with the time limits and physical constraints applicable to this report. No other warranty, expressed or implied is made. The sampling strategies incorporated in this study comply with those identified in the Ministry of Citizenship and Multiculturalism's *Standards and Guidelines for Consultant Archaeologists* (2011) however; archaeological assessments may fail to identify all archaeological resources.

The present report applies only to the project described in the document. Use of this report for purposes other than those described herein or by person(s) other than the DEV Centre or their agent(s) is not authorized without review by this firm for the applicability of our recommendations to the altered use of the report.

This report is pending Ministry approval.

We trust that this report meets your current needs. If you have any questions or we may be of further assistance, please contact the undersigned.

Matrix Heritage Inc.

Ben Mortimer, M.A., A.P.A.
Senior Archaeologist

Andrea Jackson, M.Litt.
Staff Archaeologist

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11.0Images

Figure 1: Historical limestone house just south (below) ongoing construction activity for the Transport Canada Training Institute circa mid 1970s. Showing extend of earth moving associated with the front lawns and gardens of the facility (provided by proponent).

Figure 2: Roadway around hotel complex. (MH1136-D022)

Figure 3: Landscaped sign area in front of hotel. (MH1136-D024)

Figure 4: Driveway around the hotel. (MH1136-D051)

Figure 5: Monitoring and observation installations. (MH1136-D056)

Figure 6: Driveways around the main hotel building. (MH1136-D058)

Figure 7: Driveways around the main hotel building. (MH1136-D059)

Figure 8: Lawns and parking lots around hotel building. (MH1136-D048)

Figure 9: Embankment and utilities in the south-eastern portion of the study area. (MH1136-D012)

Figure 10: Embankment in south-eastern portion of the study area. (MH1136-D015)

Figure 11: View from south-western corner of study area, showing slope up to hotel. (MH1136-D011)

Figure 12: View towards the south-western corner, showing driveways, slope, landscaping. (MH1136-D023)

Figure 13: Upper section of the south-western portion, mounted plane, edge of forested area. (MH1136-D025)

Figure 14: Lawn west of the hotel, stand of trees on top of slope. (MH1136-D057)

Figure 15: Parking lot in the northwest. (MH1136-D026)

Figure 16: Lawn in the north-western portion of the study area. (MH1136-D027)

Figure 17: Parking lot and landscaping in the northwest. (MH1136-D028)

Figure 18: Parking lot and storage outbuildings in the northern portion. (MH1136-D029)

Figure 19: North-western lawn, towards northwest corner. (MH1136-D031)

Figure 20: Gravel road, storage buildings and yards, northern portion. (MH1136-D032)

Figure 21: Northern lawn and parking lot. (MH1136-D033)

Figure 22: Northern lawn and parking lot towards the hotel. (MH1136-D034)

Figure 23: Monitoring equipment along the northern edge of the study area, houses beyond. (MH1136-D035)

Figure 24: Eastern parking lots. (MH1136-D036)

Figure 25: Monitoring and observation installations and buildings on the eastern side of the study area. (MH1136-D037)

Figure 26: Eastern lawn, utilities, and cell tower. (MH1136-D038)

Figure 27: Gravel road, cell tower in the eastern yard. (MH1136-D039)

Figure 28: Monitoring and observation installations in the eastern portion. (MH1136-D041)

Figure 29: Monitoring and observation installation, eastern portion. (MH1136-D042)

Figure 30: Gravel road and tennis court, towards hotel. (MH1136-D043)

Figure 31: Tennis Court on eastern side of hotel. (MH1136-D044)

Figure 32: Edge of water treatment plant and cell tower. (MH1136-D045)

Figure 33: Historic stone house. (MH1136-D001)

Figure 34: Edge of the front yard of the stone house, Montreal Road. (MH1136-D003)

Figure 35: Parking lot and eastern side of the stone house. (MH1136-D019)

Figure 36: Western side of stone house. (MH1136-D020)

Figure 37: Western portion of small sliver of study area south of the road. (MH1136-D004)

Figure 38: Built-up shoreline between the river and the bike path. (MH1136-D005)

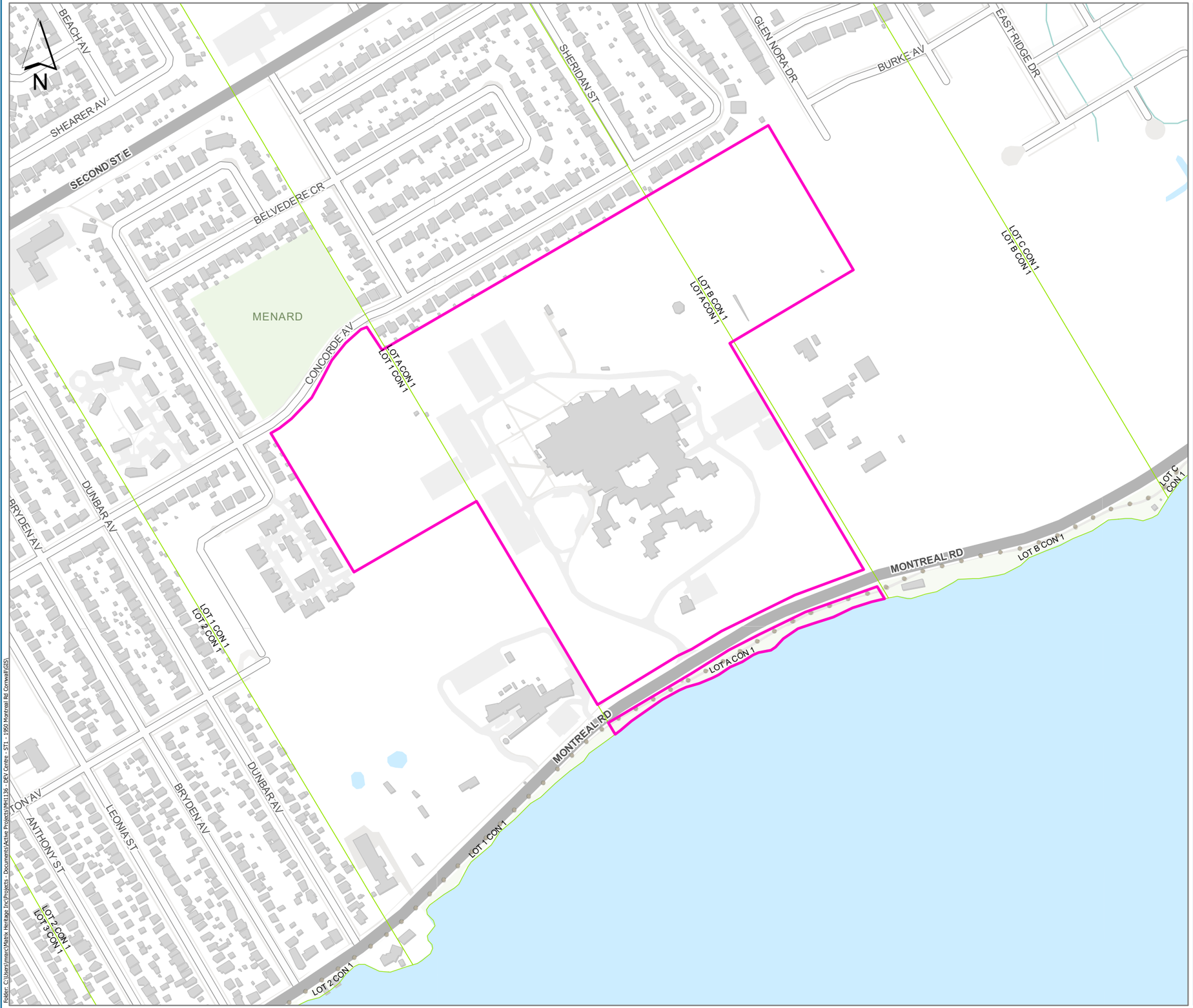
Figure 39: Bike path along the river. (MH1136-D-006)

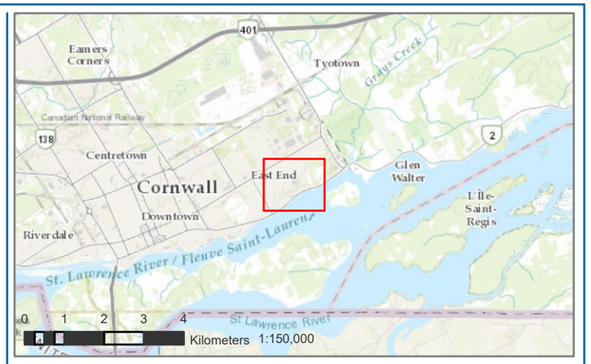
Figure 40: Built-up shoreline between the path and the river. (MH1136-D007)

Figure 41: Bike path along the river, hotel visible in the background. (MH1136-D008)

Figure 42: Eastern portion of the bike path and study area south of the road. (MH1136-D013)

12.0 Maps





STUDY AREA

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PLAN FROM CRM LAB ARCHAEOLOGICAL SERVICES 2018

FILE MH1136
DATE 2022-10-20
CREATED BY: BM
PROJECTION: NAD 1983 UTM Zone 18N
CHECKED BY:NK

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
1950 MONTREAL ROAD, CORNWALL, ON

TITLE
LOCATION

MAP
1

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LEGEND

STUDY AREA

APPROXIMATE BOREHOLE LOCATION (DISCUSSED IN REPOPRT)

Matrix

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FILE MH1136

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PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
1950 MONTREAL ROAD, CORNWALL, ON

TITLE
CURRENT CONDITIONS

MAP
2

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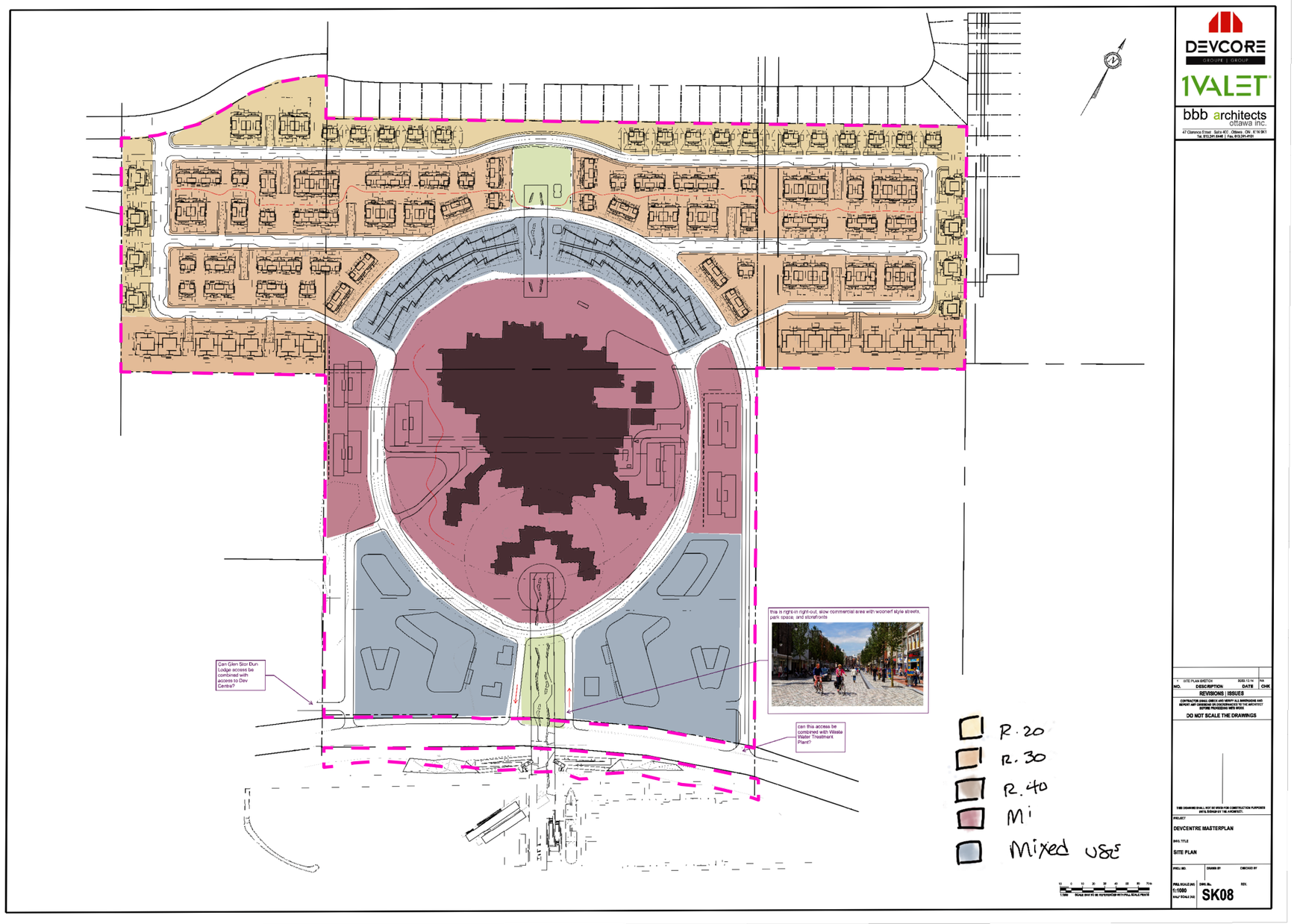

DEVCORE GROUPE J GROUP

1VALET

bbb architects ottawa inc.
47 Clarence Street Suite 407, Ottawa ON K1N 9K1
Tel. 613.241.6448 | Fax. 613.241.4191

NO.	DESCRIPTION	DATE	CHK
1	SITE PLAN SKETCH	2020.12.14	NA

REVISIONS / ISSUES

CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH WORK

DO NOT SCALE THE DRAWINGS

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT.

PROJECT
DEVCENTRE MASTERPLAN

DWG. TITLE
SITE PLAN

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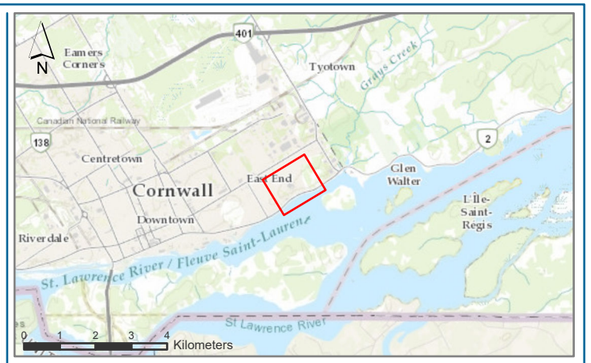
HALF SCALE (A1)		



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PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
1950 MONTREAL ROAD, CORNWALL, ON

TITLE
DEVELOPMENT AREA

MAP
3

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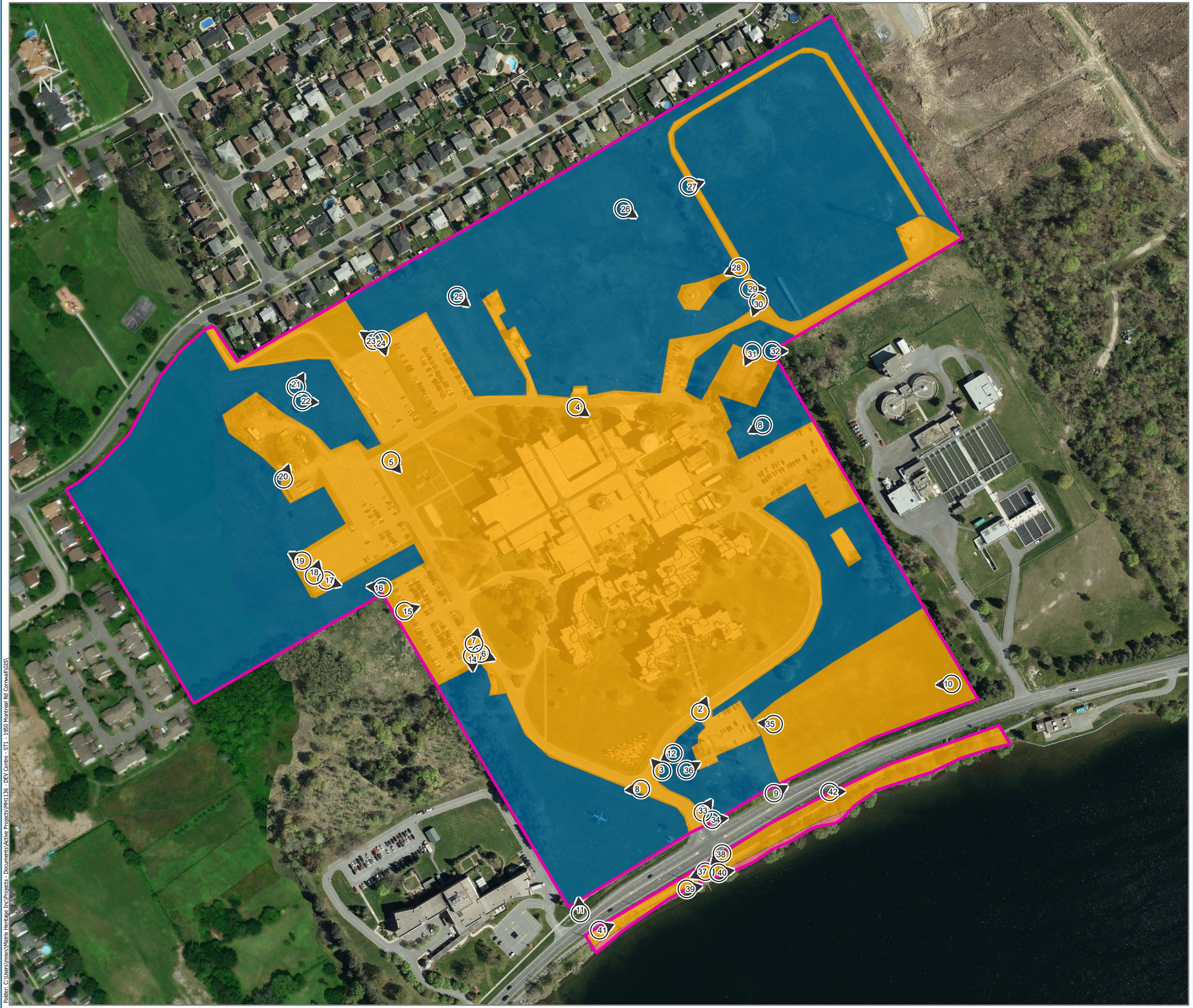

LEGEND

STUDY AREA

ARCHAEOLOGICAL POTENTIAL AND RECOMMENDATIONS

HIGH POTENTIAL - SHOVEL TEST (5 M INTERVAL)

NO/LOW POTENTIAL EXCUDED FROM STAGE 2 ASSESSMENT

DEEPLY DISTURBED

STEEP SLOPE

PHOTO LOCATION, DIRECTION, AND FIGURE NUMBER

Matrix

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FILE MH1136 DATE 2022-11-28
CREATED BY: BM
PROJECTION: NAD 1983 UTM Zone 18N CHECKED BY:NK

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
1950 MONTREAL ROAD, CORNWALL, ON

TITLE
RECOMMENDATIONS AND PHOTO KEY

MAP 4

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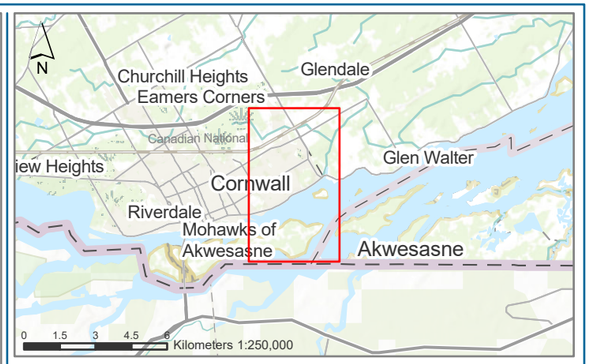
WALLING 1862

BELDEN 1879



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SEGMENT OF 1862 MAP OF THE COUNTIES OF STORMONT, DUNDAS, GLENGARRY, PRESCOTT & RUSSELL CANADA WEST FROM ACTUAL SURVEYS UNDER THE DIRECTION OF H.F. WALLING
SEGMENT OF 1879 TOWNSHIP OF CORNWALL MAP FROM ILLUSTRATED HISTORICAL ATLAS OF THE COUNTIES OF STORMONT, DUNDAS AND GLENGARRY, ONT., TORONTO: BELDEN & CO.

FILE MH1136

DATE 2022-10-20

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PROJECTION: NAD 1983 UTM Zone 18N

CHECKED BY:NK

PROJECT

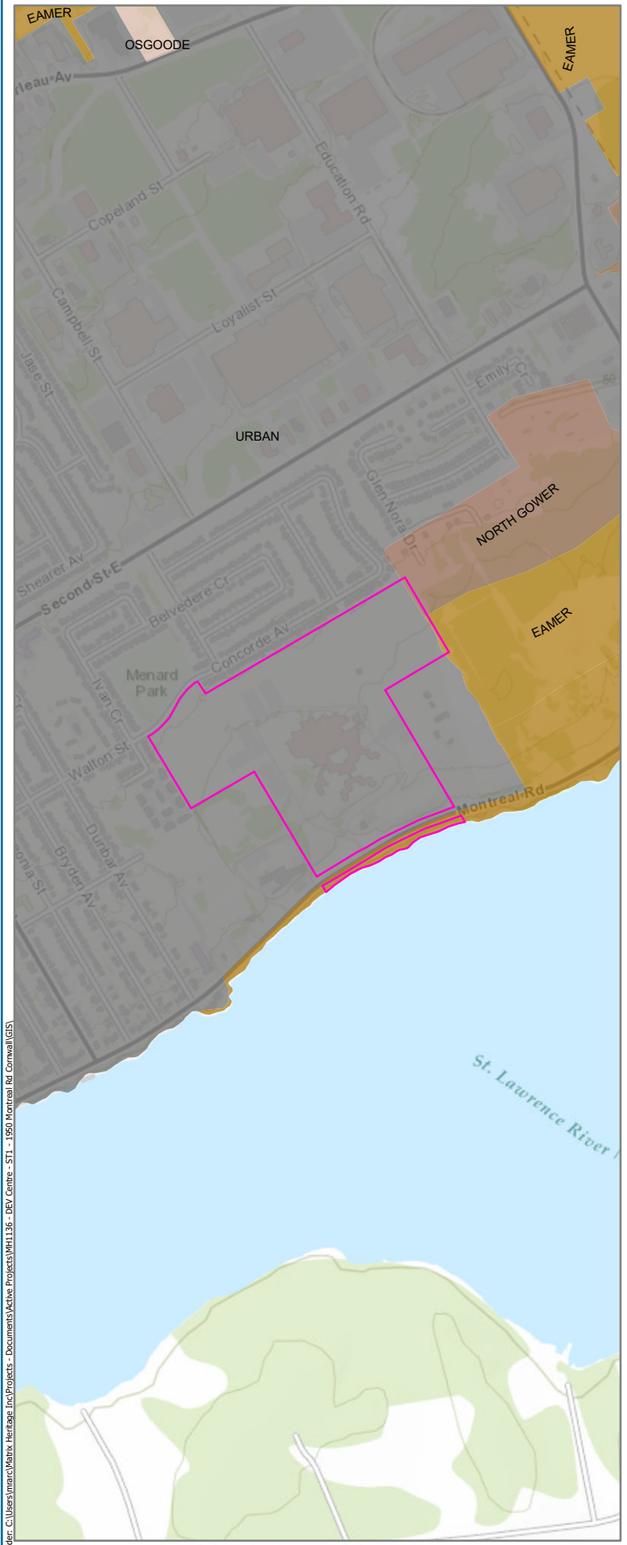
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
1950 MONTREAL ROAD, CORNWALL, ON

TITLE

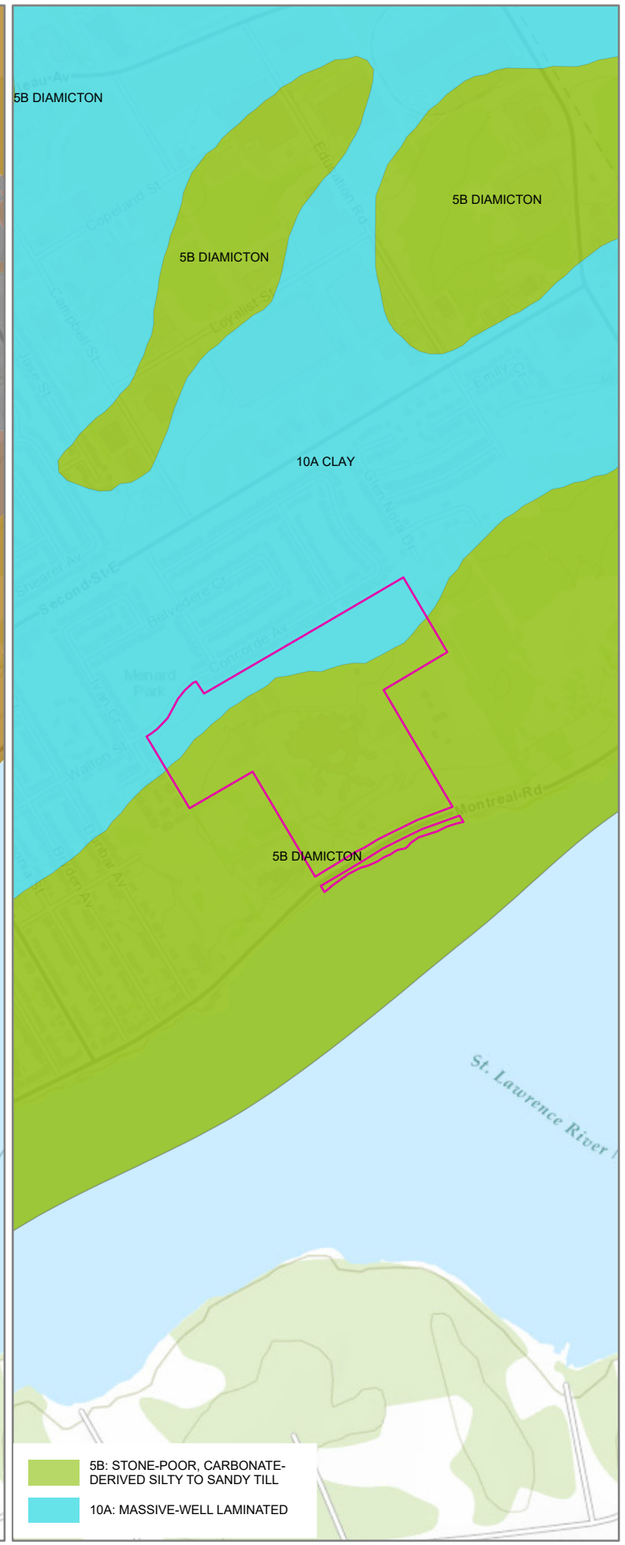
HISTORIC

MAP

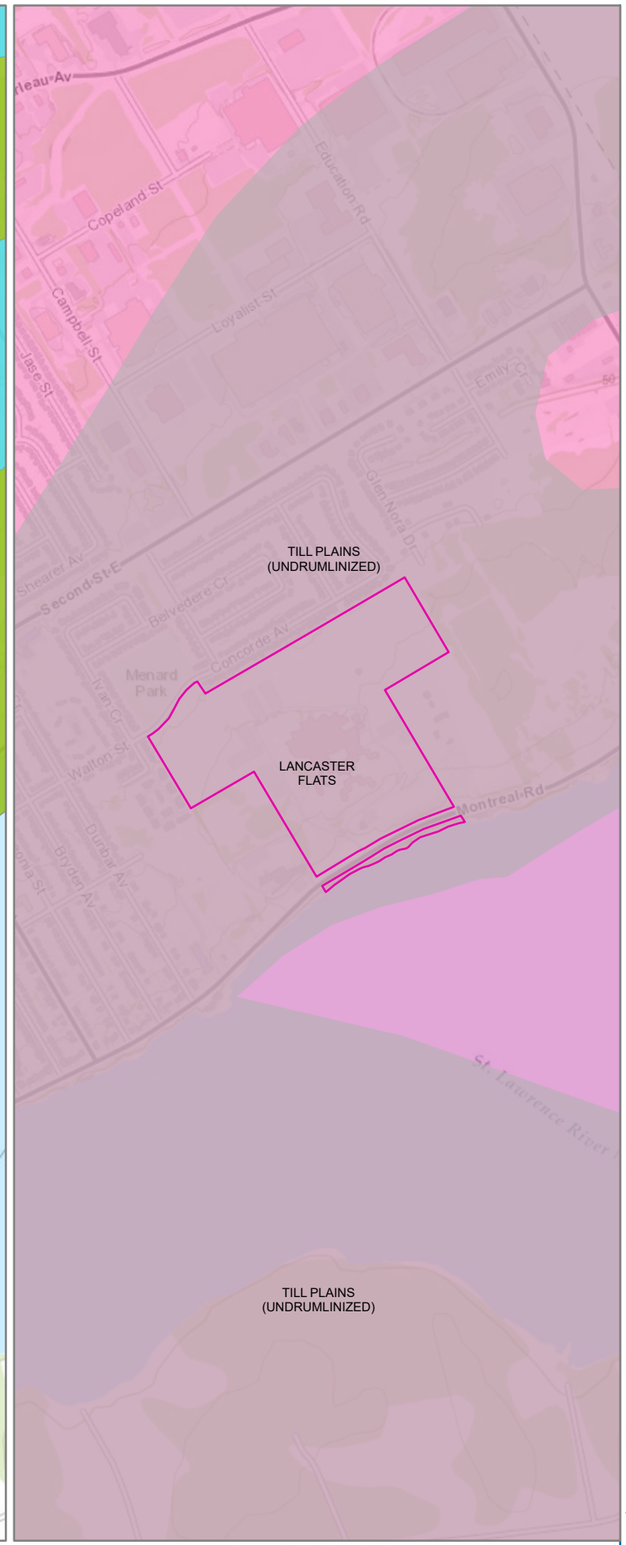
5



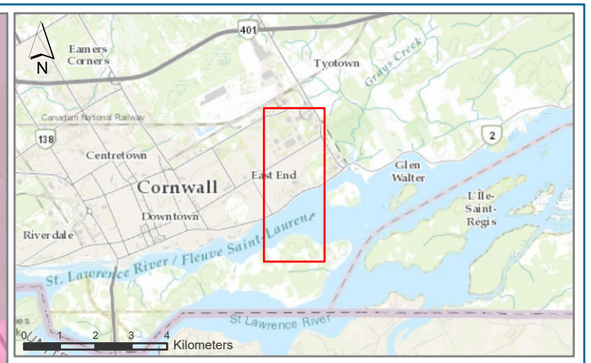
SOIL SURVEY COMPLEX



SURFICIAL GEOLOGY



PHYSIOGRAPHY



LEGEND

STUDY AREA

Matrix

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REFERENCES:
CITY OF CORNWALL, ESRI CANADA, ESRI, HERE, GARMIN, GEOTECHNOLOGIES, INC., USGS, METI/NASA, EPA, USDA, AAFC, NRCAN, CITY OF CORNWALL, ESRI CANADA, ESRI, HERE, GARMIN, USGS, NGA, EPA, USDA, NPS, AAFC, NRCAN
SOIL SURVEY COMPLEX LIO
SURFICIAL GEOLOGY OF SOUTHERN ONTARIO 2003
CHAPMAN AND PUTNAM 2007 PHYSIOGRAPHY OF SOUTHERN ONTARIO

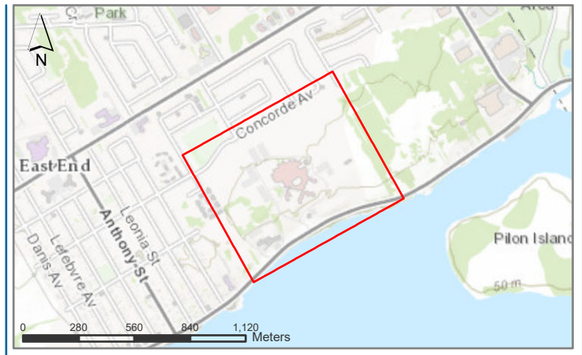
FILE MH1136 DATE 2022-10-20
CREATED BY: BM
PROJECTION: NAD 1983 UTM Zone 18N CHECKED BY:NK

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
1950 MONTREAL ROAD, CORNWALL, ON

TITLE
SOILS AND GEOLOGY

MAP 6

Folder: C:\Users\mann\Matrix Heritage Inc\Projects - Documents\Active Projects\MH1136 - DEV Centre - ST1 - 1950 Montreal Rd Cornwall\GIS\



Matrix

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Meters 1:4,000

REFERENCES:
CITY OF CORNWALL, ESRI CANADA, ESRI, HERE, GARMIN, GEOTECHNOLOGIES, INC., USGS, METI/NASA, EPA, USDA, AAFC, NRCAN
1977 AERIAL IMAGERY FROM THE CITY OF CORNWALL

FILE MH1136 DATE 2022-11-28
CREATED BY: BM
PROJECTION: WGS 1984 Web Mercator Auxiliary Sphere CHECKED BY:NK

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
1950 MONTREAL ROAD, CORNWALL, ON

TITLE
AERIAL IMAGERY

MAP
7

Folder: C:\Users\mac\Matrix Heritage Inc\Projects - Documents\Active Projects\MH1136 - DEV Centre - STL - 1950 Montreal Rd Cornwall\GIS\

Appendix A: Photographic Catalogue

Photo Number	Description	Bearing	Photographer	Date
MH1136-D001	Front yard and old stone house	33	B. Mortimer	21-Oct-22
MH1136-D002	Front yard and old stone house	35	B. Mortimer	21-Oct-22
MH1136-D003	Edge of house front yard and Montreal Road	83	B. Mortimer	21-Oct-22
MH1136-D004	Bike path along the river	246	B. Mortimer	21-Oct-22
MH1136-D005	Built up shoreline between the river and bike path	224	B. Mortimer	21-Oct-22
MH1136-D006	Bike path along the river	78	B. Mortimer	21-Oct-22
MH1136-D007	Built up shoreline between the river and bike path	80	B. Mortimer	21-Oct-22
MH1136-D008	Bike path along the river	67	B. Mortimer	21-Oct-22
MH1136-D009	Bike path along the river	67	B. Mortimer	21-Oct-22
MH1136-D010	Southwestern portion of study area, showing hotel, stone house, and mounted plane	31	B. Mortimer	21-Oct-22
MH1136-D011	Southwestern portion of the study area showing slope	353	B. Mortimer	21-Oct-22
MH1136-D012	Southeastern portion of the study area, utilities, berm	60	B. Mortimer	21-Oct-22
MH1136-D013	Eastern portion of the bike path, south of the road	87	B. Mortimer	21-Oct-22
MH1136-D014	Eastern portion of the bike path, south of the road	153	B. Mortimer	21-Oct-22
MH1136-D015	Southeastern portion of the study area, filled embankment	265	B. Mortimer	21-Oct-22
MH1136-D016	Southeastern portion of the study area, filled embankment	254	B. Mortimer	21-Oct-22
MH1136-D017	Southeastern portion, landing pad on embankment	264	B. Mortimer	21-Oct-22
MH1136-D018	Bore hole from geotechnical assessment	251	B. Mortimer	21-Oct-22
MH1136-D019	Parking lot beside stone house	275	B. Mortimer	21-Oct-22
MH1136-D020	Western side of stone house	60	B. Mortimer	21-Oct-22
MH1136-D021	Main hotel from driveway	6	B. Mortimer	21-Oct-22
MH1136-D022	Main hotel from driveway	22	B. Mortimer	21-Oct-22
MH1136-D023	Towards southwest, driveways, landscaped area	234	B. Mortimer	21-Oct-22
MH1136-D024	Landscaped sign area in front of hotel	317	B. Mortimer	21-Oct-22
MH1136-D025	Upper portion of southwestern corner with mounted plane	264	B. Mortimer	21-Oct-22
MH1136-D026	Parking lot in the northwest	71	B. Mortimer	21-Oct-22
MH1136-D027	Lawn area beside western parking lot	274	B. Mortimer	21-Oct-22
MH1136-D028	Parking lot and landscaping in the north	108	B. Mortimer	21-Oct-22
MH1136-D029	Parking lot and storage outbuildings, northwestern portion	16	B. Mortimer	21-Oct-22
MH1136-D030	Lawn area beside western parking lot	265	B. Mortimer	21-Oct-22
MH1136-D031	Lawn area beside western parking lot	299	B. Mortimer	21-Oct-22
MH1136-D032	Gravel road and storage buildings and yards	18	B. Mortimer	21-Oct-22
MH1136-D033	Northern lawn, parking lot	29	B. Mortimer	21-Oct-22
MH1136-D034	Northern lawn, parking lot, towards hotel	94	B. Mortimer	21-Oct-22
MH1136-D035	Monitoring equipment along the northern edge, houses beyond	302	B. Mortimer	21-Oct-22
MH1136-D036	Eastern parking lots	162	B. Mortimer	21-Oct-22
MH1136-D037	Navigational monitoring and observation installations and buildings	129	B. Mortimer	21-Oct-22
MH1136-D038	Eastern lawn, marked utilities, cell tower	122	B. Mortimer	21-Oct-22
MH1136-D039	Gravel road, cell tower in the eastern yard	71	B. Mortimer	21-Oct-22

Photo Number	Description	Bearing	Photographer	Date
MH1136-D040	Gravel road, cell tower in the eastern yard	133	B. Mortimer	21-Oct-22
MH1136-D041	Navigational monitoring and observation installations and buildings	244	B. Mortimer	21-Oct-22
MH1136-D042	Navigational monitoring and observation installations and buildings	90	B. Mortimer	21-Oct-22
MH1136-D043	Gravel road, tennis court, towards hotel	201	B. Mortimer	21-Oct-22
MH1136-D044	Tennis court	207	B. Mortimer	21-Oct-22
MH1136-D045	Edge of water treatment plant and cell tower	89	B. Mortimer	21-Oct-22
MH1136-D046	Tennis court and built-up landscape	199	B. Mortimer	21-Oct-22
MH1136-D047	Eastern parking lot	183	B. Mortimer	21-Oct-22
MH1136-D048	Towards main hotel building	241	B. Mortimer	21-Oct-22
MH1136-D049	Lawns around main hotel building	286	B. Mortimer	21-Oct-22
MH1136-D050	Edge of parking lot, towers and buildings	307	B. Mortimer	21-Oct-22
MH1136-D051	Driveway around hotel	123	B. Mortimer	21-Oct-22
MH1136-D052	Driveway around hotel and utility outbuilding	62	B. Mortimer	21-Oct-22
MH1136-D053	Lawn beside hotel building	209	B. Mortimer	21-Oct-22
MH1136-D054	Manicured lawns and driveway	260	B. Mortimer	21-Oct-22
MH1136-D055	Navigational monitoring and observation installations	129	B. Mortimer	21-Oct-22
MH1136-D056	Navigational monitoring and observation installations	140	B. Mortimer	21-Oct-22
MH1136-D057	Lawn in the west, near a stand of trees, top of the hill	177	B. Mortimer	21-Oct-22
MH1136-D058	Driveways and lawn around hotel complex	113	B. Mortimer	21-Oct-22
MH1136-D059	Driveways and lawn around hotel complex	13	B. Mortimer	21-Oct-22

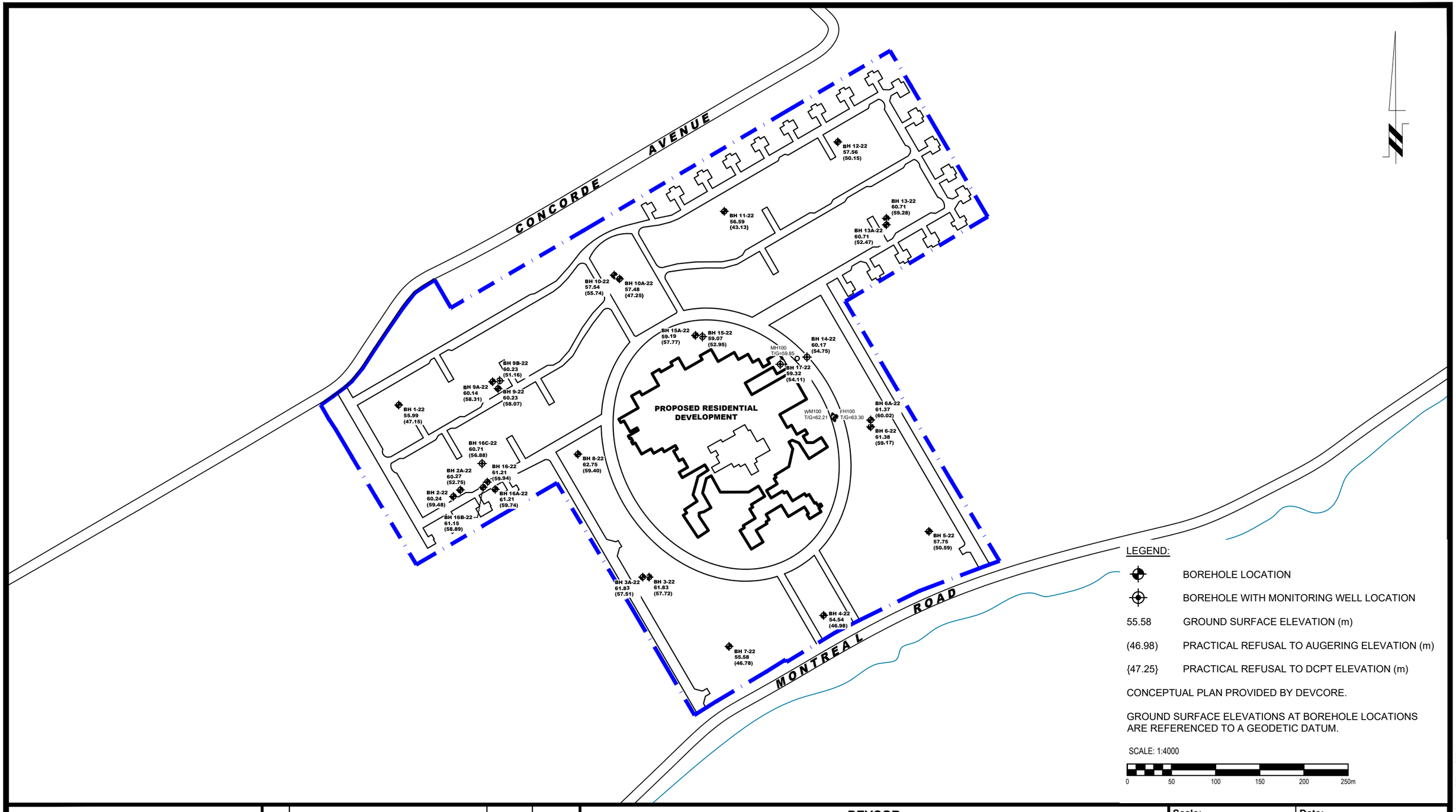
Appendix B: Document Catalogue

Project	Description	Created By
MH1136	DEV Centre – 1950 Montreal Road - Cornwall, Field Notes Stage 1 Archaeological Assessment Site Visit (One Note file)	B. Mortimer

Appendix C: Map Catalogue

Map Number	Description	Created By
1	Location	B. Mortimer
2	Current Conditions	B. Mortimer
3	Parcel Boundaries	B. Mortimer
4	Recommendations and Photo Key	B. Mortimer
5	Historic	B. Mortimer
6	Soils and Geology	B. Mortimer
7	Historical Aerial	B. Mortimer

Appendix D: Geotechnical Borehole Logs and Plan



LEGEND:

⊕	BOREHOLE LOCATION
⊕	BOREHOLE WITH MONITORING WELL LOCATION
55.58	GROUND SURFACE ELEVATION (m)
(46.98)	PRACTICAL REFUSAL TO AUGERING ELEVATION (m)
{47.25}	PRACTICAL REFUSAL TO DCPT ELEVATION (m)

CONCEPTUAL PLAN PROVIDED BY DEVCORE.

GROUND SURFACE ELEVATIONS AT BOREHOLE LOCATIONS ARE REFERENCED TO A GEODETIC DATUM.

SCALE: 1:4000

0 50 100 150 200 250m

PATERSON GROUP
9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

NO.	REVISIONS	DATE	INITIAL

DEVCOR

GEOTECHNICAL INVESTIGATION
PROPOSED DEVELOPMENT
1950 MONTREAL ROAD

CORNWALL, ONTARIO

Title:

TEST HOLE LOCATION PLAN

Scale: 1:4000	Date: 11/2022
Drawn by: YA	Report No.: PG6407-1
Checked by: BN	Dwg. No.: PG6407-1
Approved by: JV	Revision No.:

p:\autocad drawings\geotechnical\pg64xx\pg6407\pg6407-1-test hole location plan.dwg

11x17

patersongroup Consulting Engineers

9 Auriga Drive, Ottawa, Ontario K2E 7T9

SOIL PROFILE AND TEST DATA

Geotechnical Investigation
Proposed Development - 1950 Montreal Road
Cornwall, Ontario

DATUM Elevations are referenced to a geodetic datum

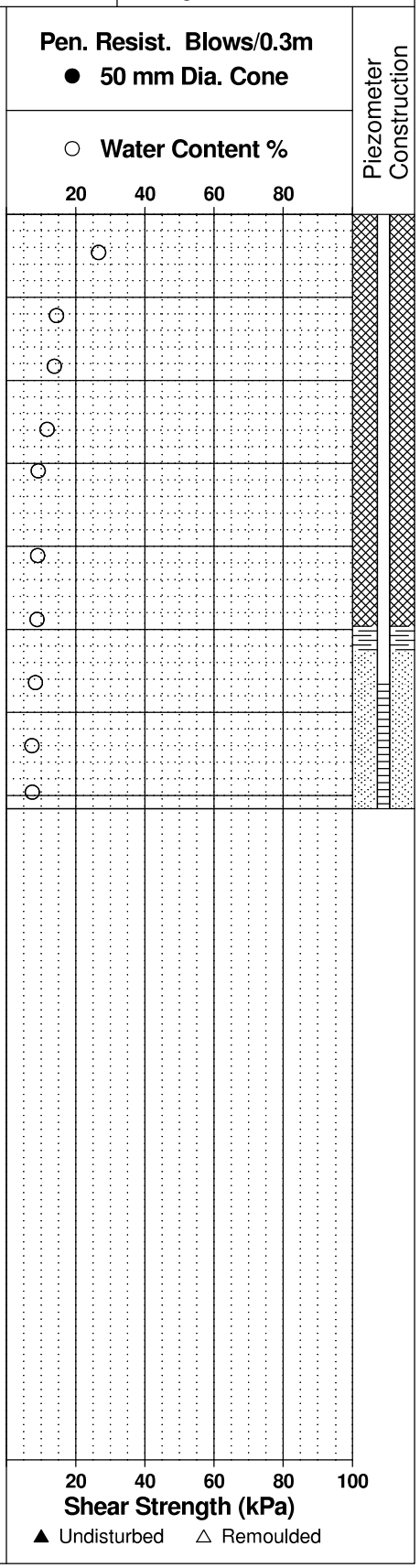
FILE NO. PG6407

REMARKS

HOLE NO. BH 5-22

BORINGS BY CME-55 Low Clearance Drill **DATE** October 13, 2022

SOIL DESCRIPTION	STRATA PLOT	SAMPLE TYPE	SAMPLE NUMBER	SAMPLE % RECOVERY	SAMPLE N VALUE or RQD	DEPTH (m)	ELEV. (m)
GROUND SURFACE							
TOPSOIL 0.20		AU	1			0	57.75
FILL: Brown silty sand with topsoil, trace organics 0.69		SS	2	50	25	1	56.75
FILL: Brown to grey silty sand to sandy silt, some clay, gravel, occasional cobbles		SS	3	58	30	2	55.75
2.29		SS	4	33	33		
GLACIAL TILL: Very dense brown silty sand to sandy silt with gravel, cobbles, boulders and clay		SS	5	100	50+	3	54.75
		SS	6	75	25	4	53.75
- grey by 3.7m depth		SS	7	92	18	5	52.75
		SS	8	88	38	6	51.75
		SS	9	92	50+		
7.16		SS	10	100	50+	7	50.75
End of Borehole							
Practical refusal to augering at 7.16m depth.							
(Piezometer destroyed - Oct. 26, 2022)							



patersongroup Consulting Engineers

9 Auriga Drive, Ottawa, Ontario K2E 7T9

SOIL PROFILE AND TEST DATA

Geotechnical Investigation
Proposed Development - 1950 Montreal Road
Cornwall, Ontario

DATUM Elevations are referenced to a geodetic datum

FILE NO. PG6407

REMARKS

HOLE NO. BH 7-22

BORINGS BY CME-55 Low Clearance Drill **DATE** October 13, 2022

SOIL DESCRIPTION		STRATA PLOT	SAMPLE TYPE	SAMPLE NUMBER	SAMPLE % RECOVERY	SAMPLE N VALUE or RQD	DEPTH (m)	ELEV. (m)
GROUND SURFACE								
TOPSOIL	0.25						0	55.80
FILL: Brown silty sand, some topsoil and gravel	0.69		AU	1				
FILL: Brown to grey silty sand to sandy silt, trace clay, occasional cobbles and boulders	1.37		SS	2	33	16	1	54.80
FILL: Brown to grey silty clay with sand, trace gravel	2.51		SS	3	67	10	2	53.80
			SS	4	92	15		
GLACIAL TILL: Very dense to compact, brown silty sand to sandy silt with gravel, cobbles and boulders, trace clay			SS	5	58	15	3	52.80
			SS	6	25	50+	4	51.80
			SS	7	92	50+		
- dark grey by 4.5m depth			SS	8	83	50+	5	50.80
			SS	9	71	50+	6	49.80
- compact by 6.7m depth			SS	10	71	15	7	48.80
			SS	11	79	24	8	47.80
			SS	12	33	10		
	9.02						9	46.80
End of Borehole								
Practical refusal to augering at 9.02m depth.								
(GWL @ 2.13m - Oct. 26, 2022)