The City of Barrie

Stage 2-3 Archaeological Assessment

The Allandale Station Lands
Parts of Lot 8 and 9, Concession XIV

Historic Township of Innisfil, Former Town of Allandale, City of Barrie, County of Simcoe, Ontario

Licensee: Glenn Kearsley

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Revision #	Date	Revised By:	Revision Description
1	April 12, 2018	Glenn Kearsley	MTCS Revisions

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Executive Summary

AECOM was retained by the City of Barrie to conduct a Stage 2 and 3 Archaeological Assessment (AA) for the Allandale Train Station Lands located at 24 Essa Road, approximately 1.5 km south of downtown Barrie, along the City's waterfront. The study area is bound to the north by Lakeshore Drive, to the west by Tiffin Street / Essa Road and to the south and east by the Allandale Waterfront GO Station and Gowan Street. It is 3.34 hectares in size and is comprised of the historic Allandale Train Station buildings, a residential / commercial structure in the northwest corner, manicured lawns, paved roads and some overgrown scrub areas associated with what was once a lawn bowling facility in the western portion of the property.

The Allandale Train Station Lands, as currently defined, have been subject to eight previous archaeological studies in the past 16 years, which have included all phases of assessment (Stages 1 - 4). The results of these various studies indicate that despite approximately 150 years of railway related disturbance occurring on the property, there still remains the potential for identifying intact archaeological deposits. The Middle Iroquoian Allandale site (BcGw-69) for example, which dates to ca. A.D. 1300-1350, was found beneath numerous layers of artificial fill by A.F.B.Y Archaeological and Heritage Consultants in 2001. A significant portion of the site was excavated later that year and cleared of further archaeological concern. During that excavation the portion of a stone building foundation associated with one of the earlier 19th century train stations was also exposed and documented.

All but one of the previous archaeological assessments that have been conducted on the subject property have identified the potential for finding intact archaeological remains and have therefore recommended additional archaeological work. While these past assessments conformed to "best practices" at the time of their completion there remain unresolved issues to be addressed. These include determining the actual archaeological potential of the portions of the property beyond the limits of the Allandale Train Station site (BcGw-69), and whether or not there is the potential to encounter human remains on the subject property.

A Stage 1 assessment was conducted by AECOM in the spring of 2017 (P123-0342-2017). The Stage 1 AA incorporated background research into the archaeological and land use history of the study area using documentary sources, historic maps, GIS data for subsurface utilities/boreholes and satellite imagery. The results of the Stage 1 assessment indicate that, despite the deep and extensive ground disturbance and numerous in-filling episodes that have taken place on the Allandale Station Lands over the last century and a half, there still remains the potential for the presence of intact archaeological deposits. This is based on the presence of the previously documented Allandale Train Station site (BcGw-69), the amount of fill in some sections of the property (which help preserve deeply buried deposits) and that some sections of the study area have not been systematically tested.

Given the results of the Stage 1 assessment, and in consultation with MTCS, AECOM recommended that the Allandale Station Lands property be subject to a combined Stage 2 and 3 assessment. The purpose of the Stage 2/3 assessment is to a) confirm the presence of any human remains present within the property limits so that these remains can be properly addressed and b) to identify areas of intact topsoil layers that may contain archaeological resources and to confirm areas of deep and extensive disturbance in order to clear part or all of the property for future development.

The Stage 2 and 3 fieldwork was performed between May 15 and June 28, 2017. Initially, the entire property was test pitted at 5m intervals. While a number of historic artifacts and faunal fragments were recovered, the Stage 2 test pitting failed to identify any areas of intact topsoil deposits. Instead, test pits confirmed the presence of extensive soil disturbance and artificial fill up to approximately 60-80cm deep. Due to the deep soil stratigraphy, a total of 30 Stage 3 test units (1 meter x 1 meter) were then excavated at 5-10m intervals across the areas of positive test pits and in areas of interest in order to establish the depth of these deposits, get a better idea of the soil layering and to determine if human remains were present within these layers. Two of the test units produced evidence of intact archaeological features (1 pre-contact Late Woodland feature (ca. 1100 – 350 B.P.) and 1 mid to

late 19th century Euro-Canadian feature), and two of the test units contained fragments of human remains. In addition to the Stage 3 test units, two trenches were mechanically excavated in areas of deep artificial fill (> 200 cm) in order to establish the nature and the depth of these deposits beyond what could be excavated by hand. In one of these trenches, a structural foundation likely associated with the 1870s train depot was exposed and documented.

The results of the Stage 2 and 3 assessments confirm that despite the deep and extensive ground disturbance and numerous in-filling episodes that have taken place within the Allandale Station Lands, there are still intact archaeological deposits present at the natural subsoil level below the disturbance / fill and there are fragmentary human remains present in the disturbance / fill layers themselves.

In consultation with the Huron-Wendat First Nation, the Williams Treaty First Nations and the City of Barrie, it was decided that the preferred course of action by all would be to excavate the areas that contain human remains in order to recover as many fragments as possible so that they could be carefully removed from the property for reburial in a safer, more appropriate location.

Given the results of this assessment AECOM, makes the following recommendations:

1) Areas identified as containing human remains (as illustrated in the **Supplementary Documentation, Figures 1 and 2**) will be subject to a Stage 4 Archaeological Assessment by a licensed consultant archaeologist as per *Section 4.2.2 of the Standards and Guidelines for Consultant Archaeologists* (MTCS 2011). The Stage 4 assessment should consist of block excavations by hand and must include the screening of all soil layers through 6mm mesh in order to ensure as many human remains as possible are recovered. Although *Section 4.2.2* requires block excavation to be done in one meter square (m^2) units, it is recommended here that the block excavation be done in two metres by two metres units in areas of considerable depth (> 1m) (as per *Section 4.2.8, Guideline 1*) to allow for more room for the excavators to work safely and to enable the shoring up of any walls as needed. At minimum, each two metres by two metres unit should be excavated and recorded in one meter sub-units in order to ensure the maximum possibilities for interpretation. The location of all cultural features that are present will be recorded in relation to the site grid and they will be excavated as per *Section 4.2.2, Standard 7 of the S&G's* (2011). Due to the difficulty of distinguishing between natural subsoil and deeply buried artificial sand infill deposits encountered during the Stage 2-3 assessment, the Stage 4 excavations should continue vertically into the first 20 cm of suspected subsoil to confirm the bottom of the cultural deposits has been reached. Stage 4 excavations should continue horizontally outward until sterile soils (soils that no longer contain human remains) are reached. As per consultation with MTCS and the Registrar of Burials at the Ministry of Government and Consumer Services, once sterile soil has been reached horizontally, block excavations should continue an additional 5m to create a sterile buffer and ensure that all human remains have been recovered.

2) All faunal remains recovered from the Stage 4 assessment must be retained and their location within the block excavations must be documented accordingly. Given the presence of human remains at the site, 100% of faunal remains found will be collected for analysis in the laboratory by the human osteologist. All potential human remains encountered will be analyzed by a human osteologist and the handling and care of the remains must be done in a respectful way (with input from the engaged Indigenous communities), and should adhere to the *Funeral, Burial and Cremation Services Act* and *Sections 174-184 of Ontario Regulation 30/11*. It is recommended that the human osteologist assigned to this project have a minimum of a Master's Degree in Bioarchaeology with a focus on human osteology and/or human skeletal biology. Experience should include at least two years of experience in the direct handling and analysis of human remains and, specifically, the analysis of highly fragmentary human remains. Knowledge of the ethics and protocols regarding handling remains is a must as well as experience in implementing culturally specific excavation and handling protocols for mitigating First Nation ancestral burials. Experience in the process of human remains excavation is preferred. Expertise should also include a working knowledge of the

Standards and Guidelines for Consultant Archaeologists (MTCS 2011) as it pertains to overall site excavation and Ontario archaeological practices. A human osteologist must be present in the field during the Stage 4 excavation process at least 25% of the time during the course of the excavation.

3) Due to the presence of a possible pre-contact Late Woodland feature in Unit 510N 220E and the identification of natural subsoil in areas to the east of this unit (510N 230E and 510N 240E), it is recommended that additional Stage 3 test units should be excavated at 5m intervals across this area to determine whether or not any intact archaeological resources are present. If any archaeological resources are found, infill test units should be excavated to determine the nature of the deposits.

4) That the two deeply buried intact features identified during the Stage 3 assessment (in Units 505N 170E and 510N 220E) be subject to a Stage 4 Archaeological Assessment by a licensed consultant archaeologist. Although no human remains were found in the layers above these features, they are located in close proximity to the areas that do contain human remains. Therefore the overlying soils should be excavated by hand until both features have been completely exposed. The features should then be recorded in relation to the site grid and excavated as per *Section 4.2.2, Standard 7 and 7c of the S&G's* (2011).

5) No archaeological remains were encountered during the Stage 2 assessment of the former lawn bowling parcel in the western section of the Allandale Station Lands. However, given the nature of the disturbance and in-filling deposits overlying archaeological resources elsewhere on the property, we recommend that the lawn bowling property be subject to a Stage 3 assessment. As directed by MTCS, this assessment should consist of test units being excavated on a 10m grid across the property to determine whether any intact archaeological resources are present. If any archaeological resources are found, the Stage 3 testing should be reduced to 5m intervals to determine the nature of the deposits.

6) Due to the presence of a historic foundation recovered from Unit 495N 160E and Trench 2 and the known presence of the 1863 foundation identified by AFBY (2001) and AMICK (2013), it is recommended that any historic structural remains that are identified during the Stage 4 assessment should be photographed, mapped and documented in order to better understand their relationship to the early railway use of the property.

7) It will be important to fully document all soil levels in order to identify site formation processes and potentially isolate specific layers that contain human remains. Artifacts from each stratified layer may help determine where and when certain soils were introduced to the site. Therefore we recommend keeping all artifacts recovered during the Stage 4 excavations, with the exception of architectural materials such as brick, plaster, coal, slag and clinker. These items will be sampled in the field, with descriptions and counts of both those retained and those left in the field as per *Table 6.2 in the Standards and Guidelines*. All artifacts recovered from intact soil horizons will be subject to standard processing and analysis procedures. All pre-contact and diagnostic historic artifacts recovered during the Stage 4 assessment must be retained, analyzed and catalogued regardless of their provenience. All historic artifacts (diagnostic and non-diagnostic) found in deposits containing human remains must be analyzed and catalogued. Modern material will be retained if it is found in layers containing human remains as well, with a sample being analyzed and catalogued.

8) All current and future archaeological work must be done with the engagement of First Nation groups that have an interest in the area thereby conforming to 'best practices' and the MTCS 2011 Bulletin *Engaging in Aboriginal Communities in Archaeology* and continuing the process started by the City of Barrie.

9) It is understood that the Ontario Heritage Trust protects the Allandale Train Station buildings with a heritage conservation easement agreement (identified as Part 3 & 4 in the R51-Plan (**Figure 18**). As such, the OHT must be consulted prior to undertaking any archaeological assessments within the easement property.

10) Areas where the deeply buried natural subsoil was not reached in the Stage 2 test pits and Stage 3 test units may still contain secondary deposits of human remains. As discussed with Malcolm Horne of the MTCS in a telephone conversation on April 30, 2018, detailed recommendations regarding additional Stage 3 or 4 work on the lands surrounding the Allandale Station buildings cannot be made until the Stage 4 excavation of the areas containing human remains is complete. Following the completion of the Stage 4 excavation of the concentration of human remains, AECOM will provide specific recommendations for additional Stage 3 or 4 work if deemed necessary. Areas with different recommended strategies will be illustrated on mapping in the Stage 4 report.

11) If any intact burials are discovered during the course of the Stage 4 mitigation the Registrar of Burials must be notified immediately. This area will no longer be considered solely a disturbed burial site and, therefore, alternative mitigation strategies must be developed in consultation with First Nations communities and the Registrar.

12) To better inform our understanding of the nature of the burial deposit, as well as determine the potential number of individuals represented at the Allandale Station Site (BcGw-69), all of the human remains recovered from the site to date must be brought together into a single collection. Therefore, AECOM recommends that, following the Stage 4 excavations, an effort be made to respectfully bring together all of the human remains recovered by previous archaeological assessments. This will allow for both determination of the nature of the burial site and respectful reinterment.

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Supplemental Documentation

1. PROJECT BACKGROUND

1.1 Development Context

AECOM was retained by the City of Barrie to conduct a Stage 2 and 3 Archaeological Assessment (AA) for the Allandale Station Lands located at 24 Essa Road on Lots 8 and 9, Concession 14 (formerly of Innisfil Township), approximately 1.5 km south of downtown Barrie, along the City's waterfront. The study area is bound to the north by Lakeshore Drive, to the west by Tiffin Street / Essa Road and to the south by the Allandale Waterfront GO Station and Gowan Street. The 3.34 hectare study area includes the extant Allandale Train Station buildings, parking lot, two access roads, manicured lawns and some overgrown scrub areas associated with what was once a lawn bowling facility in the western portion of the property.

A Stage 1 assessment was conducted by AECOM in the spring of 2017 (P123-0342-2017). The Stage 1 AA incorporated background research into the archaeological and land use history of the study area using documentary sources, historic maps, GIS data for subsurface utilities/boreholes and satellite imagery. The results of the Stage 1 assessment indicate that, despite the deep and extensive ground disturbance and numerous in-filling episodes that have taken place on the Allandale Station Lands over the last century and a half, there still remains the potential for the presence of intact archaeological deposits including human remains. This is based on the presence of the previously documented Allandale Train Station site (BcGw-69), the amount of fill in some sections of the property (which help preserve deeply buried deposits) and that some sections of the study area have not been systematically tested.

Given the results of the Stage 1 assessment, and in consultation with MTCS, AECOM recommended that the Allandale Station Lands property be subject to a combined Stage 2 and 3 assessment. The purpose of the Stage 2/3 assessment is to a) confirm the presence of any human remains present within the property limits so that these remains can be properly addressed and b) to identify areas of intact topsoil layers that may contain archaeological resources and to confirm areas of deep and extensive disturbance in order to clear part or all of the property for future development.

The Stage 2 and 3 AA was completed by AECOM in May and June, 2017 under the project direction of Adria Grant [licence #P131] (AECOM) and under archaeological licence #P123 issued to Glenn Kearsley (AECOM). The assessment was done in accordance with the provisions of the *Ontario Heritage Act* (2005) and with the Ontario's Ministry of Tourism, Culture and Sport's *Standards and Guidelines for Consultant Archaeologists* (2011). Permission to access the property and to conduct all required archaeological fieldwork, including the recovery of artifacts, was granted by the City of Barrie and the Ontario Heritage Trust (OHT). This report details the methods and results of the Stage 2 and 3 AAs and provides recommendations for further mitigation. This archaeological assessment is being completed as a part of a due diligence exercise by the City of Barrie.

As a part of AECOM's agreement with the City of Barrie, and in accordance with the draft technical bulletin entitled *Engaging Aboriginal Communities in Archaeology* (MTCS 2011b) the First Nations with the closest cultural affiliation, or with interest in the project, were contracted to act as monitors during the Stage 2 and 3 AA. First Nations monitoring was conducted for the fieldwork by Huron-Wendat First Nation via monitors Xavier D'aigle and Jaaka Romain. The representative for the Williams Treaty First Nations, Karry Sandy-McKenzie was also involved in the Stage 2 and 3 AA and was regularly informed of the project progress. Further details regarding the Aboriginal Engagement for the Stage 2 and 3 AA are provided in the *Statement of Aboriginal Engagement: Stage 2 and 3 Archaeological Assessment, Allandale Station Lands* (AECOM 2017, under a separate cover).

1.2 Historical Context

1.2.1 Pre-Contact Period Overview of Southern Ontario

Although glaciers retreated from southern Ontario some 13,000 years ago, the massive weight of these ice sheets left the earth's crust compressed, lowering the area below sea level and allowing sea water to flow inland forming the Champlain Sea in what is now the St. Lawrence and Ottawa River valleys. Over the next 2,000 years, the Champlain Sea gradually receded as the earth's crust rebounded, eventually permitting the first inhabitants to move into the region 11,000 B.P. (B.P. refers to radio-carbon dated years ago). The barrier presented by the Champlain Sea explains why sites of Ontario's first occupants, from the Paleo period, (ca. 11,000 – 9500 B.P.) are largely absent from that area. Instead, Paleo sites in the larger region are concentrated in central and southwestern Ontario. Paleo period people were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in southern Ontario at the end of the Pleistocene. Past research indicates that these groups likely followed big game (such as Caribou) across the landscape, preferring to camp on high ground, immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have been harvested. Relatively large fluted projectile points are the hallmark of the Paleo toolkit. In Simcoe County, Lake Huron / Georgian Bay were much larger than their current size, and inundated the low-lying areas surrounding Lake Simcoe like Barrie, Cookstown and Alliston. The first people in this region likely migrated north from the southern warmer climates when both Lake Erie and Lake Ontario were much smaller (Munson & Jamieson 2013: 26).

The subsequent Archaic period (9,500 B.P. to 2,800 B.P.) is characterized by a warming climate and a temperate forest environment which was crisscrossed by streams and rivers and surrounded by large fresh water lakes that would have supported many species of fish, shorebirds and mammals. Small hunting and gathering bands (20-50 people) utilized the lake shores during the spring and summer months, then broke into smaller family groups and moved inland for the fall and winter to hunt and trap. Archaic period tool assemblages consisted of both chipped and ground/polished stone implements indicating that a wider variety of activities, such as fishing, woodworking and food preparation/grinding, were now taking place.

The Archaic period is followed by the Woodland period (ca. 2800 B.P. to 350 B.P.) which is subdivided into three phases. The Early Woodland period (ca. 2800 – 2400 B.P.) is characterized by the introduction of pottery for storage and an increase in regional trade networks. Trading of exotic goods, such as obsidian, silver, copper and sea shells persists into the Middle Woodland period (ca. 2400 B.P. to 1100 B.P.) when horticulture was introduced to Ontario. The adoption of food production brought on a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (ca. 1100 – 350 B.P.) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified horticulture and an increase in regional warfare.

Numerous Late Woodland sites have been identified by archaeologists in and around the Barrie area including several within close proximity to the Allandale Station Lands (see **Figure 4** in the Supplementary Documentation). These village / hamlet sites were often linked by well-established trail networks that were documented by early historian Andrew F. Hunter. In his late 19th / early 20th century research into the Late Woodland sites in the area, Hunter stated that "the remains of Huron [Wendat] villages have been found at intervals along these trails; stone implements, iron tomahawks and knives and other relics of the seventeenth century, have also been picked up in abundance near them" (1888: 104). Information about the location of these trails was largely derived from original settlers of the area who made use of them prior to the construction of existing and historic roadways (Hunter, 1888: 105). The most notable trail found in the general vicinity of the study area is called the "trail to the Neutrals" or the "Neutral Trail" which ran north to south through Vespra Township and crossed along the head of Kempenfelt Bay (Hunter, 1907: 46). This route was located just west of current day Lakeshore Drive in Barrie and followed the sandy ridges of Kempenfelt Bay through this otherwise low marshy area (Hunter, 1907: 46).

1.2.2 Post-Contact/Historical Overview

The County of Simcoe was named after Lieutenant Governor John Graves Simcoe, the first Lieutenant Governor of Upper Canada from 1791-1796 (Armstrong, 1930: 265). Innisfil Township was one of 19 townships within Simcoe County and was first surveyed in 1822. The name 'Innisfil" is taken from the word Innisfail, a poetical name for Ireland from which some of its earliest inhabitants emigrated (Armstrong, 1930: 141). It encompassed a total area of 27,782.9 hectares and was bounded to the north by Kempenfelt Bay, to the east by Lake Simcoe, to the west by Essa Township and to the south by West Gwillimbury Township (Beldon; 1881:14). During the period of early settlement, the landscape consisted of rolling topography and productive forests interspaced by numerous cedar swamps that were subsequently drained and cleared. Soil was mostly clay-loam and provided good farming land for these early pioneers.

Unlike surrounding townships, Innisfil seemed to be settled north-south with the earliest residents populating the area adjacent to Kempenfelt Bay (present day Big Bay Point). The first saw mill in the township was built here in 1823 with a grist mill appearing 12 years later. With the opening of the Penetanguishene Road (modern day Yonge Street) in 1825, the settlement of the Township began to rise slowly with most residents undertaking agricultural pursuits. By 1842 the population of Innisfil was 762 with 1865.2 ha in cultivation. In 1850 the population had doubled (1,807) with 50% more land being farmed along with post offices, churches and stores (Beldon, 1881:14). There were several settlements in the Township by the second half of the 19th century, including Allandale, Belle Ewart, Henry's Corner's (now Thornton), and Perry's Corners (now Cookstown). With the arrival of the Ontario, Simcoe, and Huron Railway (later the Hamilton and Northwestern Railway) in 1853, the link between Lake Ontario (at York) in the south and Lake Huron to the north was complete. Additional settlers continued to arrive and by 1880, the Township boasted a population of 5,500 with 4.05 ha cleared for every person. Barrie was the largest of the historic settlements with a population of 6,000 in 1895.

Prior to the establishment of Allandale (originally called Barrie Depot) the area was largely uninhabited by Euro-Canadians. Once the Ontario, Simcoe and Lake Huron Union Railroad Company (OS & HU) decided on this location for a station, a railway construction camp was established. In the fall of 1852 a crew was hired to cut the trees from John Warnica's property several kilometers to the south in order to clear an area for the station and railroad tracks. This was completed in the spring of 1853 (Cotton, 2004: 29) and soon the small settlement was formed. Allandale was first established by settlers such as John Boon, Collingwood Harris, Nathaniel King, Bernard Sheridan, William Hammill and Thomas McMahon (Rudachyk et. al, 2005; 94). The OS & HU rail lines within the Town of Allandale arrived in 1853 and from that point on, the economic stability of the town was largely dependent on the prosperity of the railway (Rudachyk et. al, 2005: 94). A large portion of the goods transported by the OS & HU Railroad and the Simcoe and Muskoka Junction Railway (extending from Barrie through Orillia and Gravenhurst) was timber in the 1860s and 1870s (Rudachyk et. al, 2005: 94). An additional rail line from the Hamilton & North Western Railway was incorporated into the Allandale Station Lands study area in 1877 as an extension from Innisfil Township, northwest across Essa Road to Vespra Street where it turned northeast toward Bayfield Street (Rudachyk et. al, 2005: 95). This arching pathway is similar to the route of the existing Highway 400.

The largest influence on the Allandale Station Lands, however, was during the era of the Grand Trunk Railway (GTR) which was incorporated in 1852 (Rudachyk et. al, 2005; 95). Once the GTR absorbed most of the smaller railway companies in the 1880's, Allandale became a flagship for the GTR's national line (Rudachyk et. al, 2005: 95).

1.2.3 Site Specific History of Land Use and Archival Research

Land use history of the Allandale Station Lands on Lots 8 and 9, Concession 14 (formerly of Innisfil Township) has been thoroughly documented several times in many previous reports and publications (A. Hunter 1907; AFBY

2000, 2011a and b; New Directions, 2004; and AMICK 2010, 2011 and 2013). A brief summary of this research is provided here.

The first publication written about the Allandale Station Lands was by the aforementioned Andrew F. Hunter in 1907 in his *"Huron Village Sites; Being an Appendix to the Report of the Minister of Education for the Year 1906".* In it he describes several ossuaries in Vespra Township and more specifically three that were historically documented close to the town line separating Vespra and Innisfil Townships. He describes the location of these ossuaries as being "on or near the trail to the Neutrals" (Hunter, 1907: 46) which, as noted above, was located just west of present day Lakeshore Drive on the western-most shore of Kempenfelt Bay. Below is his description of the ossuary relating to the Allandale Station Lands:

> *"[Site] No. 53. The village site here was on the north side of the Vespra- Innisfil town line, near the house of the late A. Miscampbell, which faced the bay shore. So far as I have been able to ascertain, it was confined to about quarter of an acre on the northerly or Vespra side of the town line. At this site, the late John Boon of Allandale found many pottery fragments, clay pipes, stone axes and chisels in considerable numbers. There were no iron relics observed on the site itself, although he once found an iron tomahawk some 450 yards to the west of the site, near the former Episcopal Church on the town line. The trail to the Neutrals from this Huron [Wendat] country had to pass this way, on account of the swampy ground which occupied most of the flat all the way from here to the Nottawasaga River. The trail would naturally pass along the sand beach at the head of the bay, as the first settlers did for many years after their arrival. While there was an important site at the northwest corner of the bay, with a well-filled graveyard beside it, (No. 52), this site at the southwest corner of the bay was also an important one, at a distance of scarcely a mile from the last one, and having an equally well-filled burial ground. On the Innisfil side of the town line, near the shore of Kempenfeldt Bay, and also near the camps described by Mr. Boon, there was discovered a large ossuary in the year 1846. Mr. Boon owned the land on which it was situated, at the time of this discovery. The diameter of the pit was 20 feet, according to Mr. Boon, or it had a total sinkage of that amount, and it contained many skeletons. In the case of this bone pit, as in nearly all others, there has been the usual variety of estimates ranging from 100 to 1,000 [individuals]…. No relics, except bones, were in the pit. Round about, crowded into holes, were some single skeletons; and there were also a few ossuaries of the smaller kind, at least two being verified by the evidence I have been able to gather. The rediscovery of human [remains] in 1884, and again in 1889, probably belonged to the deposits in the smaller ossuaries. This southwest corner of the bay was a point of departure in the important Indian treaty of 1818, and as such it became a landmark of more than usual importance in modern times, as well as in the times of the Huron [Wendat]. The line surveyed from this point divides a series of townships all the way to Lake Huron, or within a few miles of it, there being no less than nine townships located on each side of the line" (Hunter 1907:55-56).*

Additionally, a newspaper article from the Barrie Examiner 1926 recounts an interview with High Constable Joseph Rogers, the former Barrie Police Chief from 1853-1888. Joseph Rogers was a Barrie resident from approximately 1851-1852 to 1930 and would therefore have been present for the original Allandale Train Station construction in 1853, as well as for all of the incarnations, including the existing station that was built in 1905 (AFBY 2001a; 5). The majority of the article documents his recollections on several events that he witnessed over the years. One of which includes his statement "There are few people who stand on the station platform at Allandale and know they are standing right over one of the greatest Indian Burial places known in Ontario" (Barrie Examiner, 1926). Unfortunately additional details about this statement remain unknown as it was written in the very last paragraph of his recollections with no additional context or information relevant to the location of the potential burials being recorded. The complete Barrie Examiner interview was conducted in 1926 when Major Joseph Rogers was 94 years old. He refers to the Allandale Station Site platform in the present tense suggesting it is that of the current structure (1905 - present). Unfortunately, none of the Fire Insurance Plans from the early 1900's (1907, 1910 and 1917) illustrate the location of the station platform. Several photos from that era however, illustrate the platform extending the entire length of all three structures and along both the north and south sides of the buildings covering a relatively large area between the buildings and the track (**Section 8: Image 4**).

The study area itself has a long history of use with the railway. The Simcoe and Huron Railway was the first in Allandale in 1853 and later amalgamated into the Grand Trunk Railway and finally the Canada National Railway. There have been four manifestations of the Allandale Train Station building, as previously mentioned. The first train station building was purported to be a wooden station-house. AFBY Heritage consultants completed a background Assessment of the property and lands associated with the Allandale Train Station and it was their conclusion that the original Allandale wooden station house was built in and around 1853 and may have been located closer to the intersection of Gowan Street and Bayview Drive than the current location (AFBY, 2001). Additional research completed by the Barrie LACAC in *The Growth of Barrie* created a map of the train station location in the 1850s using information gathered from maps, registered plans, pamphlets and directories. The results of their research place the first station closer to the present day station.

The second station was erected in 1863 and was a brick building that was located in the general vicinity of the current buildings (**Section 8: Image 1**). A section of the 1863 foundation was exposed and documented during AFBY's Stage 4 Assessment in 2001. Around 1872, this station was torn down and another, larger one was built to the south of the 1863 (and current station) location. It was in use until 1894 when it was burned to the ground in a railyard fire (Barrie Northern Advance, 1904). Subsequently a refreshment building was built (**Section 8: Image 2**) over the foundation of the 1863 Allandale Station Site (AFBY, 2001a) that included two buildings. The eastern building of this set became incorporated into the existing building that was built in 1905. Prior to the final incarnation of the Allandale Train Station constructed in 1905, the notorious flood of 1896 occurred on the lands (**Section 8: Image 3**) which were responsible for destroying many of the rail yards and station buildings as well likely a large portion of any underlying intact archaeological remains prior to this event (Simcoe County Archives, access 2017, AFBY 2001a). AFBY Heritage Consultations outlines this event as follows,

> "Extensive areas of the railway yards and station buildings were washed away as were large sections the track-bed along the shoreline between Allandale and Barrie. Entire rail cars sank into gullies opened by the torrential flooding. Erosion from the flooding required large amounts of fill to be used in order to restore the rail yards. It was shortly after this devastating event that plans for a new, fourth, station house were announced. However, by this time the Allandale station had become the hub of a railway system which included five major track lines. As such, the Grand Trunk Railway decided that the new station should be a "flag ship" for the line. Planning for this station began in 1897 but it was not until 1904 that construction finally commenced" (AFBY, 2001a).

The Allandale Train station in its current form opened in June of 1905 and expanded to at least 10 structures by the 1920s (AFBY, 2001a) including a locomotive servicing facility (machine shop, roundhouse, coaling tower etc) and a new station complex (The Townsend Group, Unknown Year). These structures include many that have since been torn down or reallocated for other use (i.e., South Shore Centre on the north east portion of Lot 9, Concession XIV and a roundhouse that no longer stands in its original location (City of Barrie, 1907)).

Part of the Allandale Station Lands study area also includes the property historically associated with the Allandale Lawn Bowling Club (circa. 1902 - 2000). The residents of Barrie suffered from a lack of permanent venues for the purpose of lawn bowling and tennis and the lands adjacent to the Allandale Train Station Lands proved ideal for this purpose (Rudachyk et. al, 2005: 187). Today the lawn bowling facility is overgrown with shrubs and saplings with the remains of the playing pitches still visible due to the presence of the low-lying end boards and the light fixtures.

Additionally, extensive land formation changes have occurred for the purposes of development up to present day. The shoreline of Kempenfelt Bay was redesigned and filled to allow for the construction of present day Lakeshore Drive in 1987 as well as several other developments of shoreline and commercial construction.

The Allandale Station Lands study area is located within the northern section of Lots 8 and 9, Concession XIV in Innisfil Township. These lots border the southeastern township line of Vespra and the southwestern edge of Kempenfelt Bay on Lake Simcoe. The entire Allandale Train Station building is located on Lot 8, Concession XIV;

however a large portion of the rail line is located on Lot 9, Concession XIV in Innisfil Township. For the purposes of this report we will be focussing on the property assessment history of Lot 8 and Lot 9, Concession XIV below.

1.2.3.1 Lot 8, Concession XIV Archival Research

The 1871 Hogg's Map (Hogg, 1871) shows the section of land associated with the current Allandale Station Lands as being occupied and owned by the family name of Baldwin. This section is approximately 1/6 of the 200 acre lot in the northern portion. Additionally a section of the Northern Railway of Canada, in use from 1865, is shown running through the property. On the 1881 Historic Atlas Map of the Township of Innisfil the portion of the lot where the Allandale Train Station Lands study area is located has no owner, however the northern portion was subdivided into smaller lots associated with the Town of Allandale. There are also prominent railway station buildings associated with what is depicted as the Northern Railway. Lot 8, Concession XIV North 1/3 had been subdivided into six lots of varying size, all situated north of the rail line. The southern 2/3 of the lot is blank with no named owner on the atlas map (Belden, 1881). **Table 1** outlines the occupancy and Bargain and Sale history of the lot in question.

Table 1: Lot 8, Concession XIV Archival Research

Instrument	Date	From	To	Comments
Patent	1823	Crown	George Buckender	200 acres
B&S	1824	George Buckender	William W. Baldwin	North ½ 100 acres for £50
Will	1842	William W. Baldwin	Robert Baldwin	North ½ 100 acres
B&S	1842	Robert Baldwin	William A. Baldwin	North ½ 100 acres for £325
Plan Register	February 19, 1855	William A. Baldwin	Allandale	Plan 29
B&S	1863	Corporation of Innisfil	Northern Railway of Canada	"that part of old Bradford Road included in Station Grounds"
B&S	1864	William Baldwin and Wife	Northern Railroad of Canada	Unknown
B&S	1864	William D. Ardaugh and Wife	Northern Railroad of Canada	Unknown

Beautiful Barrie: The City and Its People, an Illustrated History of Barrie, Ontario describes this lot as a key property in the Allandale Station Lands development (Rudachyk et. al, 2005: 94). It states,

> "A key property in Concession 14 was lot 8, owned since 1824 by William W. Baldwin of Spadina (at York). His son, the Honourable Robert Baldwin, took possession in 1842 and sold to his brother, William Augustus Baldwin, in June 1848. On October 11, 1853, the first train reached Lot 8 where the village of Allandale would develop. A three acre parcel of Lot 7 was bought in April 1854 from Jacob Jacobs of Newmarket. The following February, William A. Baldwin registered a plan of subdivision called Allandale (Plan 29), and a month later sold about six acres to the railway company for five shillings. It was during that time that a small, wooden station was erected near what would become Gowan Street." (Rudachyk et.al, 2005)

Most of the railway tracks associated with the Allandale Station Lands is located on Lot 9, Concession XIV, outlined below.

1.2.3.2 Lot 9, Concession XIV Archival Research

The 1871 Hogg's Map shows Lot 9, Concession XIV as only having a section of the Northern Railway of Canada, in use from 1865, as well as the Town of Allandale on its northern half. There is no named occupant on this lot and concession on this map (Hogg, 1871). On the 1881 historic atlas map of the Township of Innisfil the portion of the lot where the Allandale Train Station Lands study area is located was the northern half. Lot 9, Concession XIV was subdivided into smaller parcels of land associated with the Town of Allandale. Its northern border was the shores of Kempenfelt Bay and two rail lines ran in a general east to west direction in this portion of the lot. No specific owner of the property is outlined on the historic atlas map, however the Northern Railway and H and N.W.R railway are clearly outlined. **Table 2** outlines the occupancy and Bargain and Sale history of the lot in question.

Table 2: Lot 9, Concession XIV Archival Research

Instrument	Date	From	To	Comments
Patent	1833	Crown	William Sibbald	81 acres, north part of Lot 9
B&S	1835	William Sibbald	David Edgar	81 acres
B&S	1838	David Edgar	David Simcoe Edgar	81 acres
Deed Poll	1838	Sherriff of Home District	Thomas Milburn	100 acres
B&S	1854	Thomas Milburn	David Morow	1/5 of an acre
B&S	1854	Thomas Milburn	Benjamin Walker Smith	Called lots 1, 2, 3, 4, 5, &6 north of Gowan Street and lots 6 to 10 north of Cumberland Street.
B&S	1854	Thomas Milburn	Charles Robertson	Sold 1 rood and 24 perch, Lot 9 north of Gowan Street.
B&S	1854	Thomas Milburn	James Johnstone	Lots 10 and 11 south of Gowan Street and Lot 15 North of Cumberland Street.
B&S	1854	Thomas Milburn	William Williamson	Lots 7 and 19 south of Gowan Street
B&S	1854	William Williamson	O.S. and H. Railroad Company	3 acres, 1 rood and 16 perch
B&S	1854	Thomas Milburn	Matilda Milburn	Part of lot 11 south of Gowan Street
B&S	1854	Thomas Milburn	Mary Jan Milburn	Part of lot 11 south of Gowan Street
B&S	1854	Thomas Milburn	William Wood Milburn	1 rood, 10 perch and south part of lot 10, north of Gowan Street
B&S	1854	Thomas Milburn	Robert Coulter	Two fifths of Lot 14 north of Cumberland and 8 south of Gowan Street
B&S	1855	David Morrow	Joseph Cain	Lot 13 North of Cumberland
	1855	James Johnson	Thomas Milburn	Lot 10 and 11 south of Gowan Street and lot 15 north of

				Cumberland.
B&S	1856	Thomas Milburn	Edmund Lally	1 rood, 12 perch and Lot 20 south of Gowan Street and east 2/3 of lot 26 north of Cumberland Street
B&S	1856	Thomas Milburn	John Maulson	North part of said lot bounded north by Kempenfelt Bay, easterly by Water Street, south by O.S.H.R.R and Gowan Street, west by east margin of creek running to bay.
B&S	1857	Thomas Milburn	Samuel Milburn	The unsold village lots on north part. Lots 2, 10-17 south of Gowan, 7, 9, 15-25 north of Cumberland. Lots 1-16 and 18-25 south of Cumberland, 1-24 south of Brunel, 1-16 and 18-25 north of Brunel, 1-21 north and all south of Thomas, 1 and 3-14 west of Reid Street, except as therein.
B&S	1859	John Moulson	James and John Miller (merchants)	North part of said lot bounded north by Kempenfelt Bay, easterly by Water Street, south by O.S.H.R.R and Gowan Street, west by east margin of creek running to bay.
B&S	1866	Samuel Milburn	Thomas Milburn	40 acres
B&S	1872	James John Miller	Northern Railway Company	Part of reserve east of Creek Milburn's Plan. 3 acres
B&S	1872	John Ross	Northern Railway Company	Part of reserve east of creek and north of railway.
B&S	1872	Joseph Milburn et. al.	The Northern Railway Company	The Station Grounds and the Reserve on Milburn's Plan.
Grant	1869	Tax deed	Sherriff of the County of Simcoe Warden and Treasurer	Westerly two acres of block north of Gowan Street
Grant – Sherriff Deed	1871	Sherriff of the County of Simcoe	John Ross	Reserve west of Water Street. Lots 16-24 inclusive south Flemming Street (Plan not filed for these lots) un file W.C. Little and J. Millburn in all 153/5 acres
B&S	1872	James John Miller	Northern Railroad	Part of Reserve east of Creek, Millburn's Plan 3.
B&S	1872	John Ross	Northern Railway Company	Part of Reserve east of Creek and north of railway
B&S	1872	Joseph Milburn et al. and Jane Miller and widow of late Thomas Milburn	Northern Railway Company	Sold station grounds and the Reserve Milburn Plan.
B&S	1872	Joseph Thomas Milburn Executors of the Will of Thomas Milburn	Northern Railway Company	Station grounds and Reserve Milburn Plan.
B&S	1895	Corporation of Innisfil	Northern Railway and Hamilton and Northwestern Rail Company	Part of Penetanguishene Road north of the Northern Railway and Water Street.

1.3 Archaeological Context

1.3.1 Physiography of the Site Area

The Allandale Station Lands study area is located within a narrow band of the Simcoe Lowlands physiographic region of southern Ontario which is composed of lowlands bordering Georgian Bay and Lake Simcoe, and covers an area approximately 1,700 square kilometers (Chapman and Putnam, 1984: 177). The Lowlands are characterized by sandy outwash plains with extensive areas of marsh and wetlands, particularly in the region south of Lake Simcoe. Here, vegetation includes silver maple, black ash, speckled alder, and various swamp conifers. Marshes of cattails, sedges, rushes and northern wild rice flank the Lake Simcoe shoreline (Wake, 1997:96). These areas represent rich aquatic wetlands with numerous fish and waterfowl species that would have been attractive resources for both pre-contact Aboriginal and Euro-Canadian occupants of the area.

Overall, the presence of elevated of topography, glacial shorelines and sandy, well-drained soil in the Simcoe Lowlands indicates that this region has high archaeological potential. The south Barrie section of the Simcoe Lowlands physiographic region occupies the circumference of Lake Simcoe and additionally stretches from Kempenfelt Bay to Georgian Bay along the south east portion of Lake Huron. These lands historically were full of elm, ash, maple and cedar (Chapman and Putnam, 1984). The favourable soils and proximity to the lake made the area ideal for agriculture. However as urban sprawl took over farm land disappeared, and gravels from ancient beaches have been excavated for construction.

According to the Registered Plan 358 (accessed from the Barrie Land Registry Office, February, 2018 and seen in **Figures 5-10**), the original top of bank and shoreline of Kempenfelt Bay was close to the current standing buildings and was later reconfigured with fill to create a false shoreline extended from the limits of the current study area (**Figure 2**). The original shoreline extended from the northwest edge of the study area, south easterly and into the north eastern tip of the current set of buildings. This area was re-distributed and filled in in the early 1970s (Barrie Land Registry Office, 2018). The plotted historic shoreline from this plan represents the top of bank. The lower shoreline is also visible in **Figure 2**.
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1.3.1 Previous Archaeological Research

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MTCS. This database contains registered archaeological sites within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and 8.5 km north to south. Each Borden block is referred to by a four letter designation and sites located within the block are numbered sequentially as they are found. The Allandale Station Lands study area is situated within the *BcGw* Borden block.

Background research and a site record search on the MTCS database indicate that there are 17 registered archaeological sites within 3 km of the study area including the Allandale site (BbGw-69) itself (MTCS, 2017). See **Table 3** below for details**.**

Table 3: Registered Archaeological Sites within 3 km of the Study Area

Borden	Site Name	Cultural Affiliation	Site Type/ Feature	Researcher(s)	Comments
BcGw-93	Site 1	Woodland, Late	Other: Euro-Canadian, Iroquoian	Andrew Murray (2013)	9 ceramic sherds, 2 flakes from 6 shovel test pits across 135 meters by 10 meter area. Further work recommended.
BcGw-73	Stapleton	Paleo-Indian	Paleo-Indian habitation site.	Jim Wilson (2004)	2381 artifacts observed in a 35m by 35m area including debitage, projectile points, flaked tools, rough stone lithics, faunal remains and a recent button. No Further work recommended.
****BcGw-69***	*Allandale Train Station*	*Huron-Wendat*	Village Site with 3 possible Ossuaries	AFBY (2001), New Directions (2004), AMICK(2013), AECOM (2017)	Human Remains and ossuary location a concern. Further work recommended.
BcGw-64	Fowler	Paleo-Indian, Late		Philip Woodley (1998)	Lithic scatter 15m by 20m of 1 projectile point, 1 narrow end scraper (both Onondaga chert) in an excavation of 18 1m^2 test squares. Excavation of 152 1m^2 squares totaled 2,105 flakes, 245 greywacke flakes, 2 hammerstones, 3 channel flakes, 8 UFL, 8 Unifaces, 3 scrapers, 1 narrow end scraper, 2 gravers, 1 denticulate, 2 wedges, 8 bifaces, 11 projectile Holocomb point fragments. Further work required.
BcGw-63	Standing Tree	Paleo-Indian, Early	Campsite	Philip Woodley (1998)	2 channel flakes on surface. 71 flakes from 9 units. Immediate area around site stripped of topsoil prior to assessment. No further work is recommended
BcGw-62		Post-Contact	Homestead	Philip Woodley (1998)	Small light scatter of Euro-Canadian material. Surface sample was collected and 3, 1m^2 squares excavated. No further work recommended
BcGw-61	Asparagus	Woodland, Middle	Short term occupation	Philip Woodley (1998)	Small ceramic concentration 3mx2m. Short term occupation. Stage 4 completed. No further work recommended.
BcGw-36	Pern	Archaic, Early	Findspot	Ronald Williamson (1989)	Findspot located near Beaver Creek. One Nettling point fragment of Onondaga Chert – with 3-4 serrations per centimeter. No further CHVI.
BcGw-29	Birch	Post-Contact, Pre-Contact	Cabin	Ronald Williamson (1990)	Very low density. Main concentration of material covers about 800m^2. Two loci of cultural material. 1989/90: 4 features excavated, post moulds identified, and 58 artifacts collected (incl. ceramic rim, 3 rim fragments) over 50mx50m area 1985: Intensive surface collection and mapping with transit. 1989/90: Controlled surface collection, removal of topsoil, excavation of subsurface features, flotation samples taken Site recorded as Grimpen and incorrectly bordenized by BcGw-35 in 1989 report. No further work recommended
BcGw-28	Little 2	Woodland, Late	Village	Gary Warrick (1985), Paul Lennox (1985)	Very high artifact density especially in concentration of black soil - unploughed portion of site in forested area to n. Artifacts occur just under litter mat in forest. Site 0.5 ha. Site yielded more cultural material in 1985 surface collection than 1984

Borden	Site Name	Cultural Affiliation	Site Type/ Feature	Researcher(s)	Comments
					collection - may have been deeper ploughed in spring of 1985. (Warrick 1985). Site record form not yet received from Lennox.
BcGw-22	Sunnidale Park	Woodland, Late	Middleport	Jamie Hunter (1977)	Unknown
BcGw-21	Cundles Creek 1	Woodland, Late	Middleport Hamlet	Jamie Hunter (1977)	Unknown
BcGw-20	Cundles Creek 2	Post-Contact	Earthwork	Hunter (1977)	The site is most unusual; it contains mortared stone work covered by extensive dirt mound like fill. It could be related to the Nine Mile Portage route (Hunter 1977). 1812-Contemporary
BcGw-18	Barrie	Woodland, Late	Pickering/ Uren Village, Longhouse, Midden	Rick Sutton (1999)	1991: 1 house and 1 large midden located from 22 1 m units. Remaining extent of site is .28 ha, compared to the .56 ha described by Hunter in 1977. This is due to construction that has reduced size in half. Thought to be Uren village. Features and post moulds recorded: Partially destroyed by sewer construction. Priority rating, very important! (Hunter 1977). 1991: In good condition, further work recommended
BcGw-17	Bennett	Archaic	Campsite	Jamie Hunter (1977)	Unknown
BcGv-9	Tollendale Creek	Archaic, Late, Paleo-Indian, Woodland, Early, Woodland, Late	Aboriginal, Huron-Wendat Campsite	Michael Henry (1997)	42 Onondaga flakes in a 60 m X 60 m area. Ceramic scatter, 66 pieces in a 40 m X 30 m area. Multi-component. 1997: 1 projectile point, 1 scraper, 1 utilized flake, 6 chipping detritus, 1 celt fragment, 1 abrader fragment. Probably destroyed by subdivision.
BcGv-7	Huronia Road	Woodland, Late	Hamlet, campsite/cabin	J. Hunter (1977)	6 ceramic sherds, 1 pipe stem, 1 Ground Stone flake, 5 chipping detritus. Rumour that the site will be developed in the next few years (Warrick 1987).
BcGv-13	Painswick	Woodland, Late	Unknown	Jamie Hunter (1977)	The site, now completely destroyed.

** All information in the above table was extracted from the *Ontario Archaeological Sites Database* (MTCS, 2017).

In terms of previous archaeological assessments, there have been 11 completed on or within 50m of the study area between 1907 – the present. These are outlined in **Table 4** below.

Table 4: Overview of Previous Assessments of the Allandale Train Station Property

Year	Consulting Firm/ Archaeologist	Archaeological Assessment (AA) Stage	Results	Recommendations	Area Assessed (ha)
1907	Andrew F. Hunter	Though not an official study of the Allandale Station Lands, Hunter is the first to publish information regarding the potential for archaeological remains on the property	"On the Innisfil side of the town line, near the shore of Kempenfelt Bay, and also near the camps described by Mr. Boon, there was discovered a large ossuary in the year 1846. Mr. Boon owned the land on which it was situated, at the time of this discovery. The diameter of the pit was 20 feet, according to Mr. Boon, or it had a total sinkage of that amount, and it contained many skeletons. The rediscovery of human remains in 1884, and again in 1889, probably belonged to the deposits in the smaller ossuaries" (Hunter, 1907, 56) *200-300 individuals associated with the ossuaries.	Unknown	0.10
2000	AFBY Archaeological and Heritage Consultants	Archaeological Literature Review and Assessment Recommendations Regarding Allandale Railway Station Site (BcGw-69) (*similar to a Stage 1 Archaeological Assessment)	Subject property exhibits high potential for presence of significant archaeological resources.	Overlying fill should be removed to allow shovel test pit survey of underlying soils. Any construction activities involving alteration of soil or fill beyond assessed area(s) should be monitored by a licensed archaeologist. Discovery of archaeological or human remains would require standard protocols for notification of authorities and further assessment.	Not explicitly stated.
2001a	AFBY Archaeological and Heritage Consultants	Stage 3 Archaeological Assessment (CIF# 2001-057-001)	Indicates that fill overburden ranges from 50 – 200 cm due to original grade of land plus over a century of development activities. Lake Simcoe waterfront was originally immediately in front of station. Stage 2 test pit survey at 3-5 meter intervals was conducted after removal of fill in an area south of the extant station buildings only; units were excavated to sterile subsoil and screened through 5 mm mesh; large quantities of Iroquoian ceramics and fish bone were encountered in several test pits and a large feature that had been impacted by the original station foundation. Stage 3 Assessment consisted of 18 one-meter test units excavated over positive test pits; 1,283 artifacts were recovered, including 854 ceramic sherds (dated ca. AD 1300) and 315 faunal remainss, mostly fish; 9 subsurface features were identified within 5 of the test units; one small row of post moulds was noted.	Stage 4 mitigation through salvage excavation by hand of the Allandale site (BcGw-69). Monitoring by a licensed archaeologist of fill removal in remaining areas affected by development activities, given potential for discovery of an ossuary	0.5
2001b	AFBY Archaeological and Heritage Consultants	Stage 4 Archaeological Mitigation (CIF# 2001-057-004)	Damage during thunderstorm flood event in 1896 led to construction of current station, completed in 1905. At least 10 structures and five major track lines on property by 1920s. Bore hole studies show up to 5 m of fill on property. Gradall and hand excavation used to remove fill overburden in areas of Stage 3 artifact discoveries. 59 Stage 4 units were excavated and screened, totaling 76 square meters. 16,700 artifacts, including >10,000 faunal elements (none identified as human), were recovered. One intact subsurface feature, a slope midden, was encountered as well as several post moulds. Initial Stage 4 conclusion stated that the site was a small seasonal cabin, however faunal analysis completed by Laurentian University in 2016 showed that the site was occupied year round.	Although archaeological integrity of site is described as poor, potential artifact and information yield is described as high. Although deemed to be unlikely, the potential persists for the discovery of human remains in deeply buried deposits. Heritage value is deemed to be high Portion of the site comprising 1863 stone foundation should be cleared of further heritage concerns. Archaeological monitoring to be carried out during fill removal on remainder of property due to possibility of encountering ossuaries or human burials. Area of the Barrie Lawn Bowling Club should be subjected to archaeological testing/monitoring. Area of site subjected to Stages 3 and 4 excavations should be cleared of further archaeological concern.	0.0094
2004	New Directions Archaeology Ltd.	Stage 1 Archaeological Assessment (PIF# P018-058-2004)	Assesses archaeological potential of 5 candidate GO railway station and layover sites in the City of Barrie, including part of the Allandale Station lands. Ontario Archaeological Sites Database request yielded no record of archaeological sites within the subject property or on the immediately adjacent property (i.e. the Allandale Site (BcGw-69)), although numerous Iroquoian and other sites were noted within 2 kilometers. Visual inspection determined that 3 of the 5 sites were completely disturbed and thus retained no further archaeological potential.	No further work was recommended for 3 of the 5 sites, including the site which comprised part of the Allandale Station lands.	Unknown
2010	AMICK Consultants Limited	Stage 1 Archaeological Assessment (PIF# P058-580-2009)	• reviews AFBY report • provides overlays of buildings indicated on various historical maps and plans • provides thorough analysis of archaeological potential	Lands not previously assessed and cleared (by AFBY) retain archaeological potential and should not be subject to grade altering activities until further Stage 2 Assessment and clearance of archaeological concerns by MTCS. Fill-capped areas must be assessed by Gradall (or equivalent) stripping at no more than 10 m intervals.	3.34

Year	Consulting Firm/ Archaeologist	Archaeological Assessment (AA) Stage	Results	Recommendations	Area Assessed (ha)
				Areas with residual archaeological deposits will require Stage 3 Assessment and possibly Stage 4 mitigation. Comprehensive stripping of native topsoil will be required to ensure there are no undiscovered human burials. Modifications to the extant structures requiring below-grade alterations should be subject to pre-clearance by an archaeologist.	
2011	AMICK Consultants Limited (*Not Accepted by MTCS as of July 2017*)	Stage 3 Archaeological Assessment (specific to the human remains found) (PIF# P058-767-2011)	Describes results of investigation of discovery of human remains carried out under the authority of the Registrar of Cemeteries Remains of at least two individuals were found damaged and in secondary deposits No associated archaeological materials or features were encountered Discovery of a shovel-shaped incisor suggests probable First Nations association.	Although the known human remains were recovered from crawl space, "the disturbed soil in this area may yet contain further concentrations of human remains or isolated faunal fragments". Recommends that investigation "be continued until all re-grading of soil in the crawl space has been completed and the area is capped with concrete."	0.0404
2013	AMICK Consultants Limited (*Not Accepted by MTCS as of July 2017*)	Stage 3 Archaeological Assessment (PIF # P058-901-2012)	Additional remains found along south side of "Office Building" foundation (outside of crawl space where previous discovery occurred) as well as on the SW side of the colonnaded walkway. Monitoring of utility trenches. Methodology devised in consultation with City of Barrie project engineers, Jim Sherratt, MTCS, and Michael D'Mello, Registrar of Cemeteries. 653 remains identified as human were recovered from 18 localities adjacent to extant buildings.	"No further investigations are recommended for the crawl space of the "Office Building", nor for the outside area of the foundation opposite the locus of discovery in the crawl space." ". . . it is recommended that the area of previous archaeological investigations [by AFBY] be excavated mechanically and all dirt be screened through a 6 mm sieve to recover the faunal fragments from this area." Additional block excavation north of the covered walkway to establish limits and nature of human remains concentrations in this area. All unassessed portions of property, including under buildings without full basements and areas capped by asphalt or concrete pavement, should be excavated and monitored under the supervision of a licensed bioarchaeologist.	0.0134
2016	A.M Archaeologist	Stage 1 Archaeological Assessment (PIF# P158-0015-2016)	The detailed documentary research, site visit, and geo-technical study indicates that there may be archaeological potential remaining below the disturbed fill cap across all of the Barrie Military Heritage Park Stage 1 Archaeological Assessment study area (Map 9). A Stage 2 test pit Assessment of the disturbed fill is not required as it would be an ineffective method of identifying archaeological remains. However, an archaeological assessment strategy should be developed for any construction activity that may have impacts within 50-cm of underlying the soil horizon. This may include the retaining walls for the symbolic trenches, but the exact location, size, and depth is not known at the time of the production of this report.	There may be deeply buried intact soil horizons with archaeological potential across the Barrie Military Heritage Park study area. Any proposed impacts within 50-cm of the underlying the soil horizon should be preceded by archaeological assessment by a licensed archaeologist. This assessment should involve the following strategy laid out in *Section 2.1.7 Survey in deeply buried conditions* of the *Standards and Guidelines for Consultant Archaeologists* and described above in *Section 3.2 Conclusions* and illustrated in Map 9 (MTCS 2011: 36-38). This would include the mechanical excavation of test trenches at 10-meter intervals across potentially impacted areas. The purpose of this mechanical excavation is to obtain sections and clear profiles of those areas, document any archaeology features present and recover artifacts. The background research and visual inspection of the Barrie Military Heritage Park study area has determined that there is 1.4 to 6.7 meters of intensively and extensively disturbed fill relating to the twentieth-century railway development and does not have potential for archaeological remains. However, due to the proximity to the Allandale Train Station site, BcGw-69, where human remains were recovered from disturbed context partial monitoring of excavations is recommended.	4.2
2017	ASI	Stage 1-2 Archaeological Assessment (PIF# P128-0129-2016)	The Stage 2 Archaeological Assessment fieldwork was initiated on May 10, 2016 in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultation Archaeologists. The entire West Berm Study Area was subject to a thorough program of Stage 2 test pit survey, test unit excavation, mechanical trenching, and archaeological monitoring over the course of seven months. No archaeological resources or intact topsoil deposits were identified during the Stage 2 investigations.	The Stage 2 Study Area for the West Berm area of the Barrie Layover Facility does not require further archaeological assessment; Should the proposed work extend beyond the current Study Area, then further archaeological assessments must be conducted to determine the archaeological potential of the surrounding lands.	0.2
2017	AECOM	Stage 1 Archaeological Assessment (PIF# P387-0342-2017)	The Stage 1 concluded that while there has been disturbance, there remains potential for intact soils under the fill as well as areas that have not been impacted by construction	Stage 2 and 3 survey using Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists* for the entirety of the project area.	3.34

Of the 11 assessments done within 50m of the project area, seven have been completed within the Allandale Station Lands. An Archaeological Literature Review was carried out prior to the implementation of the current *Standards and Guidelines for Consultant Archaeologists* (2011) by AFBY Heritage Consultants in 2000 that contained background information about the subject property and adjacent Lots and Concessions. It was entitled "*Archaeological Literature Review and Assessment Recommendations Regarding Allandale Railway Station Site*" (AFBY, 2000) and concluded that the subject property study area exhibits high potential for the presence of significant archaeological resources. This report recommended that overlying fill should be removed to allow shovel test pit survey of underlying soils, any construction activities involving alteration of soil or fill beyond assessed area(s) should be monitored by a licensed archaeologist and discovery of archaeological or human remains would require standard protocols for notification of authorities and further assessment (AFBY, 2000).

In 2001, AFBY Heritage Consultants completed a Stage 2 – 3 AA for the area proposed for the location of the New V.R. television station. This assessment concluded that fill overburden ranged in depth from 50-200cm in some areas due to past infilling episodes, construction and demolition associated with the railway use of the property. Therefore, the assessment involved the mechanical removal of artificial fill over the area to be impacted by construction (**Supplementary Documentation: Figure 1**). During the monitoring of the fill removal, a portion of the 1863 Allandale Station Site foundation was exposed and documented. Once these fill layers were removed the exposed area was test pitted in hopes of identifying natural soil deposits that may contain archaeological materials. A number of test pits were positive producing pre-contact Aboriginal artifacts including pieces of pottery and chipped stone tool fragments. The Stage 2 Assessment was followed by the Stage 3 hand excavation of 18 one meter square test units in order to determine the size of this deeply buried site. The 1,283 Aboriginal artifacts recovered dated to the Middle Iroquoian period (A.D. 1300-1350) and came from a soil layer containing a midden deposit, nine features and a small row of post moulds indicating some type of structure had occupied the site. This site was registered as The Allandale Train Station site (BcGw-69) and it was recommended that Stage 4 excavations, mitigation and monitoring of fill removal for the entire study area of 0.5 ha be conducted prior to construction.

The Stage 4 excavation conducted by AFBY Heritage Consultants was also concluded in 2001 (**Supplementary Documentation: Figure 1**). A total of 16,700 artifacts (including approximately 9,000 faunal elements) were recovered. Dr. Alicia Hawkins examined each specimen in the Allandale assemblage of bone recovered by AFBY and provided to Laurentian University. Each specimen was identified to as low a taxonomic category as possible using morphological characteristics and by comparison with specimens in the zoo archaeology reference collection at Laurentian University. A small amount of bone is identified as "Mammalian, Indeterminate taxon". Dr. Hawkins isolated such specimens that were large enough that identification could be attempted, and consulted with Dr. Scott Fairgrieve, forensic anthropologist. Dr. Fairgrieve examined these specimens macroscopically and determined that none of them could be stated definitively to be human (Alicia Hawkins: personal communications 2017). Unfortunately, AFBY was unaware of the human remains scattered through the disturbed soils overlying the Allandale site. The overburden was mechanically removed and the archaeological site was exposed and systematically excavated. Therefore the assemblage that Dr. Hawkins analyzed was from the intact site itself and not the disturbed layers of overburden. The AFBY Stage 4 concluded that severe and deep disturbance has occurred across the entire study area due to several factors; 150 years of railway use of the property, a large thunderstorm flood in 1896 that washed out much of the existing underlying soils, the construction of 10 structures and five major track lines on the property by 1920, and bore hole studies that demonstrate up to 5 meters of fill in some areas (AFBY, 2001b). In addition, it was determined that the southern portion of the Allandale Station Lands were originally low and wet, therefore requiring large scale infilling prior to the railway development. AFBY's project area was cleared of further archaeological concerns but it was recommended that surrounding areas (including the former Barrie / Allandale Lawn Bowling Club) undergo Stage 2 AAs should any ground disturbing activities occur (AFBY, 2001b).

AMICK Consultants Limited conducted a Stage 1 AA in 2010 entitled "*2010 Stage 1 Archaeological Background Research of the Allandale Station Lands. Part of Lot 8 &9 Concession 14 (Geographic Township of Innisfil), City of*

Barrie. MCL# P058-580-2009". This study was completed for the parcel of land associated with the Allandale Train Station site (BcGw-69) and corresponding Allandale Train Station Lands for the City of Barrie. This study reiterates much of the findings set out by AFBY in previous years and added the following information: an overlay of approximate building locations indicated on various historical maps and plans and a thorough analysis of archaeological potential. This report recommended Stage 2 Assessment on any lands not cleared by AFBY in 2001 and included a total of 3.34 hectares (AMICK, 2011).

AMICK Consultants Limited conducted the Stage 3 investigations within the Allandale Train Station lands and reported on these studies in two separate reports which have not yet been accepted by MTCS as of June, 2017. For the purposes of this report they are referenced for their fieldwork methods only. The first report describes accidental discovery and the systematic removal of human remains from the crawl space below the "Office Building", the western most structure of the extant railway buildings. During the lowering of the crawlspace floor, a number of human remains were encountered by the construction crew. Work was stopped and AMICK was contacted by the City of Barrie to investigate the crawl space and remove all human remains within it. It was determined that the remains were likely from the surrounding area, and were in soil used to backfill the building foundation (**Supplementary Documentation: Figure 1**). This report recommended that "investigations be continued until all re-grading of soil in the crawl space has been completed and the area is capped with concrete" and that a licensed archaeologist be on site for all soil disturbing activities (AMICK, 2011: PIF# P058-767-2011).

The second stage 3 report by AMICK (2013) describes the results of the 2011/2012 Stage 3 Assessment of human remains discovered as a result of trenching on the southwest side of the colonnaded walkway, and along the southwest side of the "Office Building" foundation wall opposite the initial discovery of human remains inside the crawl space in 2011 (**Supplementary Documentation: Figure 1**). Mechanical trenching and test unit excavation were undertaken to determine the extent of the human remain densities. AMICK recommended that all unassessed portions of the property be subject to excavation and monitored by a bioarchaeologist. Additionally, they recommended that the area previously excavated by AFBY Heritage Consultants be excavated mechanically and all dirt be screened to recover additional potential human remain fragments from the area (AMICK, 2013: PIF# P058-901-2012). This report has not yet been accepted by MTCS as of June, 2017.

The most recent of these reports was AECOM's *Stage 1 Archaeological Assessment Allandale Train Station Lands, Part of Lots 8 and 9, Concession XIV, Historic Township of Innisfil, former Town of Allandale, City of Barrie, Simcoe County (P123-0342-2017)*. The Stage 1 report concluded that while the majority of the study area had been largely disturbed by previous construction and the installation of subsurface utilities, as confirmed and documented by previous archaeological assessments and data provided by the City of Barrie, there remained potential for intact soil deposits within the study area, underneath significant volumes of fill, as well as areas that might not yet have been disturbed by construction. In consultation with MTCS, AECOM recommended a combined Stage 2 and 3 AA to confirm the nature of the stratigraphy of the site and identify areas where intact soils remain below various fill layers. AECOM's recommendations included the test pitting of areas not subject to previous Stage 2 survey, the excavation of 1x1m units every 10m in areas of deeper stratigraphy where positive test pits were identified, and the use mechanical trenching for areas too deep to excavate by hand, excavated in 10cm increments with all soil screened. AECOM also recommended that all Stage 2 and 3 work must be done with the engagement of First Nation groups that have an interest in the area thereby conforming to 'best practices' and the MTCS 2011 Bulletin *Engaging in Aboriginal Communities in Archaeology.* The Stage 1 AA report was accepted into the Ontario Public Register of Archaeological Reports on February 28, 2018.

2. STAGE 2-3 ASSESSMENT

2.1 Field Methods

AECOM conducted the Stage 2 and 3 Archaeological Assessment of the Allandale Station Lands from May 15th to June 28th, 2017, under the field direction of Glenn Kearsley [P123] and Rebecca Gray [R452]. *As per Section 2.1, Standard 3* and *Section 3.2, Standard 2* of the *Standards and Guidelines for Consultant Archaeologists* (2011) fieldwork was carried out in weather and lighting conditions which permitted excellent ground visibility.

Table 5: Weather Conditions Encountered during the Stage 2-3 Assessment

Date	Weather Conditions	Temperature (˚C)
May 15	Sunny	13
May 16	Overcast	19
May 17	Sunny	34
May 18	Sunny with cloudy periods	29
May 23	Overcast with periods of light rain	25
May 24	Cloudy with sunny periods	23
May 26	Overcast	18
May 30	Sunny	22
May 31	Sunny with cloudy periods	22
June 14	Sunny	24
June 19	Sunny	24
June 28	Sunny	26

2.1.1 Test Pit Survey

In order to systematically test the study area and locate any intact topsoil layers, a Stage 2 test pit survey was conducted across all sections of the property that were not visibly disturbed. The test pitting was done in accordance with *Section 2.1.2 – Test pit survey* of the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011). All test pits were excavated at 5m intervals except where known artificial shoreline was located (**Figures 13 and 14**) (to the north and north east of the existing buildings), where they were excavated at judgemental 10m intervals. All test pits were 30 cm in diameter and excavated by hand at least 5cm into subsoil where present and excavated up to 100cm in depth where the subsoil layer was not present and consisted of fill. All soil was screened through 6 mm (¼") mesh to facilitate artifact recovery. Test pits were excavated within 4m from built structures due to a protective fence around the historic building. Each test pit was examined for stratigraphy, cultural features or evidence of fill and a sample of test pits were drawn and photographed to demonstrate these attributes. Test pits were backfilled to grade following their completion. Each positive test pit received a numerical provenience number and was mapped using a handheld Garmin GPS map 60CSx GPS unit set to NAD83. The artifacts recovered were collected, bagged and labelled according to their provenience. Due to the heavily disturbed nature of the property and the plethora of modern and 19th century debris found in these soil deposits, only those test pits containing faunal remains, pre-contact artifacts or intact soil deposits were to be considered 'positive' in the

field. While the contents of all test pits were noted, the majority of artifacts / debris were not retained due to the disturbed nature of the soil deposits in all test pits. Since there are no standards addressing artifact sampling in disturbed contexts, the criteria for retaining or not retaining material from test pits was established in the field. It was decided that most artifacts consisting of modern refuse (such as plastic, Styrofoam, pop bottle glass, ribbon strands, rope) and non-diagnostic historic material (scrap metal, nail and brick fragments) could be discarded in the field due to the disturbed / secondary context from which they were recovered. However, a small number of artifacts were retained as a sample in order to inform the discussion of soil disturbance in the report, including all faunal remains. These artifacts have been retained by AECOM, but due to their disturbed provenience, only the faunal remains were catalogued.

The soils encountered in the test pits varied greatly with depths ranging from 15cm to 105cm. Test pits along the north side of the station buildings were comprised of a dark aggregate fill with mottled topsoil, followed by yellow sand, brownish grey sand, grey/white sand and yellow sand with stones and were largely sterile of any artifacts. On the western side of the station buildings test pits consisted of a dark aggregate fill, then sterile light yellowish sand overlying a mottled dark brown-grey sand and finally white sand. Test pits located in the southwest corner of the Allandale Station Site property between the access driveway and the GO Station access road showed the most amount of disturbance. This area was virtually impenetrable to a depth of 20cm where a layer comprised of asphalt and gravel was located suggestive of a former parking lot at one time. Further east the test pits were excavated up to a depth of 105cm in order to determine if any intact topsoil deposits were present but no intact topsoil deposits were identified. These test pits yielded compact gravel fill which likely represents the fill brought in to repair the damage of the 1896 flood. Within the former lawn bowling property there was a dark topsoil layer overlying a dense burn layer fill containing slag, charcoal, ceramic and glass and finally yellow/orange sandy subsoil. Test pits ranged in depth from 40cm to the east to 50cm in the southeast to 100cm in the northeast portion of the former lawn bowling property.

A total of 10 test pits were considered positive in the field as they contained faunal fragments. Of these 10 positive test pits five were located south or south east of the Allandale Station buildings, three were north of the buildings and two were in the former lawn bowling area to the west (**Figure 15**). The faunal remains that were recovered were examined by osteologist Dr. Jennifer Morgan (AECOM) and were found to be either too fragmentary to analyze or were clearly not human. Because some of these fragments could not be conclusively identified, the test pits were considered positive as a precaution and used as a basis for test unit placement. No pre-contact artifacts were recovered from the Stage 2 test pits.

2.1.2 Stage 3 Test Unit Results

The Stage 2 test pit survey was followed by a Stage 3 site-specific assessment consisting of 30 1x1m test units completed on multiple 10m grids following *Section 3.2.2 Test Unit Excavation* of the *Standards and Guidelines for Consultant Archaeologists* (2011). The rationale for grid placement was multifaceted. Part of the rationale for the location of the grids was to open up 1m units in areas of identified faunal concentrations in order to determine whether or not human remains were present in the various fill layers. Although none of the faunal fragments recovered during the Stage 2 were identified as human (some were too fragmentary), it was felt that larger samples from these areas was needed before any conclusions could be made. The other rationale for the location of the grids was to investigate areas of interest based on the results of background research and previous assessments by AFBY and Amick. The reasoning for each grid placement is described below. Each of the four grids was established using a permanent datum and 1m test units were placed within these grids. A provenience number corresponding to their grid coordinate points was assigned to each unit. Test units were excavated by hand and by systematic stratigraphic levels. Test units were excavated up to an arbitrary depth of 100cm (or shallower if a feature was identified or digging became too difficult due to the nature of the fill) due to safety concerns and

maneuverability within the test unit. If natural subsoil was identified before reaching the bottom of a unit, the excavation continued to the depth of 100cm to confirm it was natural subsoil rather than a sandy layer of fill (see **Section 8: Image 5** for example of sand fill being used along the Allandale shoreline). All soil was screened through 6mm mesh and all artifacts were collected and retained with their associated layer within their associated test unit.

Following excavation, each unit was examined for evidence of features or stratigraphy. Test units were photographed and drawn in profile view on both the north facing and west facing walls in order to gain an understanding of fill layer patterns across the site area and to note if any intact layers were present. The locations of all test units were mapped in the field on graph paper. Lastly, all units were backfilled to grade. GPS coordinates corresponding to the grid datum were recorded using a handheld Garmin eTrex GPS with +/- 2m accuracy in order to ensure that the location of the site was accurately recorded as per *Section 3.2 Standards 3a and 3b* of the *Standards and Guidelines for Consultant Archaeologists* (2011). This information can be found in **Table 1** in the Supplementary Documentation (under a separate cover).

Section 7: Photos 1-44 illustrate the methods used during the Stage 3 AA and subsequent results. The photo locations can be found in **Section 10: Figures 16 and 17**.

2.1.2.1 Grid 1 Strategic Overview

Grid 1 was established across the largest area to the south and southeast of the existing station buildings in order to capture positive Test Pit 1 (which contained faunal fragments) and the areas adjacent to those previously excavated by AFBY in 2001 and by AMICK Consultants in 2011 and 2012. Although part of the rationale for the grid placement was to further investigate faunal concentrations identified during the Stage 2 assessment, once the Stage 3 testing began it became apparent that faunal remains were present in each test unit and not just the concentration areas identified during the Stage 2. Therefore Stage 3 testing on Grid 1 became more focused on investigating areas adjacent to previous archaeological work and areas that had not been assessed before. The datum (500N 200E) of Grid 1 was put 5m south of positive Test Pit 1 and was oriented 30° east of north to align better with the physical features in this section of the property. A total of 25 test units were excavated across Grid 1. Excavations continued at approximately 5-10m intervals across the southern portion of the Allandale Station buildings where conditions allowed. Some spatial restrictions of this grid included an access road to the west extending from Lakeshore Drive southerly toward the Allandale GO Station and continuing easterly along the southern portion of the study area (**Figure 16**). The northern edge of Grid 1 was bound by the protective fence surrounding the Allandale Station buildings approximately 5-10 meters from their foundations. Because the station buildings are protected by the Ontario Heritage Trust, permission was obtained to allow test units to be excavate inside the fence, but remaining several meters away from the building foundations. Four units in total were placed within this construction fence south of the Allandale Station Site buildings. Representative photos of these units can be found in **Section 7** and profile drawings can be found in **Section 11**.

Natural subsoil was not reached in most of the units excavated on this grid and an arbitrary depth of 1m was determined to be the extent of excavations. However, two test units along the 510N line (immediately south of the protective fencing at 510N 230E and 510N 240E) contained natural subsoil in the bottom at depths of approximately 30-40cm. Two of the test units contained what appear to be intact cultural features. Unit 505N 170E contained what appears to be a mid to late 19th century feature (Feature 1) at a depth of approximately 62-96cm. The soil at the bottom of this unit was a greyish-yellow and mottled with sand (**Photos 18** and **19**). Large numbers of historic Euro-Canadian artifacts were found in this layer before excavations were stopped and it was deemed a feature. A total of 786 artifacts, including fragments of 19th century ceramic tableware, bottle glass, nails, window glass, buttons and faunal remains were recovered from this unit. Following the initial analysis, 300 of these artifacts were retained (please see **Section 2.2 Record of Finds**). No human remains were identified in this unit. The second feature (Feature 2) was in Unit 510N 220E and consisted of a dark grey / black stain in the southeast corner of the bottom of the unit at depth of 50cm (**Photos 10** and **11**). This stain produced 148 pre-contact ceramic

fragments and some fish bone fragments. Three of these fragments have impressed decorations typical of the Late Woodland Period and, given the proximity of this unit to the previously documented Allandale Train Station site (BcGw-69) by AFBY which dates to ca. A.D. 1300-1350. Both features were covered with geotextile fabric and the units were backfilled to grade. Unit 495N 160E contained what appeared to be a segment of a fieldstone foundation running east-west (**Photos 22** and **23**) and Unit 505N 180E had an apparent trench in the bottom running north south (**Photo 20** and **21**). Despite a detailed locate assessment, modern utilities were uncovered in Unit 515N 200E inside the protective fence area adjacent to the station buildings (**Photo 24** and **25**). The two units to the very east of Grid 1 (515N 255E and 525N 255E) contained heavy, compact gravel fill and likely represent the infill episode following the flood of 1896.

There were two units within Grid 1 that contained fragmentary human remains (513N 205E and 515n 200E). Both of these units were found within 5m of the current Allandale Station Site buildings and in areas previously excavated / tested by both AFBY (2001) and AMICK (2011). A full description and analysis of these units is found under separate cover in the **Supplementary Documentation, Section 1: Human Remains Investigation.** All test units were measured to centimeter accuracy and geotextile was placed at the bottom of each test unit for accurate reference during future Stage 4 excavations. Excavated and sifted soil was then replaced back into each unit in order to maintain the structural integrity of the site. The soil in these units can now be considered sterile.

2.1.2.2 Grid 2 Strategic Overview

Grid 2 was placed in the lawn area north of the Allandale Station Site buildings over positive Test Pit 7 from Stage 2 testing. Grid 2 was oriented 30° east of north for consistency between Grid 1 and Grid 2. Two units were excavated on this grid (500N 200E and 490N 200E) at 10m intervals to better understand the fill layers from the northern portion of the study area (**Figure 16**). This area was close to the approximate location of the original Kempenfelt Bay shoreline and would have been one of the earliest areas of fill when the railway began leveling the property for use. It was reasoned that if human remains were disturbed during the initial construction activities on the property, this area may contain evidence of this. Both test units consisted of 4 layers of fill that extended down to at least a depth of 100cm. Only one faunal fragment was recovered.

2.1.2.3 Grid 3 Strategic Overview

Grid 3 was put at the western end of the former Allandale Lawn Bowling area parallel to Essa Road and north of the Barrie Bus access road from Essa Road (**Figure 17**). The lawn bowling parcel itself had two terraces with the lower one being along Essa Road, and the upper one (approximately 1m higher) immediately to the west. Grid 3 was an arbitrarily placed location on the lower terrace with the intention of having the grid closest to the pre-contact village site that was documented by A.F. Hunter “to the north of the Innisfil-Vespra town line” located northwest of the Essa Road and Tiffin Street intersection. Two units were placed on this grid, one at 500N 200E and a second at 505N 200E. This grid was oriented in a true north direction due to the distance from both Grids 1 and 2. Natural subsoil was identified in both units at a depth of 35-37cm. As a precaution, both units were excavated to a depth of 100cm to confirm this was in fact, natural subsoil and not a sandy layer of fill. All units were photographed and drawn in profile view on both the north facing and west facing walls in order to gain an understanding of fill layer patterns across the site area and to note if any intact layers were present. Representative photos of these units can be found in **Section 7** and profile drawings can be found in **Section 11**.

2.1.2.4 Grid 4 Strategic Overview

Grid 4 consisted of a single unit placed arbitrarily in the eastern end of the Allandale Lawn Bowling parcel of the study area (**Figure 17**). The unit was placed here to provide an indication of soil stratigraphy on this upper terrace. This unit was not drawn but it was photographed in profile view on both northern and western facing walls in order to gain an understanding of fill layer patterns across this portion of the site area and to note if any intact layers were

present. This unit had a number of layers present including a dark topsoil layer overlying a dense burn layer fill containing slag, charcoal, ceramic and glass and finally yellow/orange sandy subsoil at a depth of 53cm. Examples of these photographs are found in **Section 7: Photos 35 and 36** and the units location can be seen in **Section 10: Figure 17**.

2.1.1 Mechanical Test Trench Results

Once the Test Units were completed the project area was subject to mechanical trenching as per *Section 2.1.7 Survey in Deeply Buried Conditions* and *Section 3.3.3 Assessment of sites in deeply buried conditions* in the *Standards and Guidelines for Consultant Archaeologists* (2011). Two trenches (Trench 1 and Trench 2) were excavated in two locations across the project area (**Figures 14 and 16**). As stated in the agreement with MTCS for the field methodology, mechanical trenching was completed in areas that were too deep to excavate by hand and had not been where human remains have been found. A backhoe with a smooth edged bucket was used in order to excavate the soil layers in 10cm increments. Because of the impenetrable nature of the upper levels 1 and 2 (asphalt and gravel), these layers were mechanically removed and piled to the side. This was approved of by the Huron-Wendat monitor that was on site at the time. Then each 10cm arbitrary layer was mechanically excavated and placed on a large tarp adjacent to the trench. All dirt was then screened through 6mm mesh to aid in the recovery of samples of artifacts. The location of each trench was mapped in using a transit and stadia rod. Samples of artifacts were collected, bagged and labeled according to their trench and vertical provenience. All faunal fragments were retained for analysis. Following their excavation and documentation, the trenches were backfilled to grade. Although the initial methodology was aimed at excavating trenches to link up Stage 3 test units, this strategy was not done in the field as the unstable nature of the artificial fill deposits made any trench longer than 4m to 7m unsafe to excavate. Instead, the trenching was used as extended test units in order to explore two deeply filled portions of the property.

Trench 1

Trench 1 was located in Grid 1 south of the Allandale Station Site buildings. The north end of the trench began to the east of Unit 505N 200E, and extended south towards 500N 200E (**Figure 14**). This was an area overlying the previously excavated Allandale Train Station site (BcGw-69) (**Figure 13**). The location of this trench was chosen to confirm the presence of any deeply buried intact deposits from the Allandale Train Station site (BcGw-69) not previously excavated, and to provide a larger sample of faunal remains from this previously excavated / backfilled area. The trench measured 150cm x 380cm at its top and was aligned 30° east of north orientation to coincide with Grid 1. Due to its depth (220cm) the trench was narrower at its base (approximately 1.5m) (**Photos 37-40**). Following the mechanical removal of the asphalt and gravel layers 1 and 2 all soils were screened in 10cm increments. Subtle differences in soil colour and composition allowed several artificial fill layers to be identified. Each one contained a light mix of artifacts including 19th century historic artifacts and building debris, pre-contact ceramic and lithics and modern debris such as Styrofoam, plastic fragments and slag. Sterile subsoil was reached at a depth of 245cm – 255cm. None of the faunal fragments recovered from Trench 1 were human.

Trench 2

Trench 2 was also located in Grid 1 approximately 45m northwest of Trench 1.The north end of the trench began to the west of Unit 495N 160E and extended south (**Figure 14, Photos 41-44**). The location of Trench 2 was chosen to test this portion of the property for deeply buried intact soil deposits and to further investigate the fieldstone foundation identified in Stage 3 Unit 495N 160E. The trench measured 150cm x 700cm at its top and was aligned with a 30° east of north orientation to coincide with Grid 1. Following the mechanical removal of the asphalt and gravel / cement layers 1 and 2 all soils were screened in 10cm increments. Towards the southern extent of the trench, the previously identified fieldstone foundation was exposed beneath the asphalt / cement layer. It had mortar placed between the stones and it ran east-west through the trench and had a copper wire running parallel to it. Unlike Trench 1, several well defined soil layers were present in the profile of Trench 2. Each one contained a

light mix of artifacts including 19th century historic artifacts, building debris, large oyster shells (possibly associated with refuse from the former Dining Hall building to the north), faunal fragments and a few pieces of modern debris such as plastic and glass. No pre-contact artifacts were recovered from Trench 2. At a depth of 120cm an abandoned service pipe was exposed that crossed the trench from the southeast to the northwest. The trench excavated to install this pipe was also visible in the profile of Trench 2. The sterile natural subsoil level was reached at a depth of 230cm – 240cm. As profile measurements were being recorded, the west wall of Trench 2 collapsed exposing a well preserved brick wall foundation (**Photos 43-44**). This foundation appears to head in a north-south direction and extends down do a depth of at least 230cm. While the exact structure these foundations were associated are not known (due to the limited amount of exposure), they are in the estimated location of the Allandale Train Depot building shown on the 1870s and 1880s mapping. None of the faunal fragments recovered from Trench 1 were human.

2.2 Record of Finds: Artifact Analysis

As noted above, due to the disturbance exhibited in the Stage 2 test pits, only the faunal remains (n=53) were analyzed and catalogued. These remains were all small mammalian or avian fragments, most of which were unidentifiable. Test pit 2 contained four mammalian incisor fragments. Test Pit 10 was found to have four avian (bird) cranial fragments, as well as one mammalian rib fragment. No other faunal fragments could be identified. Two of the four fragments from Test Pit 6 showed evidence of saw marks, while one fragment from Test Pit 1 was burnt. No pre-contact artifacts were recovered from the test pits.

During the Stage 3 Assessment of the Allandale Station Lands only two units were found to contain intact archaeological resources with cultural heritage significance and value as well as two units which were found to contain fragments of human remains. As such only these four units have been subject to detailed artifact analysis. Details regarding the human remains recovered during the Stage 2-3 AA as well as their analysis can be found in the **Supplementary Documentation, Section 1: Human Remains Investigation** (under a separate cover). The four units which were subject to artifact analysis were 505N 170E, 510N, 220E, 513N 205E and 515N 200E. All other retained artifacts from the remaining 26 test units were sorted and counted to inform descriptions of the mixed soil deposits but were not subject to full analysis due to the disturbed contexts from which they were recovered.

Overall a total of 2,774 artifacts were recovered from the Stage 3 AA of the Allandale Station Lands. These artifacts include 280 (6.8%) pre-contact artifacts, 1,768 (66.0%) 19th century Euro-Canadian artifacts, 15 (0.6%) 20th century (modern) artifacts (such as insulator, plastic pieces, bobby pin, bottle caps, Styrofoam, modern wire, screws, tin foil) and 711 (26.6%) faunal remains. Of the pre-contact artifacts, 22 are lithics and 258 are pre-contact ceramics. Of the faunal remains, 15 are shell and 696 are faunal remains.

Those pre-contact lithics found in disturbed contexts consisted of a total of 18 pieces of debitage. This includes 5 flake fragments manufactured from Onondaga chert, 1 of which had evidence of retouch, 3 kettle point flake fragments, 1 local till chert flake fragment, 2 flake fragments of unknown chert, 2 kettle point biface thinning flakes, 1 Onondaga bipolar flake, 1 bipolar flake of local till chert, 1 secondary retouch flake made from unknown chert and 1 secondary retouch flake from local till chert.

A total of 103 pre-contact pottery artifacts recovered from disturbed contexts. There are 61 exfoliated fragments, 2 rim fragments, 1 of which is impressed and 1 that has been burned, and 40 body sherd fragments, 8 of which have been burnt, 9 which have impressed decoration, and 2 that have impressed decoration and have been burnt.

Record of Finds: Artifact Analysis of Unit 505N 170E

Unit 505N 170E consisted of 2 artifact bearing layers. Layer 1 (0-30cm) is a disturbed layer that contained 4 refined red earthenware fragments (RRE) (1 clear glazed and 3 brown glazed), 10 refined white earthenware fragments (RWE) (4 blue transfer print and 6 undecorated), 1 stoneware fragment decorated in a beige glaze, 7 bottle glass (6 aqua and 1 red), 3 machine cut nails, 1 misc. metal object (flat faced pin) and 2 plastic fragments (1 blue and 1 white). None of the artifacts recovered from Layer 1 contained any diagnostic features. No artifacts were found in Layer 2. Layer 3 (65-96cm) represents the 19th century cultural feature (Feature 1). It contained 1 shell fragment, 4 ironstone fragments (6 moulded-wheat pattern and 2 undecorated), 7 porcelain (1 brown glazed and 6 undecorated), 25 RRE fragments (4 brown glazed, 19 clear glazed and 2 unglazed), 40 RWE fragments (1 blue edged ware, 2 brown transfer print and 37 undecorated), 5 semi-porcelain fragments (3 red painted band and 2 undecorated) and 2 yelloware fragments (1 brown glazed and 1 undecorated). Of the architectural remains, 9 machine cut nails, 2 brick remains, 12 window glass (10 thick, 2 thin), 6 wire fragments and 3 wire cut nails were recovered. The bottle and container glass assemblage contained 133 sherds from amber (n=1), aqua (n=53), blue (n=1), clear (n=59), green (n=2) and olive green (n=17). Three decorative glass fragments with a ribbed and panelled motif were also collected. These items were likely from a vase or a bowl due to the elaborate designs. The personal assemblage from Layer 3 contained five buttons from various materials (1 bone, 2 metal, 1 shell and 1 opaque white glass). One slate pencil and a smoking pipe stem fragment were also recovered as well as nine miscellaneous metal fragments.

Table 6:Test Unit# 505N 170E: Historic Artifact Summary

Ceramic Tableware			
Ceramic Type	**Decoration**	**f**	**%**
Refined White Earthenware	Undecorated	43	61.43
Refined White Earthenware	Transfer Print	6	8.57
Refined White Earthenware	Blue Edged	1	1.43
Semi-Porcelain	Undecorated	2	2.86
Semi-Porcelain	Painted Band	3	4.29
Porcelain	Glazed	1	1.43
Porcelain	Undecorated	6	8.57
Ironstone	Undecorated	2	2.86
Ironstone	Moulded	6	8.57
Tableware Total		**70**	**23.33**
Kitchen / Household Related Items and Faunal Remains			
Artifact	**Comments**	**f**	**%**
Glass	Bottle	140	79.55
Glass	Decorative	3	1.70
Red Earthenware-Refined	Glazed	27	15.34
Red Earthenware-Refined	Unglazed	2	1.14
Stoneware	Glazed	1	0.57
Yelloware	Glazed	1	0.57
Yelloware	Undecorated	1	0.57
Faunal Material	Faunal	1	0.57
Kitchenware/Faunal Total		**176**	**58.67**
Architectural Remains			
Artifact	**Material**	**f**	**%**
Machine Cut Nail	Metal	12	34.29

Wire Cut Nail	Metal	3	8.57
Wire	Metal	6	17.14
Brick	Clay	2	5.71
Window Glass	Thick	10	28.57
Window Glass	Thin	2	5.71
Architectural Remains Total		**35**	**11.67**
Personal and Clothing Related Items			
Artifact	**Material**	**f**	**%**
Smoking Pipe	White Ball Clay	1	14.29
Button	Bone	1	8.33
Button	Glass	1	8.33
Button	Metal	2	16.67
Button	Shell	1	8.33
Slate Pencil	Slate	1	8.33
Personal/Clothing Total		**7**	**2.33**
Miscellaneous Items			
Artifact	**Material**	**f**	**%**
Misc. Metal	Metal	9	75.00
Misc. Plastic	Plastic	2	16.67
Misc. Metal Object	Metal	1	8.33
Miscellaneous Total		**12**	**4.00**
Total		**300**	**100.00**

The diagnostic artifacts recovered from Layer 3 (Feature 1) included one RWE blue edged ware. Shell edged ceramics (which were an attempt to imitate the appearance of aquatic shells) were produced in England and exported to North America by the 1780s (Majewski, T. and M.J. O'Brien, 1987). This decorative style became popular in the late-18th century and by the 1830s, had become relatively inexpensive and common tableware. Scalloped and green edged ceramics diminished in popularity around the 1830s when they were replaced with straight edged ceramics (Majewski, T. and M.J. O'Brien, 1987). The edged ware fragment collected from this layer was decorated with a straight rim with minimal incising (1830-1873). The ironstone ceramic assemblage contained 6 fragments decorated with a moulded wheat motif. The wheat pattern (embossed design combining heads of grain and grass-like leaves) became popular around the 1860s and continues to be a popular decorative motif. The Ceres shape became the standard version of the wheat pattern **(Section 7: Artifact Plate 1)**. Yelloware (yellow-buff paste with a lead clear glaze) became popular in the 1840s and was used in the manufacturing of both tableware and utilitarian wares such as mixing bowls, plates and jugs. Of the two yelloware fragments recovered, one of the fragments was decorated with a brown glaze. The bottle and container glass assemblage included an oil finish (1850-1920), blob finish (1840-1920) and an aqua bottle fragment with a three-piece mould seam / oil finish. The three-piece mould seam has a horizontal seam encircling the bottle where the shoulder and body meet and two opposite seams running vertically from the shoulders to the oil finish **(Section 7: Artifact Plate 4)**. This particular manufacturing technique was popular between the 1850s and 1920s (SHA: 2014). Therefore, based on the artifact dates, Layer 3 (Feature 1) appears to have been deposited sometime in the mid to late 19th century (1860s - 1890s).

Record of Finds: Artifact Analysis of Unit 510N 220E

Unit 510N 220E contained 3 layers. Layer 1 (0-26cm) is a disturbed layer that contained 18 historic artifacts and 2 pre-contact artifacts. The historic assemblage contained 7 unanalyzable faunal fragments, 4 undecorated RWE fragments, 1 yelloware fragment (undecorated), 1 clear bottle sherd, 1 plastic button, 1 cement tube fragment, 1 metal hook, 1 misc. plastic and 1 scrap metal fragment. The yelloware fragment (1842-1910) was the only

diagnostic artifact found in Layer 1. The pre-contact artifacts recovered from Layer 1 include two chipped stone flakes. One is a utilized bipolar flake made from Haldimand chert, and the other is a retouched secondary reduction flake made from Onondaga chert. Layer 2 (26-50cm) is a disturbed layer that contained 5 faunal fragments (1 burnt, 4 unanalyzable), 1 machine cut nail, 1 wire cut nail and 1 plain smoking pipe fragment. Hand-made wrought nails were the dominant nail type prior to 1830 but were replaced by machine cut nails in the 1830s due to their cheaper price and faster production (Nelson 1968). Cut nails were machine cut with a flat head. Wire cut nails have a flat, round head and wire shaft, they began to replace machine cut nails during the 1850s but it became a dominant nail type around the 1890s. The transition was slower because wire nails were not made for building construction at first but rather for small items like cigar boxes and packing crates (Adam 2002).

Table 7: Test Unit# 510N 220E: Historic Artifact Summary

Ceramic Tableware			
Ceramic Type	**Decoration**	**f**	**%**
Refined White Earthenware	Undecorated	4	100.00
Tableware Total		**4**	**11.11**
Kitchen / Household Related Items and Faunal Remains			
Artifact	**Comments**	**f**	**%**
Glass	Bottle	1	4.17
Red Earthenware-Refined	Glazed	1	4.17
Red Earthenware-Refined	Unglazed	1	4.17
Yelloware	Undecorated	1	4.17
Faunal Remains	Bone	20	83.33
Kitchenware/Faunal Total		**24**	**66.67**
Architectural Remains			
Artifact	**Material**	**f**	**%**
Machine Cut Nail	Metal	1	25.00
Wire Cut Nail	Metal	1	25.00
Hook	Metal	1	25.00
Cement Tube	Cement	1	25.00
Architectural Remains Total		**4**	**11.11**
Personal and Clothing Related Items			
Artifact	**Material**	**f**	**%**
Smoking Pipe	White Ball Clay	1	50.00
Button	Plastic	1	50.00
Personal/Clothing Total		**2**	**5.56**
Miscellaneous Items			
Artifact	**Material**	**f**	**%**
Misc. Metal	Metal	1	50.00
Misc. Plastic	Plastic	1	50.00
Miscellaneous Total		**2**	**5.56**
Total		**36**	**100.00**

Layer 3 (50+ cm) represents cultural Feature 2 and contained 8 faunal remains (1 burnt, 1 aves femur, 2 aves ulna, 1 small mammal radius, 1 fish gill, 1 carnivora premolar and 1 fish vertebrae). The pre-contact assemblage included 1 Balsam Lake bipolar flake, 1 Onondaga utilized flake fragment, 1 burnt pottery fragment, 140 exfoliated

pottery fragments, 3 impressed decorated body sherds and 1 smoking pipe bowl fragment. An illustration of the pre-contact assemblage can be found in **Section 7: Artifact Plate 6**. The historical assemblage in Layer 3 contained 2 RRE fragments - one was decorated with a brown glaze while the other was unglazed. None of the historical artifacts found in Layer 3 displayed any diagnostic features. The relatively high amount of pre-contact artifacts in Layer 3 and the low number of historic artifacts suggests that it is likely an intact feature deposit with some mixing between the top of Feature 2 and the disturbed layer above it.

Record of Finds: Artifact Analysis of 513N 205E

513N 205E consisted of 4 disturbed layers. Layer 1 (0-34cm) contained 4 undecorated RWE fragments, 1 machine cut nail, 7 thick window glass and 11 bottle and container glass (5 clear, 2 amber, 2 olive green and 2 green). Layer 2 (34-47cm) contained 6 RWE fragments (5 undecorated and 1 brown glazed), 1 brown glazed RRE fragment, 24 bottle and container glass (6 olive green, 4 green, 3 amber, 3 aqua and 8 clear), 4 machine cut nails, 1 misc. metal object (flat faced pin), 1 plain smoking pipe stem fragment and 7 thick window glass fragments. The recovered material from Layer 3 (47-65cm) included 1 semi-porcelain fragment decorated with a brown painted band, 1 thick window glass fragment and 1 olive green bottle sherd. None of the artifacts found in the layers discussed above contained anything diagnostic characteristics. Layer 4 (65-123cm) contained 1 yelloware fragment decorated with a brown glaze, 1 RRE green glazed fragment, 1 undecorated RWE fragment, 1 porcelain door knob, 1 wire fragment, 3 thick window glass, 1 machine cut nail and 7 bottle and container glass (4 clear and 3 olive green). The yelloware fragment (1842-1910) was the only datable artifact recovered from this layer. A total of 3 fragments of human remains and 15 undetermined faunal fragments were found in 513N 205E (3 undetermined in Layer 1, 3 human remains in Layer 2 and 12 undetermined faunal pieces in Layer 2). Details regarding the human remains are found in the Supplementary Documentation (under a separate cover).

Table 8:Test Unit# 513N 205E: Historic Artifact Summary

Ceramic Tableware			
Ceramic Type	**Decoration**	**f**	**%**
Refined White Earthenware	Undecorated	11	84.62
Refined White Earthenware	Glazed	1	7.69
Semi-Porcelain	Painted Band	1	7.69
Tableware Total		**13**	**14.94**
Kitchen / Household Related Items and Faunal Remains			
Artifact	**Comments**	**f**	**%**
Glass	Bottle	43	93.48
Red Earthenware-Refined	Glazed	2	4.35
Yelloware	Glazed	1	2.17
Kitchenware/Faunal Total		**46**	**52.87**
Architectural Remains			
Artifact	**Material**	**f**	**%**
Machine Cut Nail	Metal	6	23.08
Door Knob	Porcelain/Metal	1	3.85
Wire	Metal	1	3.85
Window Glass	Thick	18	69.23
Architectural Remains Total		**26**	**29.89**
Personal and Clothing Related Items			
Artifact	**Material**	**f**	**%**
Smoking Pipe	White Ball Clay	1	100.00
Personal/Clothing Total		**1**	**1.15**

Miscellaneous Items			
Artifact	**Material**	**f**	**%**
Misc. Metal Object	Metal	1	100.00
Miscellaneous Total		**1**	**1.15**
Total		**87**	**100.00**

Record of Finds: Artifact Analysis of 513N 200E

513N 200E contained 2 disturbed layers. Layer 1 contained 1 pre-contact pottery sherd (undecorated), 3 undecorated RWE fragments, 1 porcelain fragment (undecorated), 1 brown glazed stoneware fragment and 2 unglazed RRE fragments. The 18 bottle and container glass assemblage included the colours - green (n=2), olive green (n=3), opaque white (n=2) and clear (n=11). The remaining artifacts from this layer were architectural refuse – 6 thick window glass, 1 metal screw, 2 wire fragments, 3 machine cut nails and 2 scrap metal fragments. The recovered artifacts from Layer 2 included 1 undecorated porcelain fragment, 8 RRE fragments (4 brown glazed, 2 clear glazed, 2 unglazed), 4 brown glazed stoneware fragments, 12 RWE fragments (11 undecorated and 1 green transfer print), 40 bottle and container glass (7 amber, 5 aqua, 3 blue, 18 clear and 7 olive green), 8 machine cut nails, 3 misc. metal fragments, 1 smoking pipe stem, 14 thick window glass, 3 wire fragments and 8 wire cut nails. The smoking pipe fragment collected from this layer displayed an impressed partial maker's mark – "MON" this particular pipe was manufactured in Montreal **(Section 7: Artifact Plate 3)**. A total of 6 fragments of human remains and 19 undetermined faunal fragments were found in 515N 200E (19 undetermined in Layer 1 and 6 confirmed human remains in Layer 2). Details regarding the fragments of human remains are found in the Supplementary Documentation (under a separate cover).

Table 9:Test Unit# 515N 200E: Historic Artifact Summary

Ceramic Tableware			
Ceramic Type	**Decoration**	**f**	**%**
Refined White Earthenware	Undecorated	14	82.35
Refined White Earthenware	Transfer Print	1	5.88
Porcelain	Undecorated	2	11.76
Tableware Total		**17**	**12.06**
Kitchen / Household Related Items and Faunal Remains			
Artifact	**Comments**	**f**	**%**
Glass	Bottle	58	79.45
Red Earthenware-Refined	Glazed	6	8.22
Red Earthenware-Refined	Unglazed	4	5.48
Stoneware	Glazed	5	6.85
Kitchenware/Faunal Total		**73**	**51.77**
Architectural Remains			
Artifact	**Material**	**f**	**%**
Machine Cut Nail	Metal	11	24.44
Wire Cut Nail	Metal	8	17.78
Wire	Metal	5	11.11
Screw	Metal	1	2.22
Window Glass	Thick	20	44.44
Architectural Remains Total		**45**	**31.91**
Personal and Clothing Related Items			

Artifact	Material	f	%
Smoking Pipe	White Ball Clay	1	100.00
Personal/Clothing Total		**1**	**0.71**
Miscellaneous Items			
Artifact	**Material**	**f**	**%**
Misc. Metal	Metal	5	100.00
Miscellaneous Total		**5**	**3.55**
Total		**141**	**100.00**

All recovered artifacts will remain in the possession of the license holder until such time as a transfer can be made to an appropriate MTCS-approved repository. The artifacts will be held in AECOM's secure laboratory facility in Richmond Hill, ON and have been stored in 1 banker's box. The complete artifact inventory as well as the diagnostic charts of the Allandale Trains Station site (BcGw-69) artifacts can be found in **Section 12**.

3. ANALYSIS AND CONCLUSIONS

AECOM was retained by the City of Barrie to conduct a Stage 1 Archaeological Assessment (AA) for the Allandale Station Lands located at 24 Essa Road, approximately 1.5 km south of downtown Barrie, along the City's waterfront. The Stage 1 AA incorporated background research into the archaeological and land use history of the study area using documentary sources, historic maps, GIS data for subsurface utilities/boreholes and satellite imagery and a review of past archaeological studies that have taken place on the subject property. The results of the Stage 1 Assessment indicated that, despite the deep and extensive ground disturbance and numerous in-filling episodes that have taken place on the Allandale Station Lands over the last century and a half, there still remains the potential for the presence of intact archaeological deposits. This was based on the presence of the previously documented Allandale site (BcGw-69), the amount of fill in some sections of the property (which help preserve deeply buried deposits) and that some sections of the study area have not been systematically tested.

Given the results of the Stage 1 assessment, and in consultation with MTCS, AECOM recommended that the Allandale Station Lands property be subject to a combined Stage 2 and 3 assessment. The purpose of the Stage 2/3 assessment is to a) confirm the presence of any human remains present within the property limits so that these remains can be properly addressed and b) to identify areas of intact topsoil layers that may contain archaeological resources and to confirm areas of deep and extensive disturbance in order to clear part or all of the property for future development.

The Stage 2 and 3 fieldwork was conducted between May 15 and June 28, 2017. Initially, the entire property was test pitted at 5m intervals. While a number of historic artifacts and faunal fragments were recovered, the Stage 2 test pitting failed to identify any areas of intact topsoil deposits. Instead, test pits confirmed the presence of extensive soil disturbance and artificial fill up to approximately 100cm deep. Due to the deep soil stratigraphy, a total of 30 Stage 3 1m x 1m test units were then excavated at 5-10m intervals across the property to investigate faunal concentrations identified during the Stage 2 and to investigate areas of interest based on the results of background research and previous assessments in order to establish the depth of these deposits, get a better idea of the soil layering and to determine if human remains were present within these layers. Two of the test units produced evidence of intact archaeological features (1 pre-contact Late Woodland feature (ca. 1100 – 350 B.P.) and 1 mid to late 19th century Euro-Canadian feature), and two of the test units contained fragments of human remains. In addition to the Stage 3 test units, two trenches were mechanically excavated in areas of deep artificial fill (> 200 cm) in order to establish the nature and the depth of these deposits beyond what could be excavated by hand. In one of these trenches (Trench 2), a structural foundation likely associated with the 1870s train depot was exposed. While these remains have some cultural heritage value or interest due to their relationship to the early railway usage of the property, the depth of the excavation and the unstable conditions of the trench walls meant that the foundation could only safely be photographed and documented before being backfilled.

The results of the Stage 2 and 3 AA confirm that despite the deep and extensive ground disturbance and numerous in-filling episodes that have taken place within the Allandale Station Lands, there are still intact archaeological deposits present at the natural subsoil level below the disturbance / fill and there are fragments of human remains present in the disturbance / fill layers themselves including areas previously excavated by AFBY. The Stage 2/3 assessment by AECOM indicates that the intact archaeological deposits and the areas of human remains are confined to the area surrounding the existing train station structures and are illustrated in **Figure 1** of the Supplementary Documentation. Although the area containing the Allandale Site mapped and excavated by AFBY in 2001 was cleared of further archaeological concern (AFBY 2001), the methods and techniques used at the time predate the current MTCS *Standards and Guidelines* (MTCS 2011). The mapping of the site limits provided in their reports may have an inherent margin of error due to the technology available at the time. This likely explains why

possible cultural features were identified by AECOM in areas that AFBY had mapped as previously excavated. It is now known that at least a portion of the backfilling of the site was completed using overburden which possibly contained human remains. As such, these areas can no longer be considered clear of further archaeological concern.

4. RECOMMENDATIONS

In consultation with the Huron-Wendat First Nation, the Williams Treaty First Nations and the City of Barrie, it was decided that the preferred course of action by all would be to excavate the areas that contain human remains in order to recover as many fragments as possible so that they could be carefully removed from the property for reburial in a safer, more appropriate location.

Given the results of this assessment AECOM, makes the following recommendations:

1) Areas identified as containing human remains (as illustrated in the **Supplementary Documentation, Figures 1 and 2**) will be subject to a Stage 4 Archaeological Assessment by a licensed consultant archaeologist as per *Section 4.2.2 of the Standards and Guidelines for Consultant Archaeologists* (MTCS 2011). The Stage 4 assessment should consist of block excavations by hand and must include the screening of all soil layers through 6mm mesh in order to ensure as many human remains as possible are recovered. Although *Section 4.2.2* requires block excavation to be done in one meter square (m^2) units, it is recommended here that the block excavation be done in two metres by two metres units in areas of considerable depth (> 1m) (as per *Section 4.2.8, Guideline 1*) to allow for more room for the excavators to work safely and to enable the shoring up of any walls as needed. At minimum, each two metre by two metre unit should be excavated and recorded in one meter sub-units in order to ensure the maximum possibilities for interpretation. The location of all cultural features that are present will be recorded in relation to the site grid and they will be excavated as per *Section 4.2.2, Standard 7 of the S&G's* (2011). Due to the difficulty of distinguishing between natural subsoil and deeply buried artificial sand infill deposits encountered during the Stage 2-3 assessment, the Stage 4 excavations should continue vertically into the first 20 cm of suspected subsoil to confirm the bottom of the cultural deposits has been reached. Stage 4 excavations should continue horizontally outward until sterile soils (soils that no longer contain human remains) are reached. As per consultation with MTCS and the Registrar of Burials at the Ministry of Government and Consumer Services, once sterile soil has been reached horizontally, block excavations should continue an additional 5m to create a sterile buffer and ensure that all human remains have been recovered.

2) All faunal remains recovered from the Stage 4 assessment must be retained and their location within the block excavations must be documented accordingly. Given the presence of human remains at the site, 100% of faunal remains found will be collected for analysis in the laboratory by the human osteologist. All potential human remains encountered will be analyzed by a human osteologist and the handling and care of the remains must be done in a respectful way (with input from the engaged Indigenous communities), and should adhere to the *Funeral, Burial and Cremation Services Act* and *Sections 174-184 of Ontario Regulation 30/11*. It is recommended that the human osteologist assigned to this project have a minimum of a Master's Degree in Bioarchaeology with a focus on human osteology and/or human skeletal biology. Experience should include at least two years of experience in the direct handling and analysis of human remains and, specifically, the analysis of highly fragmentary human remains. Knowledge of the ethics and protocols regarding handling remains is a must as well as experience in implementing culturally specific excavation and handling protocols for mitigating First Nation ancestral burials. Experience in the process of human remains excavation is preferred. Expertise should also include a working knowledge of the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011) as it pertains to overall site excavation and Ontario archaeological practices. A human osteologist must be present in the field during the Stage 4 excavation process at least 25% of the time during the course of the excavation.

3) Due to the presence of a possible pre-contact Late Woodland feature in Unit 510N 220E and the identification of natural subsoil in areas to the east of this unit (510N 230E and 510N 240E), it is recommended that additional Stage 3 test units should be excavated at 5m intervals across this area to determine whether or not any intact archaeological resources are present. If any archaeological resources are found, infill test units should be excavated to determine the nature of the deposits.

4) That the two deeply buried intact features identified during the Stage 3 assessment (in Units 505N 170E and 510N 220E) be subject to a Stage 4 Archaeological Assessment by a licensed consultant archaeologist. Although no human remains were found in the layers above these features, they are located in close proximity to the areas that do contain human remains. Therefore the overlying soils should be excavated by hand until both features have been completely exposed. The features should then be recorded in relation to the site grid and excavated as per *Section 4.2.2, Standard 7 and 7c of the S&G's* (2011).

5) No archaeological remains were encountered during the Stage 2 assessment of the former lawn bowling parcel in the western section of the Allandale Station Lands. However, given the nature of the disturbance and in-filling deposits overlying archaeological resources elsewhere on the property, we recommend that the lawn bowling property be subject to a Stage 3 assessment. As directed by MTCS, this assessment should consist of test units being excavated on a 10m grid across the property to determine whether any intact archaeological resources are present. If any archaeological resources are found, the Stage 3 testing should be reduced to 5m intervals to determine the nature of the deposits.

6) Due to the presence of a historic foundation recovered from Unit 495N 160E and Trench 2 and the known presence of the 1863 foundation identified by AFBY (2001) and AMICK (2013), it is recommended that any historic structural remains that are identified during the Stage 4 assessment should be photographed, mapped and documented in order to better understand their relationship to the early railway use of the property.

7) It will be important to fully document all soil levels in order to identify site formation processes and potentially isolate specific layers that contain human remains. Artifacts from each stratified layer may help determine where and when certain soils were introduced to the site. Therefore we recommend keeping all artifacts recovered during the Stage 4 excavations, with the exception of architectural materials such as brick, plaster, coal, slag and clinker. These items will be sampled in the field, with descriptions and counts of both those retained and those left in the field as per *Table 6.2 in the Standards and Guidelines*. All artifacts recovered from intact soil horizons will be subject to standard processing and analysis procedures. All pre-contact and diagnostic historic artifacts recovered during the Stage 4 assessment must be retained, analyzed and catalogued regardless of their provenience. All historic artifacts (diagnostic and non-diagnostic) found in deposits containing human remains must be analyzed and catalogued. Modern material will be retained if it is found in layers containing human remains as well, with a sample being analyzed and catalogued.

8) All current and future archaeological work must be done with the engagement of First Nation groups that have an interest in the area thereby conforming to 'best practices' and the MTCS 2011 Bulletin *Engaging in Aboriginal Communities in Archaeology* and continuing the process started by the City of Barrie.

9) It is understood that the Ontario Heritage Trust protects the Allandale Train Station buildings with a heritage conservation easement agreement (identified as Part 3 & 4 in the R51-Plan (**Figure 18**). As such, the OHT must be consulted prior to undertaking any archaeological assessments within the easement property.

10) Areas where the deeply buried natural subsoil was not reached in the Stage 2 test pits and Stage 3 test units may still contain secondary deposits of human remains. As discussed with Malcolm Horne of the

MTCS in a telephone conversation on April 30, 2018, detailed recommendations regarding additional Stage 3 or 4 work on the lands surrounding the Allandale Station buildings cannot be made until the Stage 4 excavation of the areas containing human remains is complete. Following the completion of the Stage 4 excavation of the concentration of human remains, AECOM will provide specific recommendations for additional Stage 3 or 4 work if deemed necessary. Areas with different recommended strategies will be illustrated on mapping in the Stage 4 report.

11) If any intact burials are discovered during the course of the Stage 4 mitigation the Registrar of Burials must be notified immediately. This area will no longer be considered solely a disturbed burial site and, therefore, alternative mitigation strategies must be developed in consultation with First Nations communities and the Registrar.

12) To better inform our understanding of the nature of the burial deposit, as well as determine the potential number of individuals represented at the Allandale Station Site (BcGw-69), all of the human remains recovered from the site to date must be brought together into a single collection. Therefore, AECOM recommends that, following the Stage 4 excavations, an effort be made to respectfully bring together all of the human remains recovered by previous archaeological assessments. This will allow for both determination of the nature of the burial site and respectful reinterment.

The above recommendations are subject to Ministry of Tourism, Culture and Sport approval, and it is an offence to alter any archaeological site without MTCS concurrence. No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice of Ministry of Tourism, Culture and Sport approval has been received.

5. ADVICE ON COMPLIANCE WITH LEGISLATION

a) This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licencing in accordance with Part IV 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, Culture and Sport a letter will be issued by the Ministry stating that there are no further concerns with regard 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 licensed 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 a 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 Archaeological 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 licensed 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.

e) 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.

Documentation related to the archaeological assessment of this project will be curated by AECOM until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the Ontario Ministry of Tourism, Culture and Sport, or any other legitimate interest groups.

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7. PHOTOS

Stage 2 Archaeological Testing

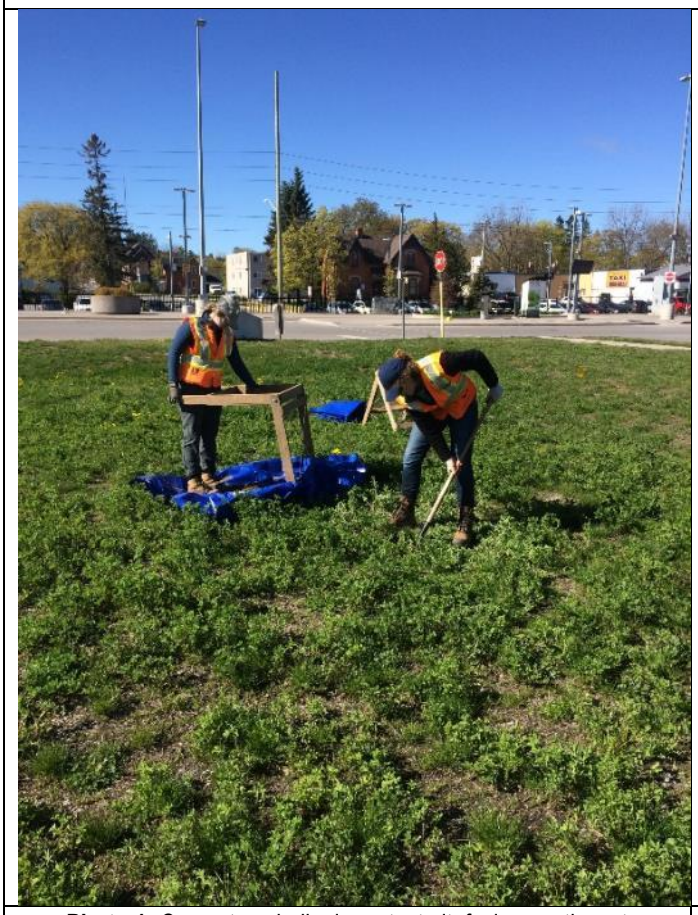


Photo 1: Crew at work digging a test pit, facing southwest

Photo 2: Project area, with disturbed area in forefront, facing west.

Photo 3: Testpit with timber at bottom, facing down.

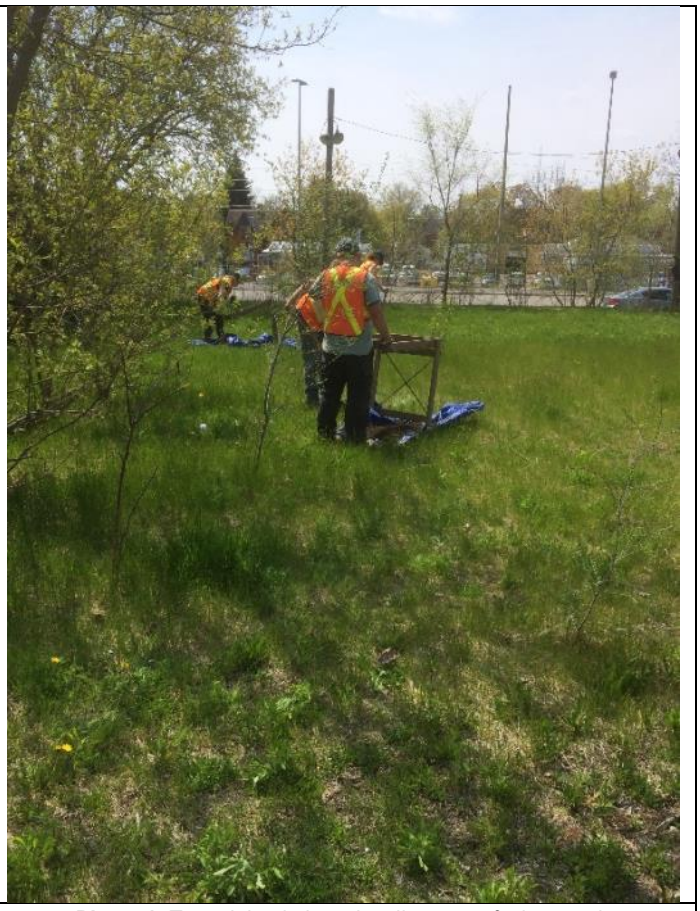


Photo 4: Test pitting in lawn bowling area, facing south

Photo 5: Disturbed area near Lawn Bowling area, facing northwest

Stage 3 Test Unit Excavation
Grid 1

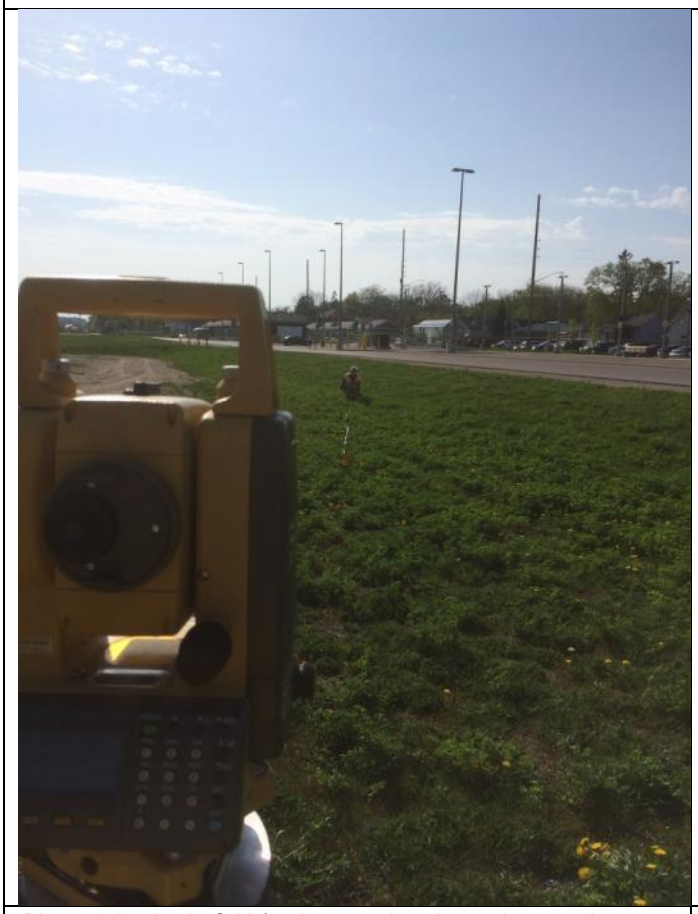


Photo 6: Laying in Grid 1 using a total station and tapes, view east southeast.

Photo 7: Crew at work testing behind the "Passenger Building" of the Allandale Station Site, view north.

Photo 8: Crew at work excavating 495N 170E, view southwest.

Photo 9: Crew backfilling 505N 150E, view northwest.

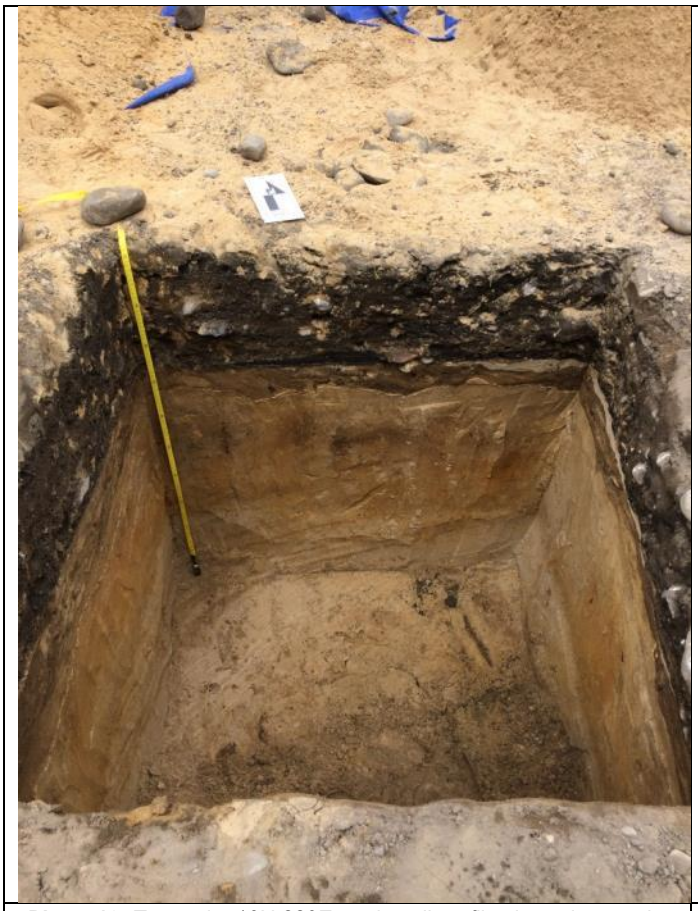


Photo 10: Test unit 510N 220E north wall profile view, view north.

Photo 11: Test unit 510N 220E west wall profile view, view west.

Photo 12: Test unit 510N 220E north wall, close up of layers, view north.

Photo 13: Test unit 510N 220E east wall, close up of layers. Animal bone visible in layer 3, view east.

Photo 14 : Typical test unit west orientation, view down.

Photo 15 : Typical test unit north orientation, view down.

Photo 16: Test unit 525N 255E west wall profile, view west.

Photo 17: Test unit 525N 255E north wall profile, view north.

Photo 18: View of potential midden feature in test unit 505N 170E, view down; east orientation.

Photo 19: View of potential midden feature in test unit 505N 170E, view down; north orientation.

Photo 20: Possible trench in the north ½ of test unit 505N 180E, view down; north orientation.

Photo 21: Possible trench in the north ½ of test unit 505N 180E, view down; east orientation.

Photo 22: Plan view of test unit 495N 160E with a possible foundation feature in the north east corner, orientation north.

Photo 23: Plan view of test unit 495N 160E with a possible foundation feature in the north east corner, orientation east.

Photo 24: Test unit 515N 200E profile view of west wall, view west (showing pipe disturbance in the bottom). This unit was one with human remains present.

Photo 25: Test unit 515N 200E profile view of north wall, view north (showing pipe disturbance in the bottom). This unit was one with human remains present.

Photo 26: Stage 3 test unit excavation within the protective fenced area surrounding the station buildings, view west.

Stage 3 Test Unit Excavation
Grid 2

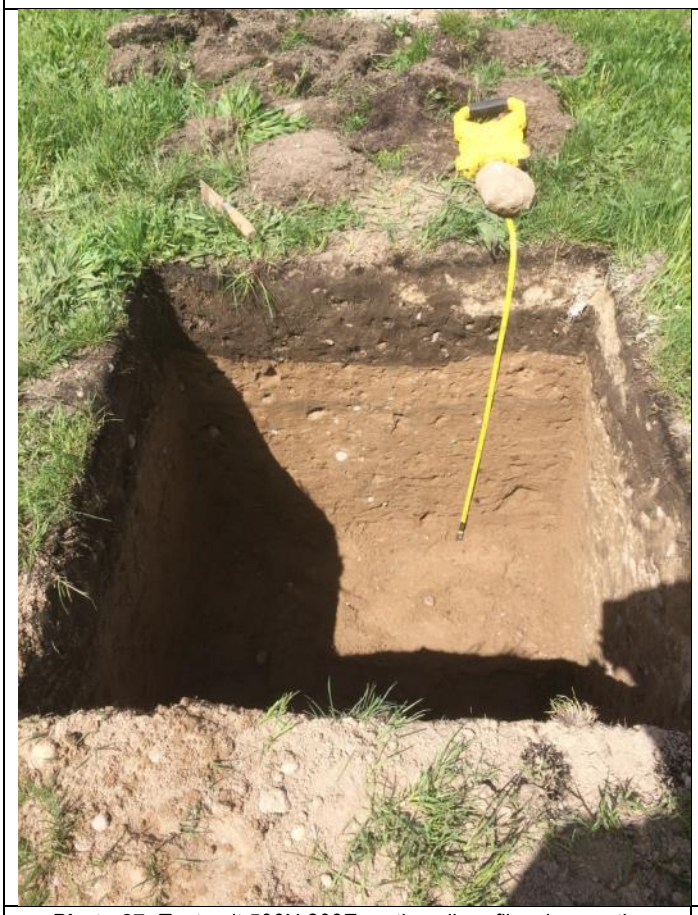


Photo 27: Test unit 500N 200E north wall profile, view north.

Photo 28: Test unit 500N 200E west wall profile, view west.

Photo 29: Test unit 500N 190E north wall profile, view north.

Photo 30: Test unit 500N 190E west wall profile, view west.

Stage 3 Test Unit Excavation
Grid 3 and 4

Photo 31: Crew at work excavating test units on Grid 3, Essa Road visible to the west, view north east.

Photo 32: Crew at work excavating test units on Grid 3, GO Station in background, view south.

Photo 33: Test unit 500N 200E (Grid 3) north wall profile, view north.

Photo 34: Test unit 500N 200E (Grid 3) west wall profile, view west.

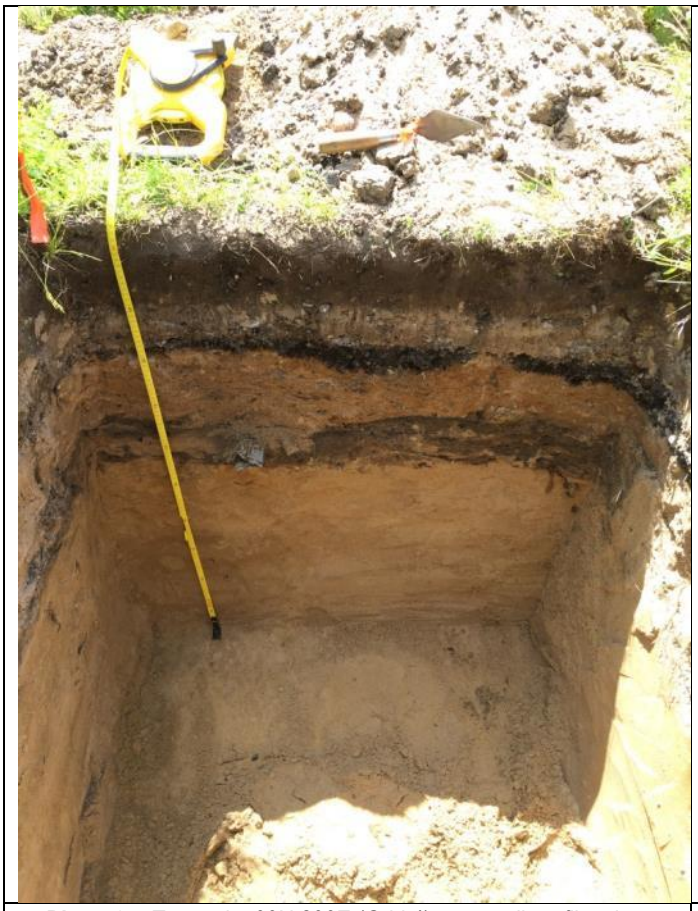


Photo 35: Test unit 500N 200E (Grid 4) west wall profile, view west.

Photo 36: Test unit 500N 200E (Grid 4) north wall profile, view north.

Stage 3 Trench Excavation

Photo 37: Crew at work initiating trench excavation on Trench 1, view east.

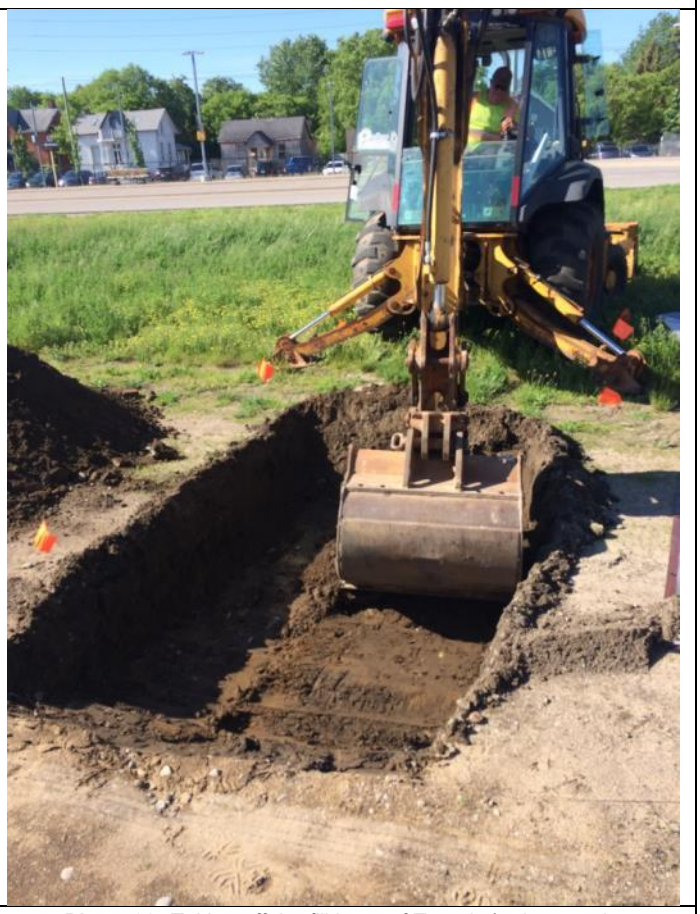


Photo 38: Taking off the fill layer of Trench 1, view south**.**

Photo 39: East wall of Trench 1 showing fill layers to a depth of 2.20m, view east.

Photo 40: Overview of Trench 1 showing narrow bottom and fill layers, view south.

Photo 41: Overview of Trench 2, showing abandoned service pipe, view south.

Photo 42: Crew excavating in Trench 2, view northeast.

Photo 43: Stone foundation and exposed brick foundation at the end of Trench 2 following wall collapse, view south.

Photo 44: Exposed brick foundation in Trench 2, near southern end following wall collapse, view west.

Artifact Photos

Plate 1: Representative Sample of Euro-Canadian Artifacts: Top/Left: RWE, brown transfer print (Cat.44), RWE, blue edged ware (Cat.25); **Bottom/Left:** Ironstone, moulded wheat pattern (Cat.43), Semi-porcelain, red painted band (Cat.73).

Plate 2: Representative Sample of Euro-Canadian Artifacts: Left: Yelloware, undecorated (Cat.14), RWE, green transfer print (Cat.124), Stoneware, beige glazed (Cat.93), Yelloware, brown glazed (Cat.80).

Plate 3: Representative Sample of Euro-Canadian Artifacts: Left: Smoking pipe bowl fragment (Cat.183), Smoking pipe stem (Cat.131), Slate pencil (Cat.26), Bone button (Cat.17), Metal button (Cat.74), Opaque white button (Cat.82), Shell button (Cat.58).

Plate 4: Representative Sample of Euro-Canadian Artifacts: Aqua bottle with 3-piece mould seam and Oil finish (Cat.57).

Plate 5: Representative Sample of Euro-Canadian Artifacts: Porcelain, Door knob (Cat.158)

Plate 6: Representative Sample of Test Unit Survey: Left: Onondaga, flake fragment – utilized (Cat.192), Haldimand, Bipolar flake - utilized (Cat.178), Onondaga, Secondary Reduction Flake – retouched (Cat.177), Impressed, Rim sherd (cat.191), Smoking Pipe bowl (Cat.193).

8. IMAGES

Image 1: The first brick station “Allandale Train Station” (1863) (Accessed from www.barriearchive.ca, 2017), view northwest

Image 2: Allandale, Temporary Station (“Refreshment Building”), 1894-1905. The Division administrative building behind was subsequently incorporated into the fourth station. The Cumberland monument was originally on the other side of this building (Accessed from www.railwaypages.com, 2017), view west.

Image 3: Looking south west towards the third Allandale Train Station after the 1896 washout (right). Used between 1894-1905 (Accessed from www.barriearchive.ca, 2017). Note the structures in the background that are extant today (Simcoe Sound and Unicuts).

Image 4: Allandale fourth station 1905-current day. Photo from 1916. This may be the “Station Platform” that High Constable Joseph Rogers comments on in his 1926 interview (Accessed from www.railwaypages.com, 2017), view west.

Image 5: 1987 image of fill for Lakeshore Drive extension over Allandale Rail Yard (Accessed from www.barriearchive.ca, 2017), view east.

9. AERIAL IMAGES

Image 1: Aerial image showing Allandale Train Station in middle left portion (1947) (Accessed from www.barriearchive.ca, 2017)

Image 2: Aerial view showing downtown Allandale, train station and fair grounds (July, 1968) (Accessed from www.barriearchive.ca, 2017)

Image 3: Aerial looking south east over Allandale, showing original shoreline and lawn bowling area (1961) (Accessed from www.barriearchive.ca, 2017). Note the railway related disturbance through the study area.

10. FIGURES

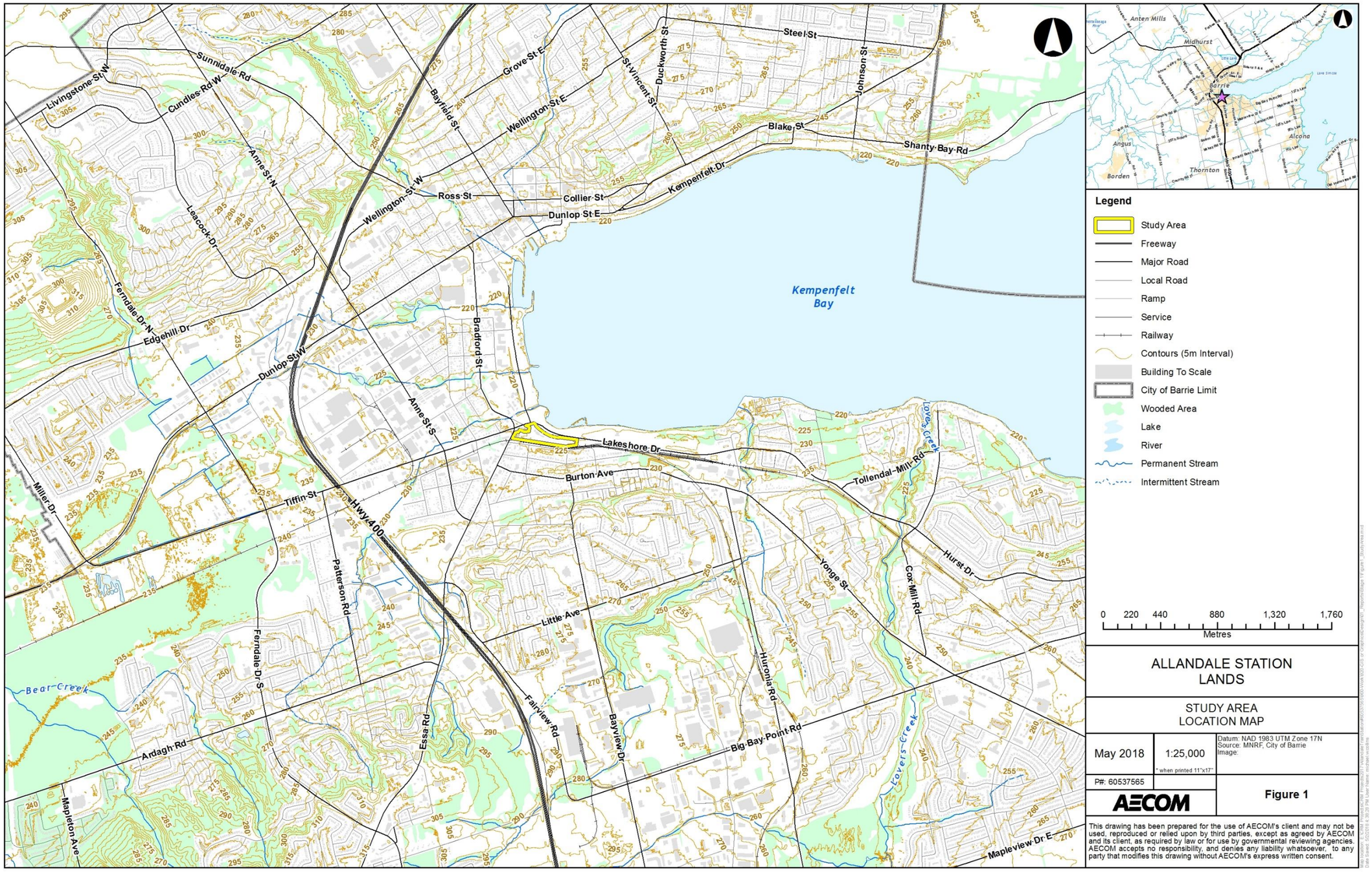


Figure 1: Study Area Location Map

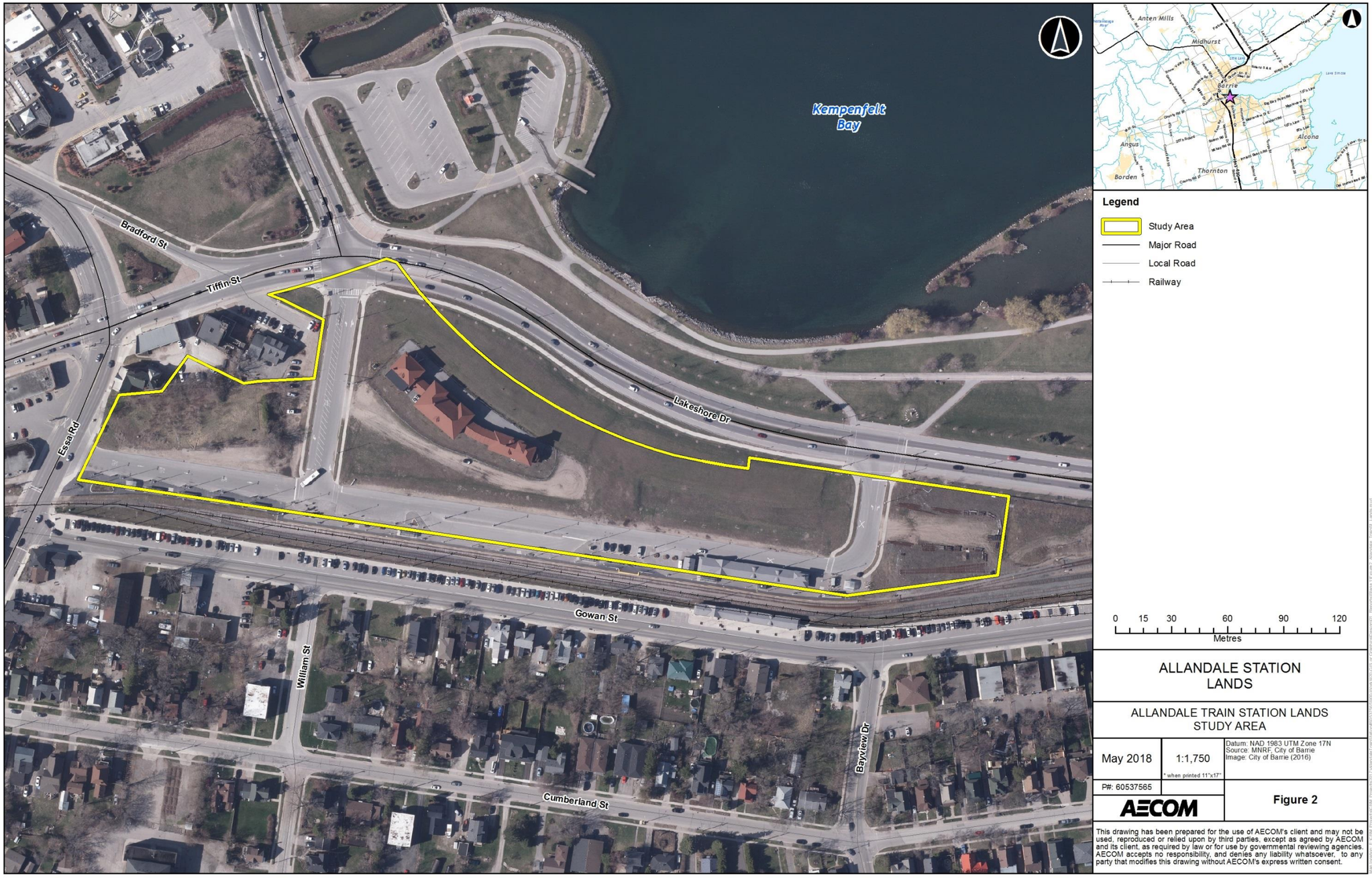


Figure 2: City of Barrie, Allandale Train Station Lands Study Area

Figure 3: Allandale Train Station Lands Study Area on Innisfil Township and Vespra Township 1860 Tremaine Maps

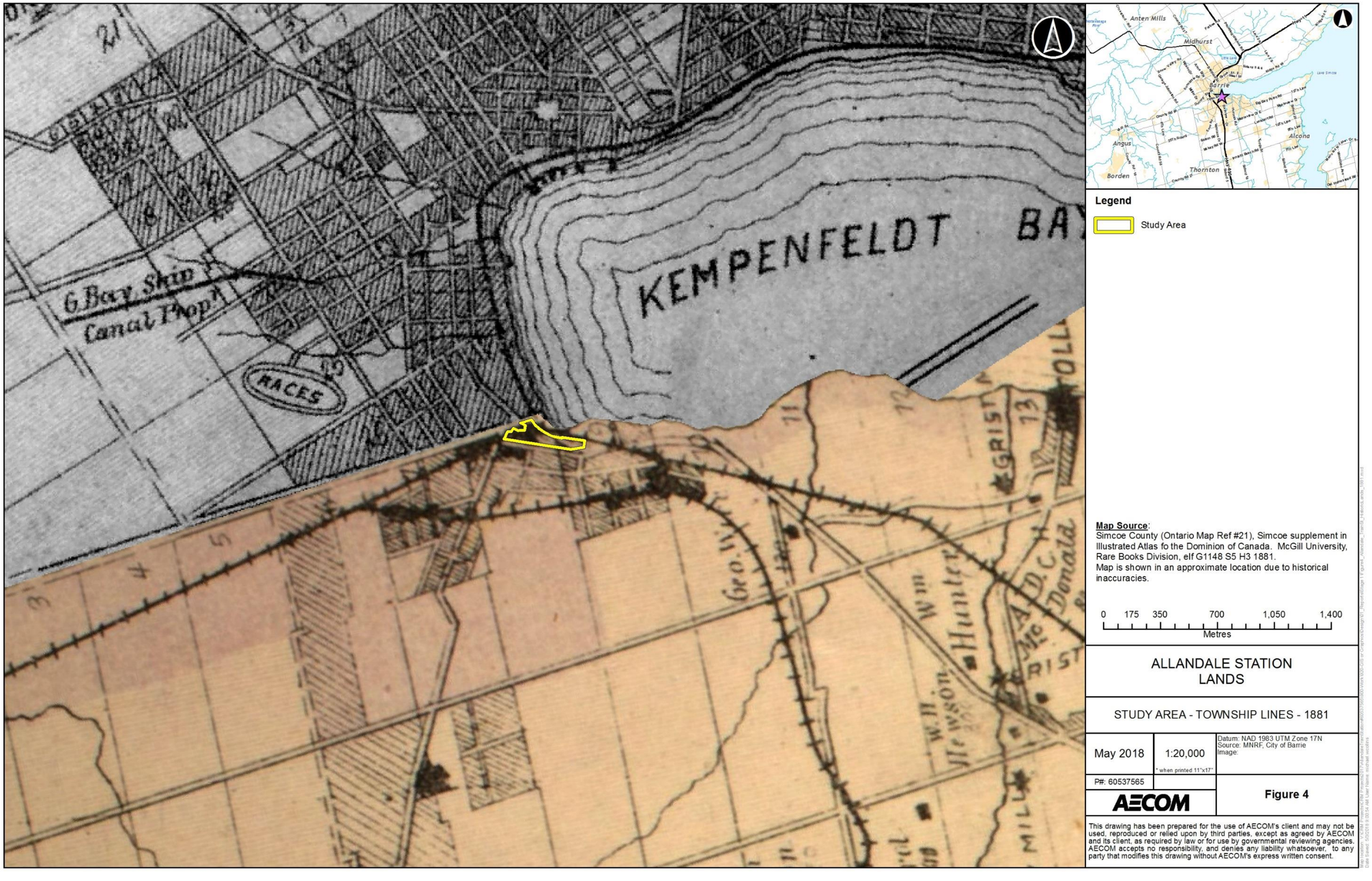


Figure 4: Allandale Train Station Lands Study Area on Innisfil Township and Vepsra Township 1878 Historic Atlas Maps

Figure 5: LACAC Map Overlay Showing Rail Buildings 1850-1859 in Relation to the Stage 3 Assessment Results

Figure 6: LACAC Map Overlay Showing Rail Buildings 1860-1869 in Relation to the Stage 3 Assessment Results

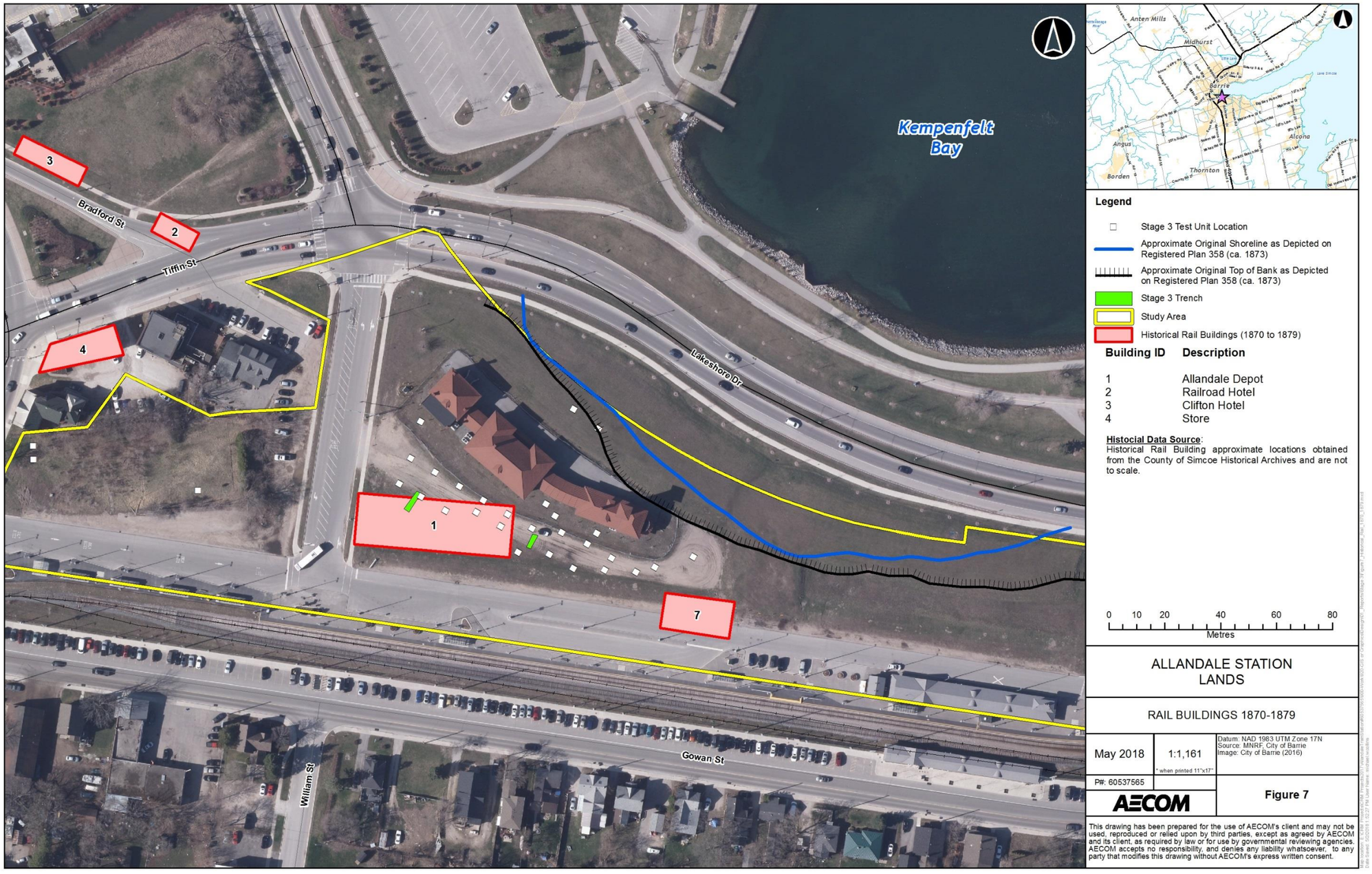


Figure 7: LACAC Map Overlay Showing Rail Buildings 1870-1879 in Relation to the Stage 3 Assessment Results

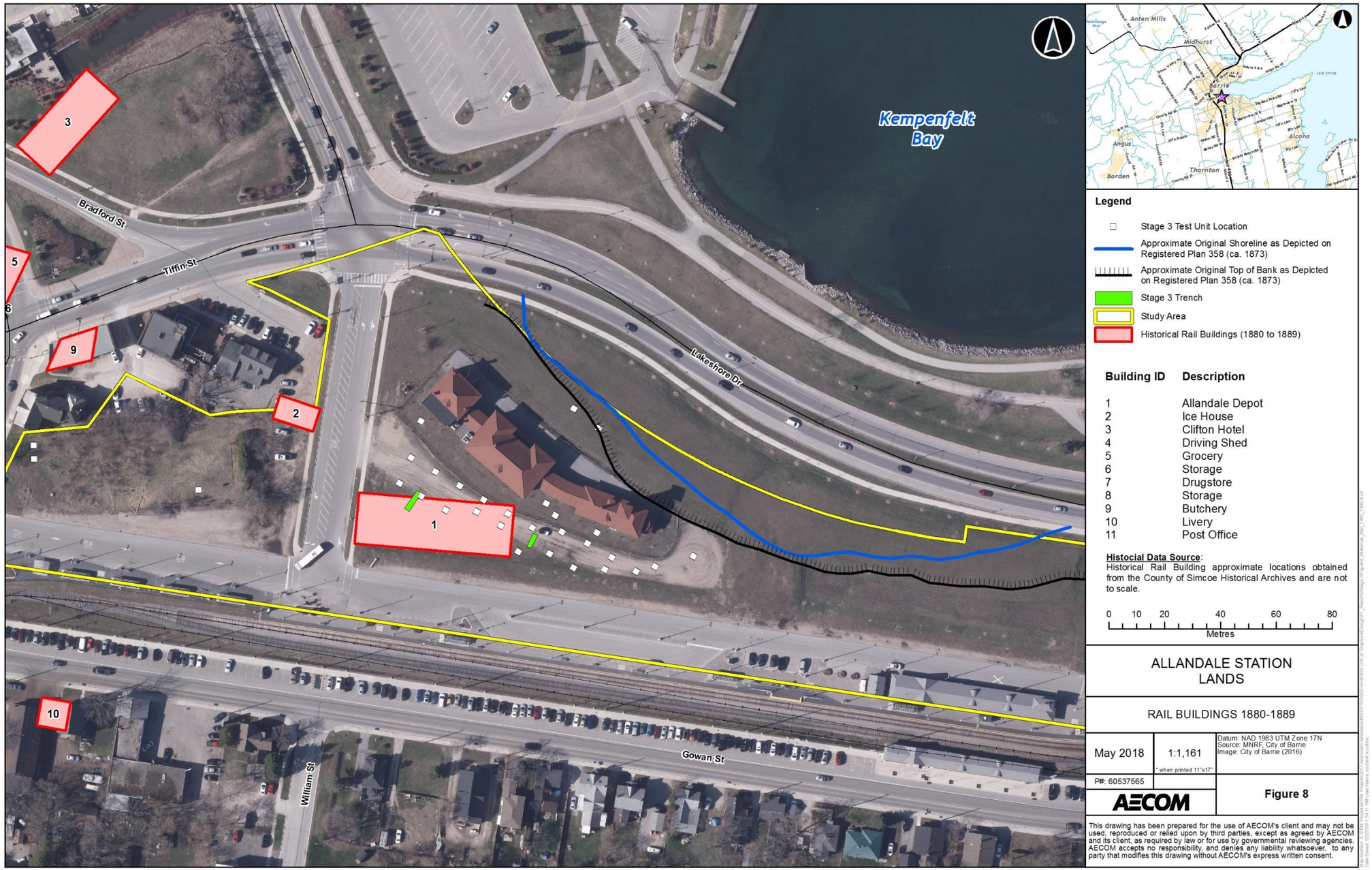


Figure 8: LACAC Map Overlay Showing Rail Buildings 1880-1889 in Relation to the Stage 3 Assessment Results

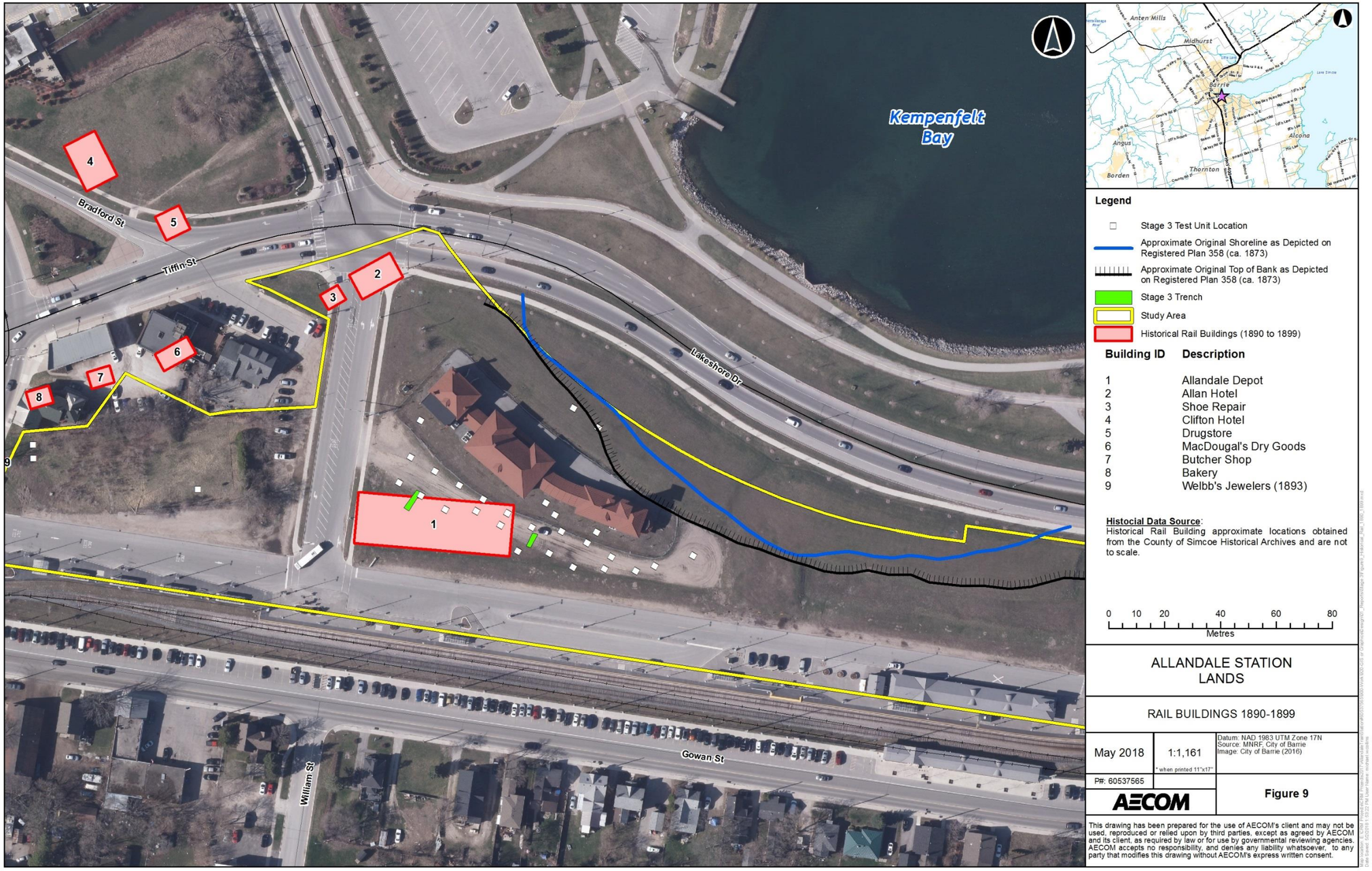


Figure 9: LACAC Map Overlay Showing Rail Buildings 1890-1899 in Relation to the Stage 3 Assessment Results

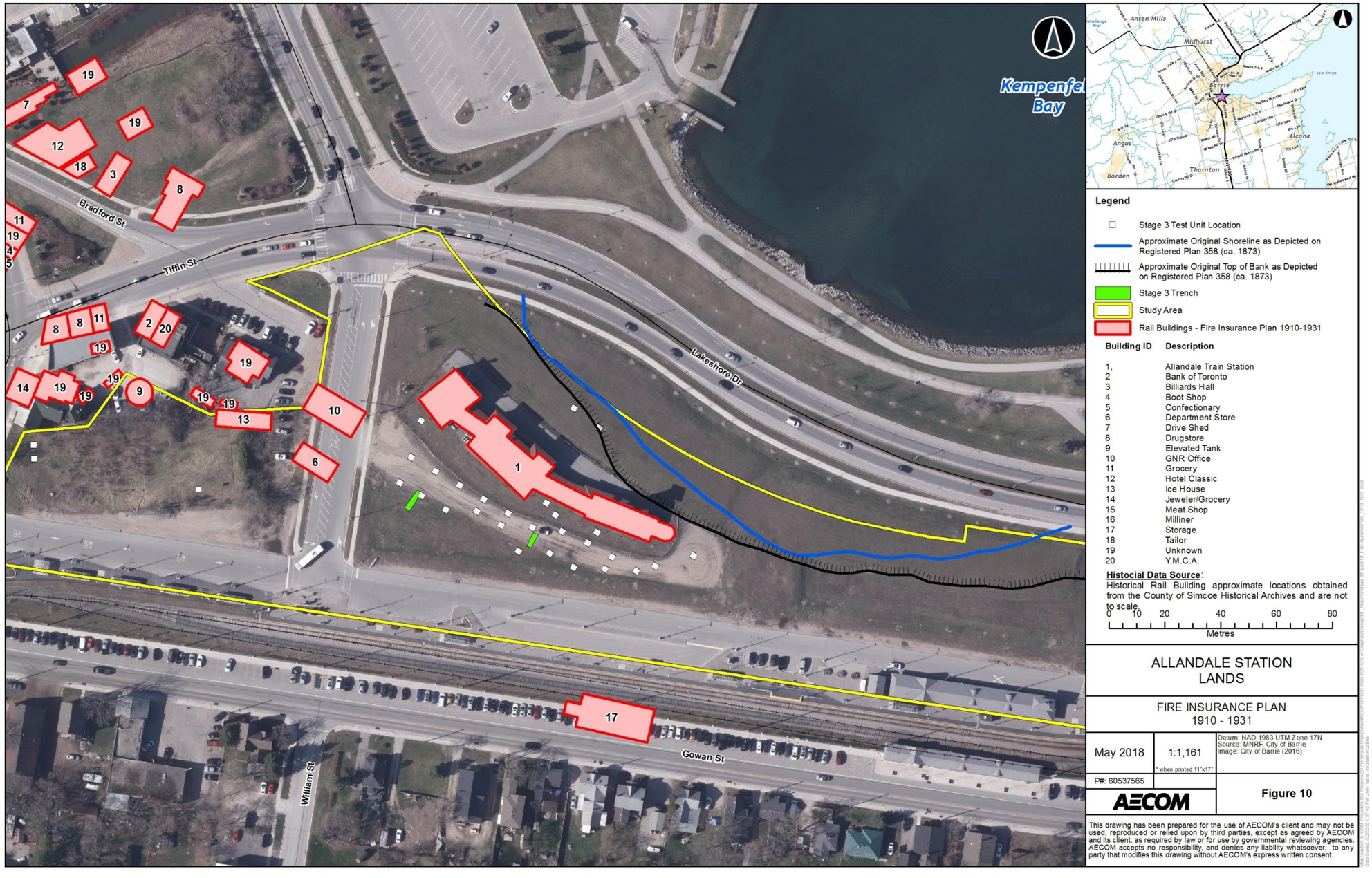


Figure 10: Fire Insurance Plan Overlay 1910-1931 in Relation to the Stage 3 Assessment Results

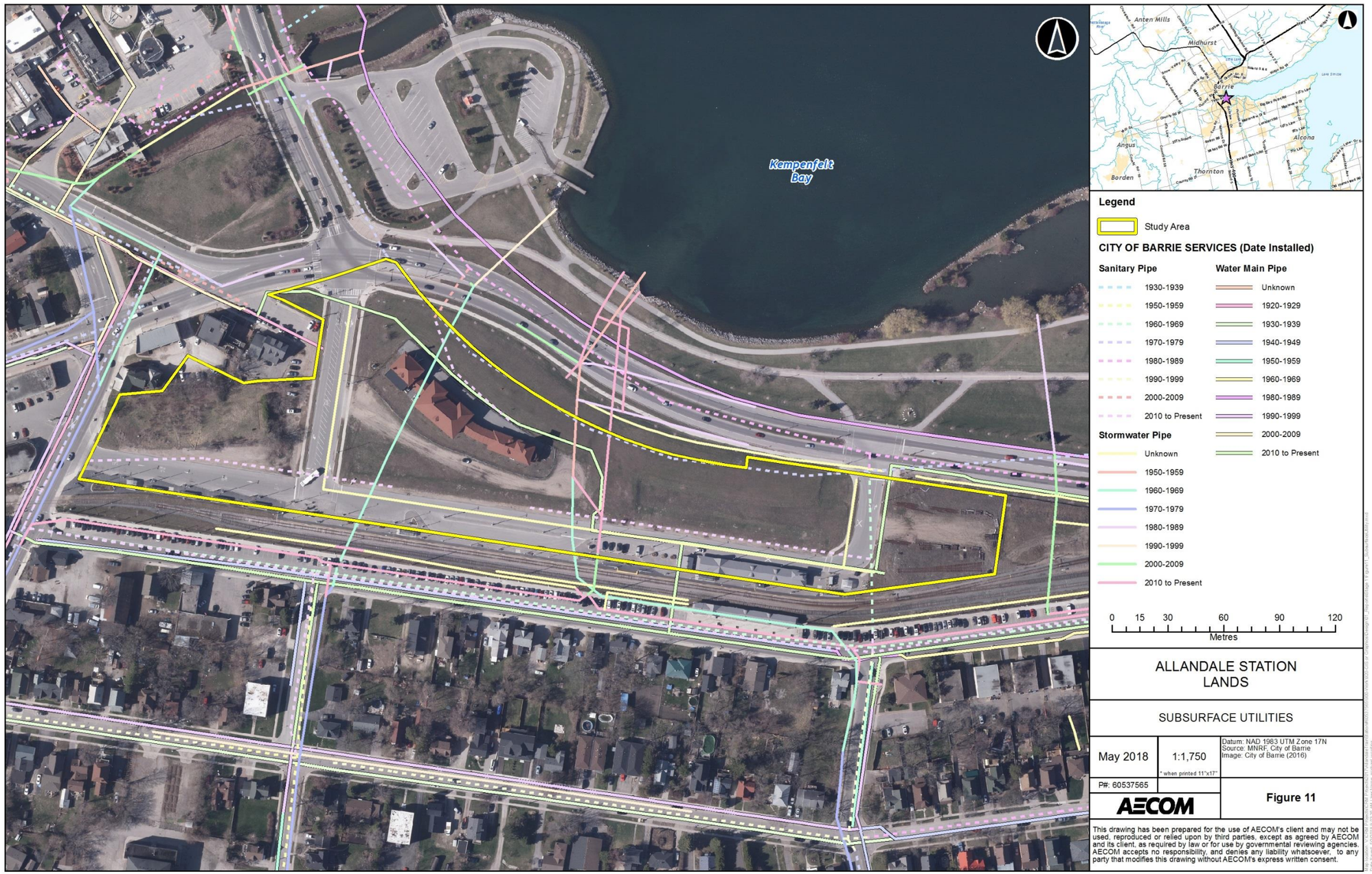


Figure 11: Subsurface Utilities of the Allandale Station Lands in Relation to the Stage 3 Assessment Results

Figure 12: Borehole Location Map of the Allandale Station Lands in Relation to the Stage 3 Assessment Results

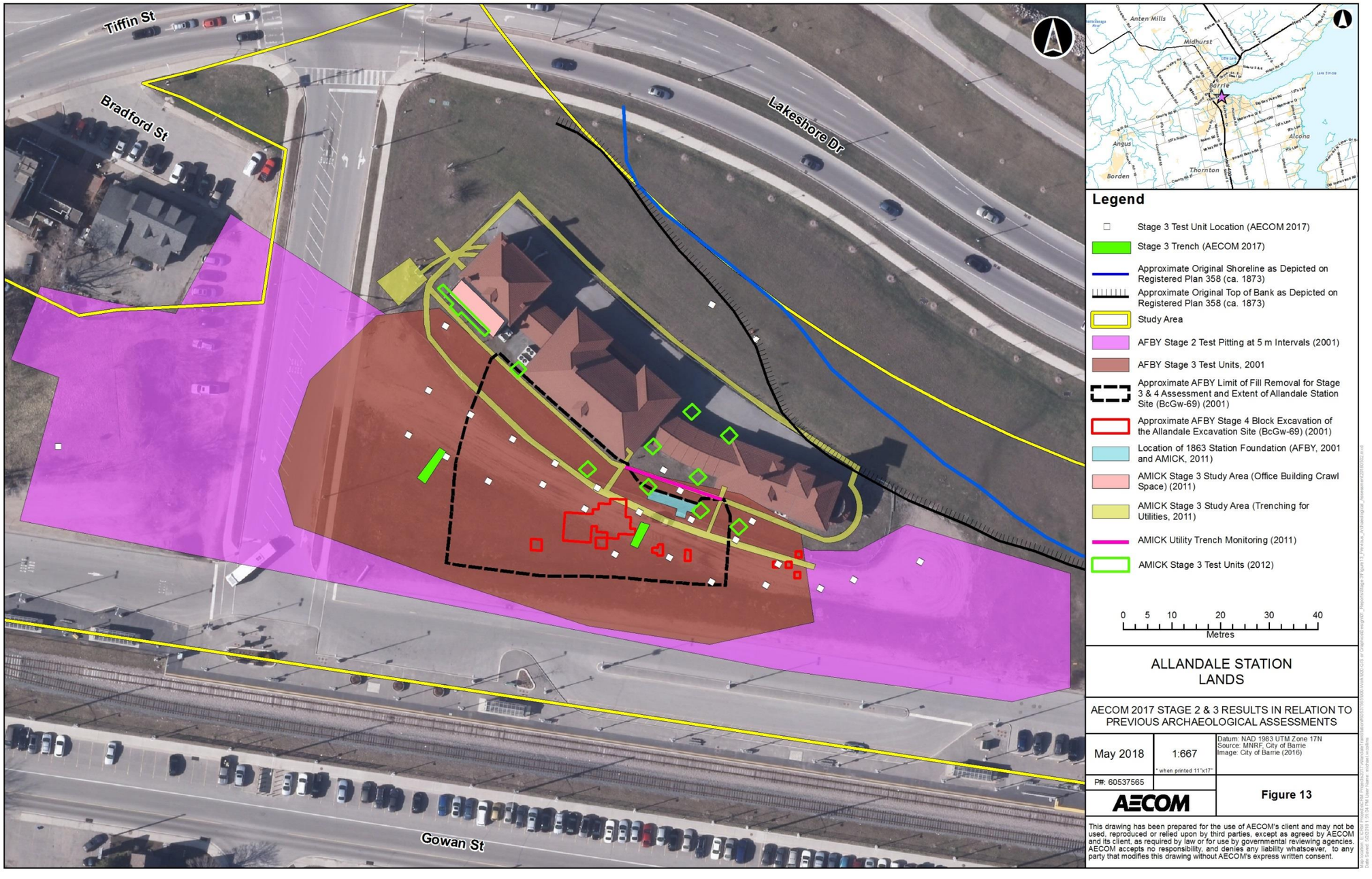


Figure 13: Previous Archaeological Assessments on Allandale Station Lands in Relation to the Stage 3 Assessment Results

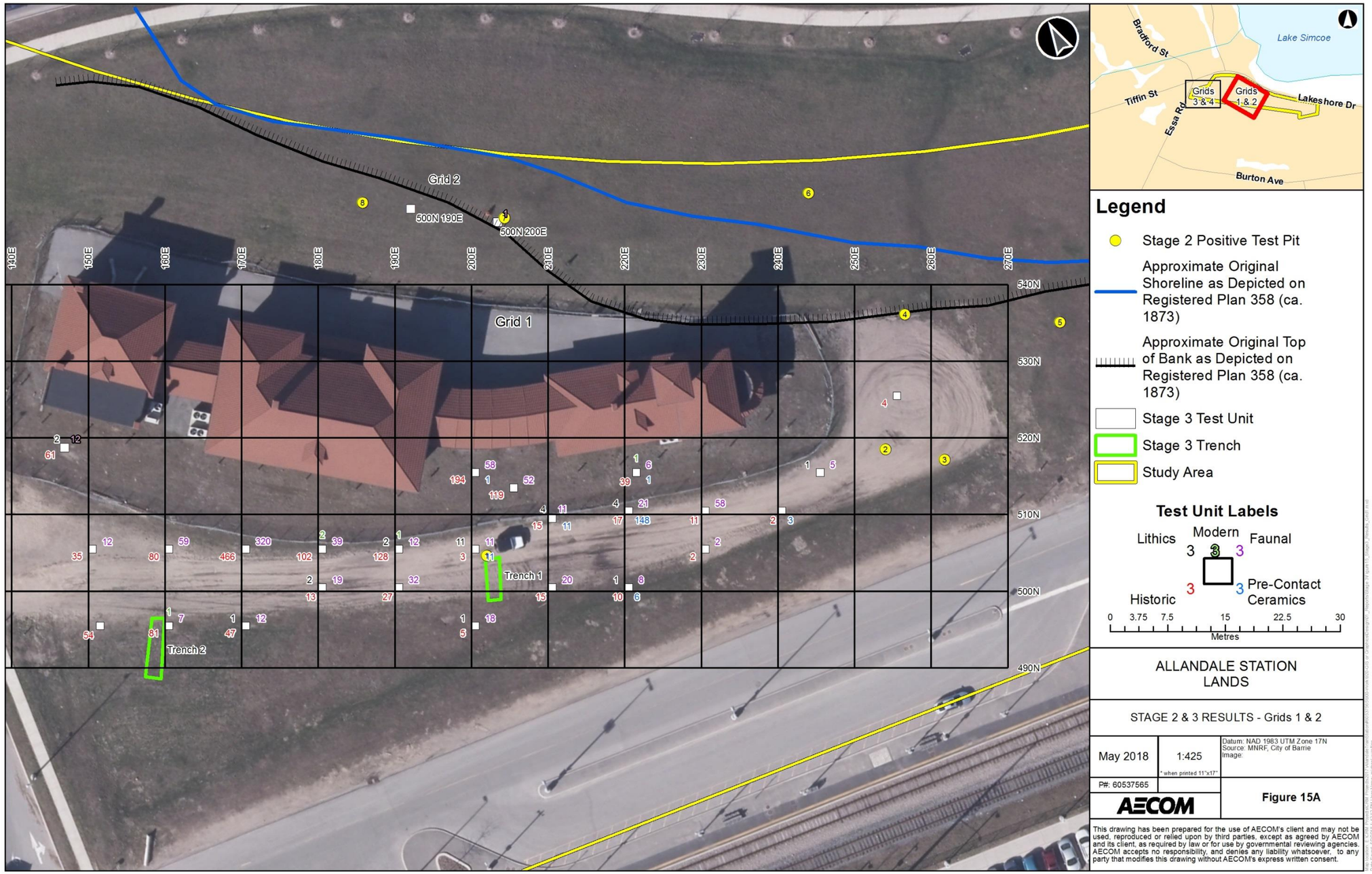


Figure 14: Results of the Stage 2 and 3 Results for Grids 1 and 2

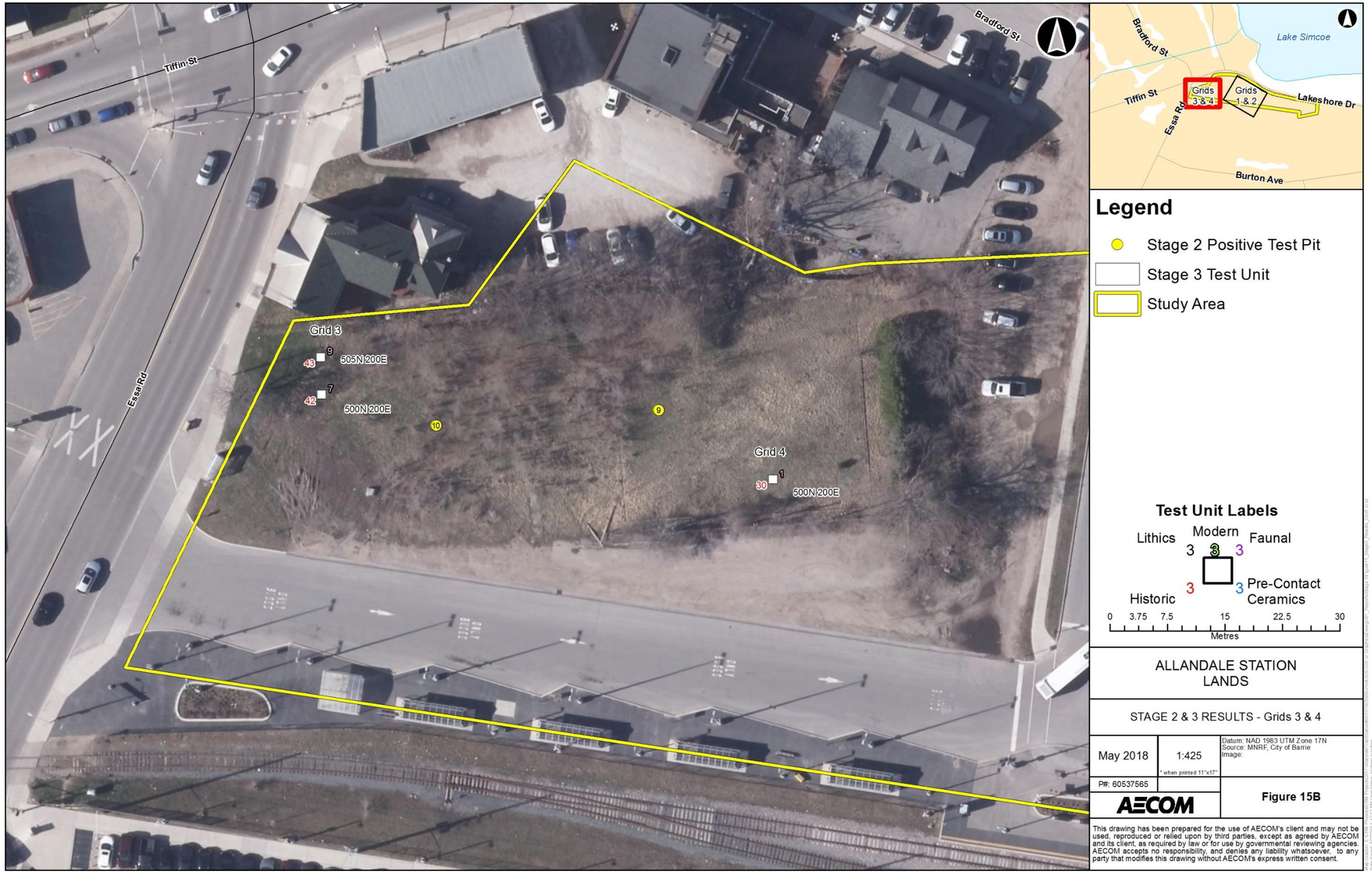


Figure 15: Results of the Stage 2 and 3 Assessment for Grids 3 and 4

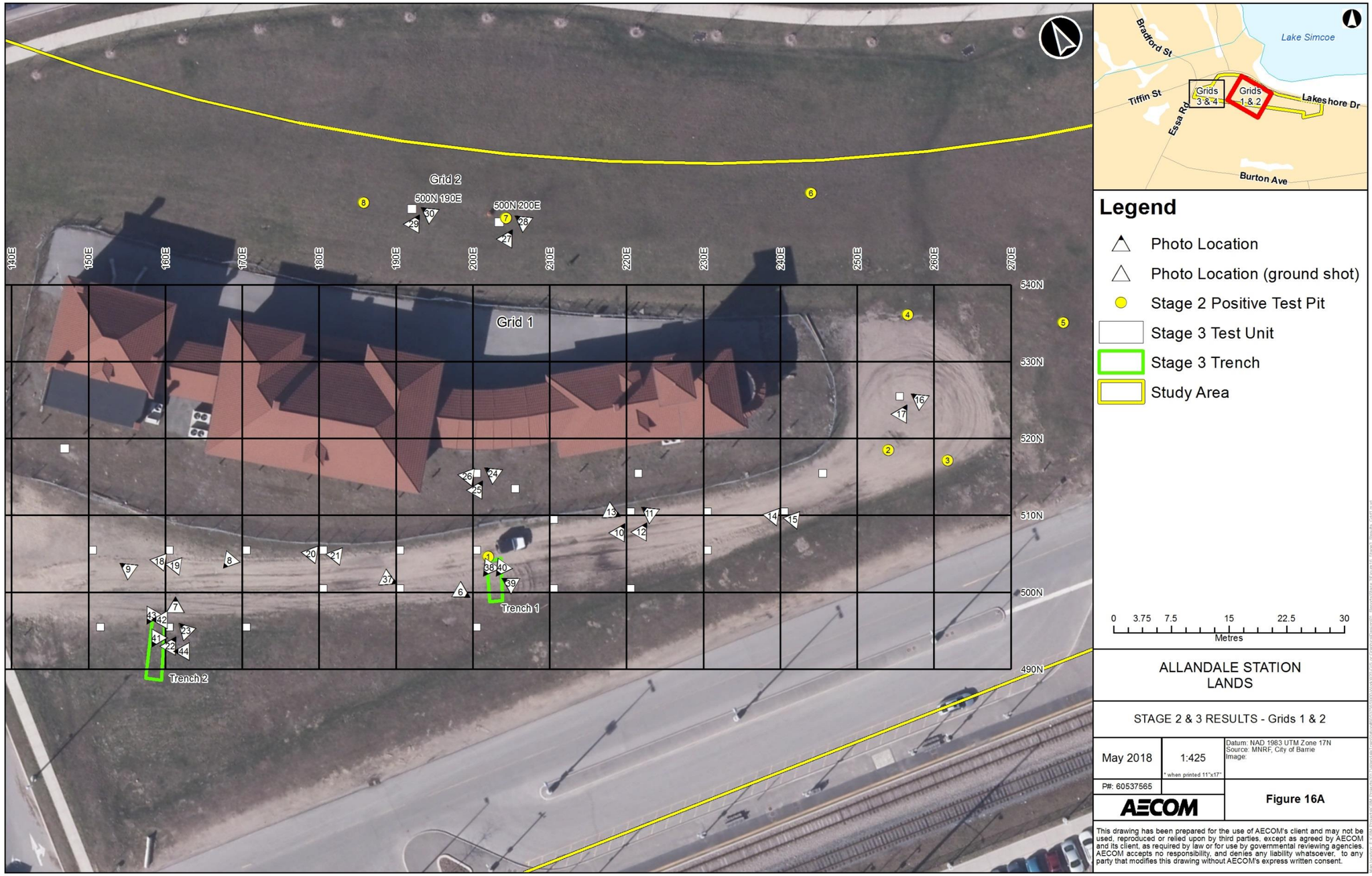


Figure 16: Stage 2 and 3 Photo Locations for Grid 1 and 2

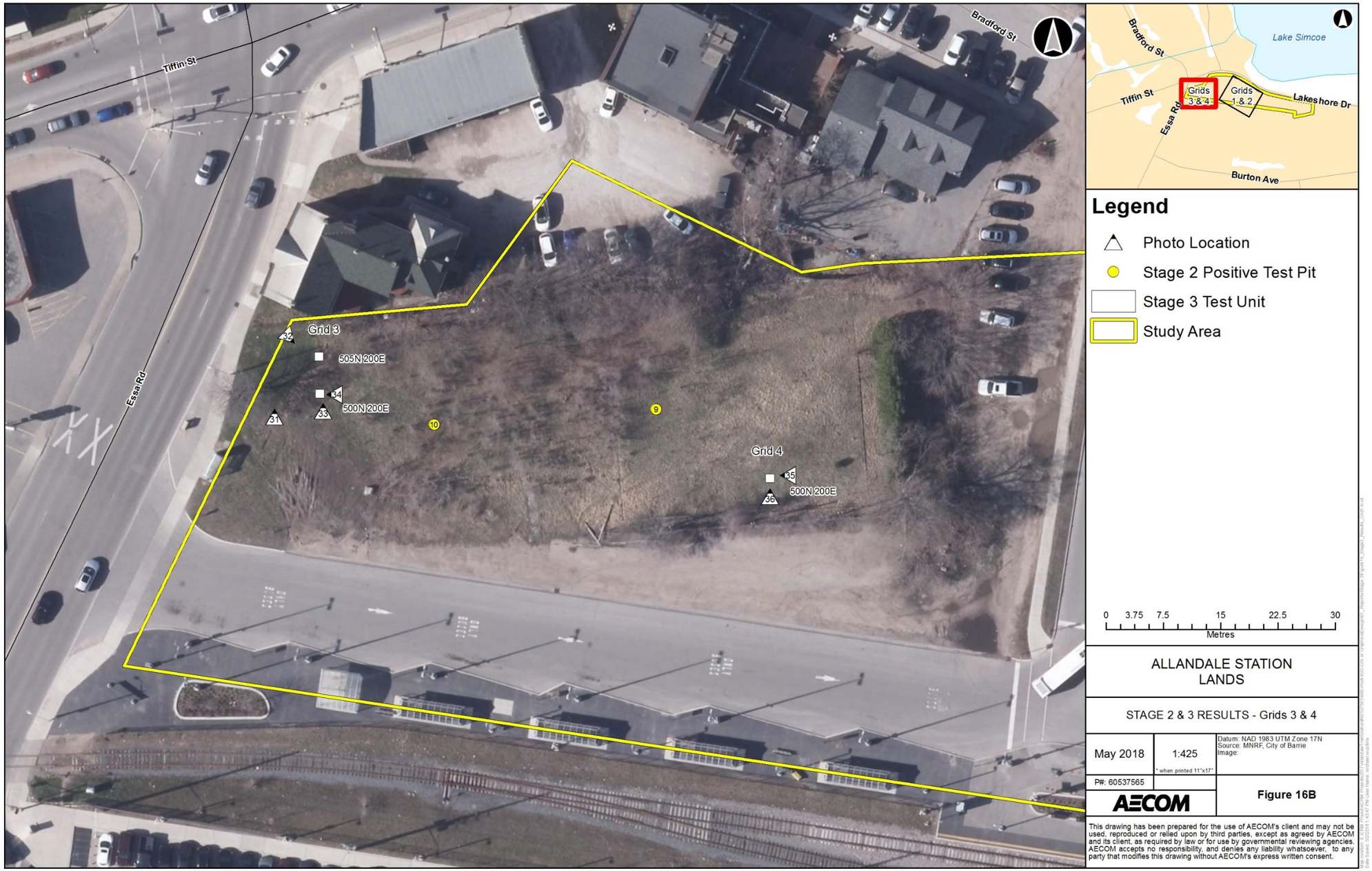


Figure 17: Stage 2 and 3 Photo Locations for Grids 3 and 4

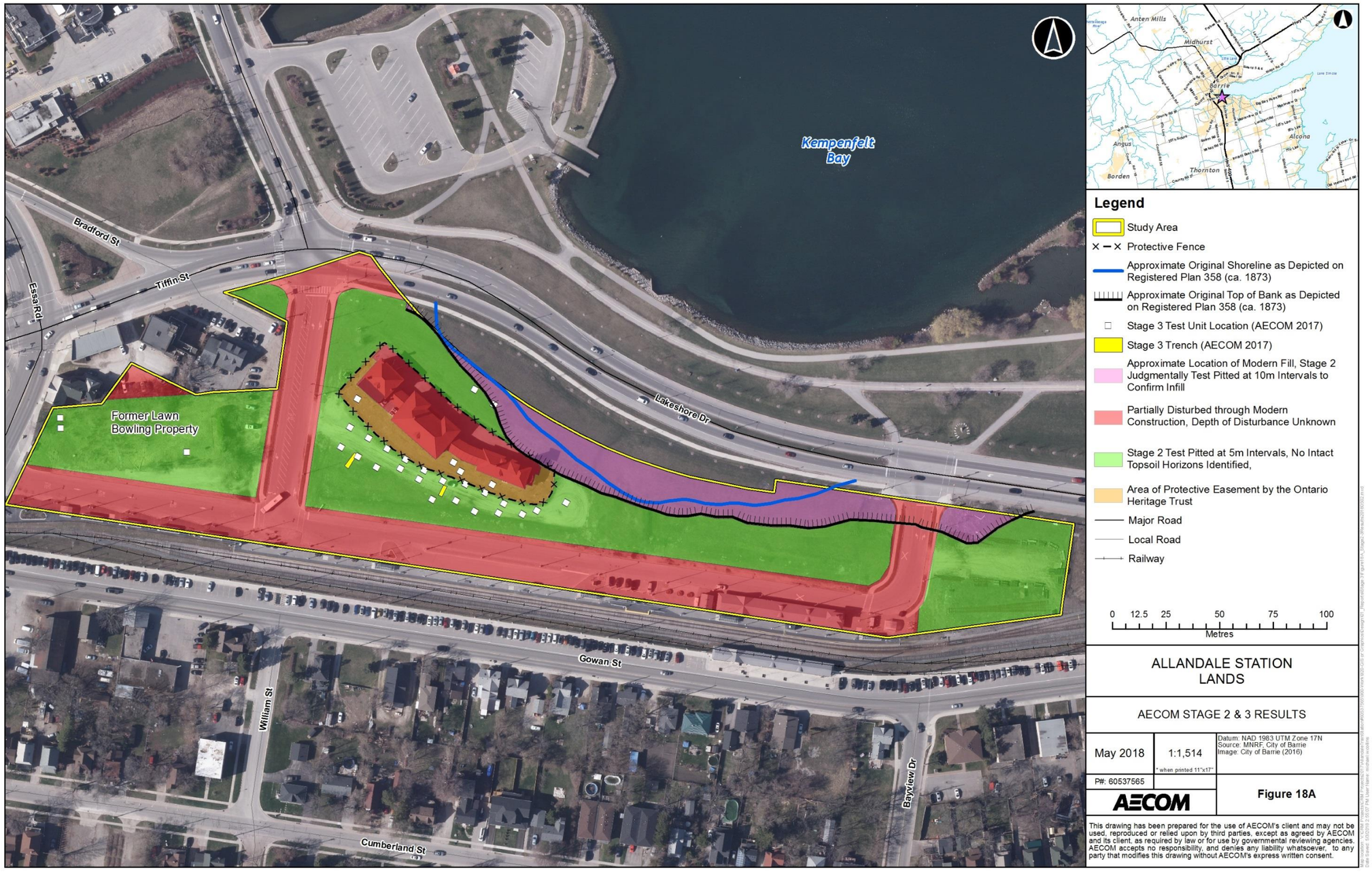


Figure 18: Stage 2 and 3 Results and Recommendations

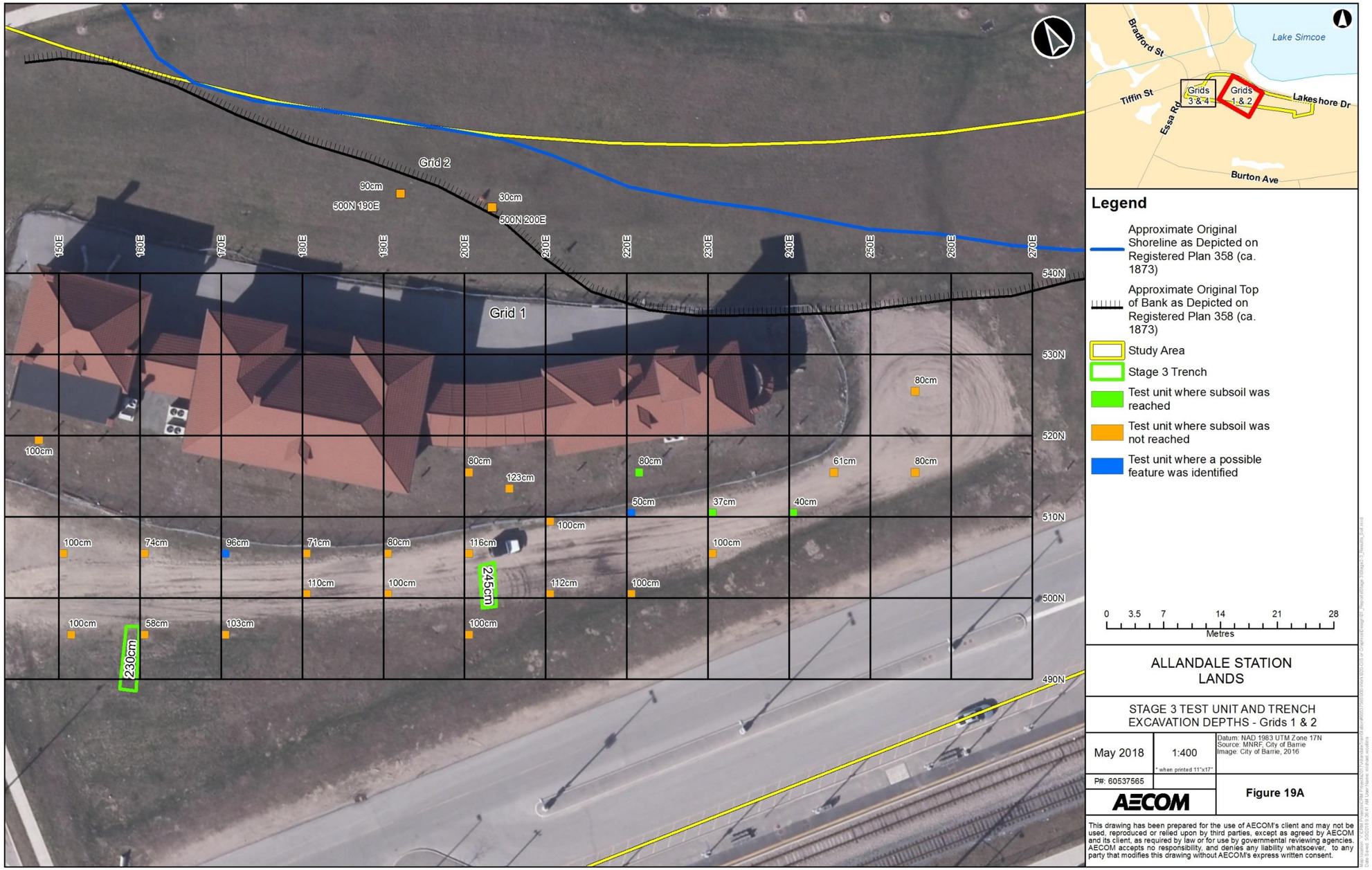
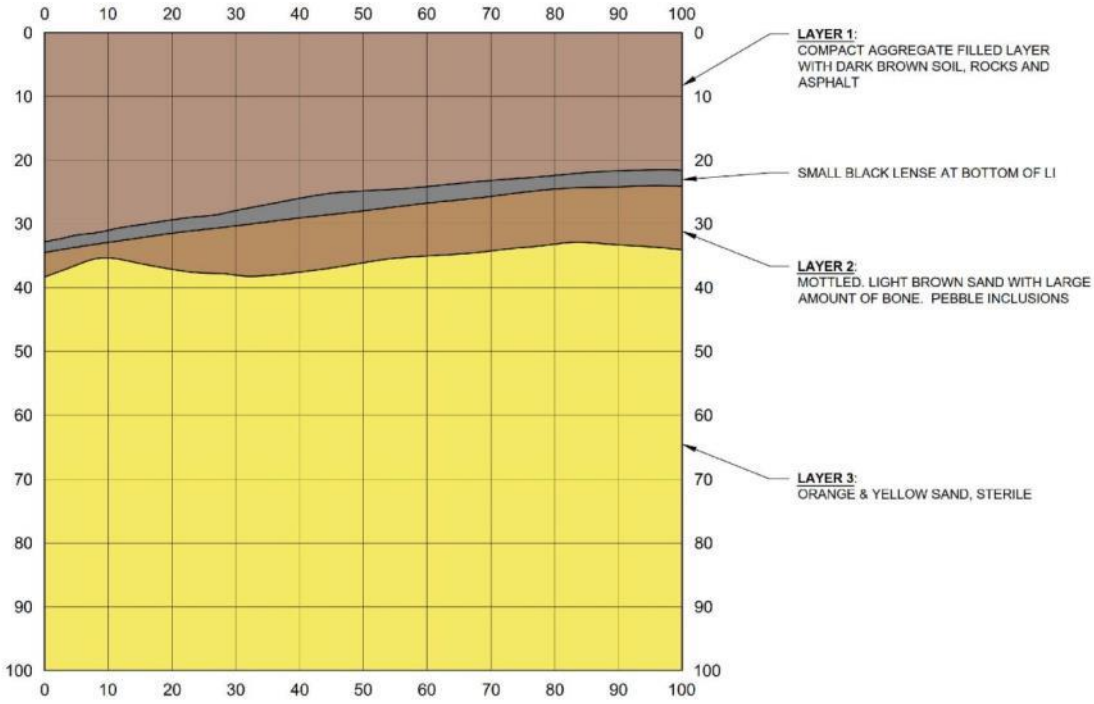


Figure 19: Stage 3 Test Unit and Trench Excavation Depths of Grid 1 and 2

Figure 20: Stage 3 Test Unit and Trench Excavation Depths of Grid 3 and 4

11. SOIL PROFILES OF SELECTED STAGE 3 TEST UNITS AND TRENCHES

UNIT PROFILE
510N 230E (GRID 1)
NORTH WALL PROFILE (dimensions in centimeters)



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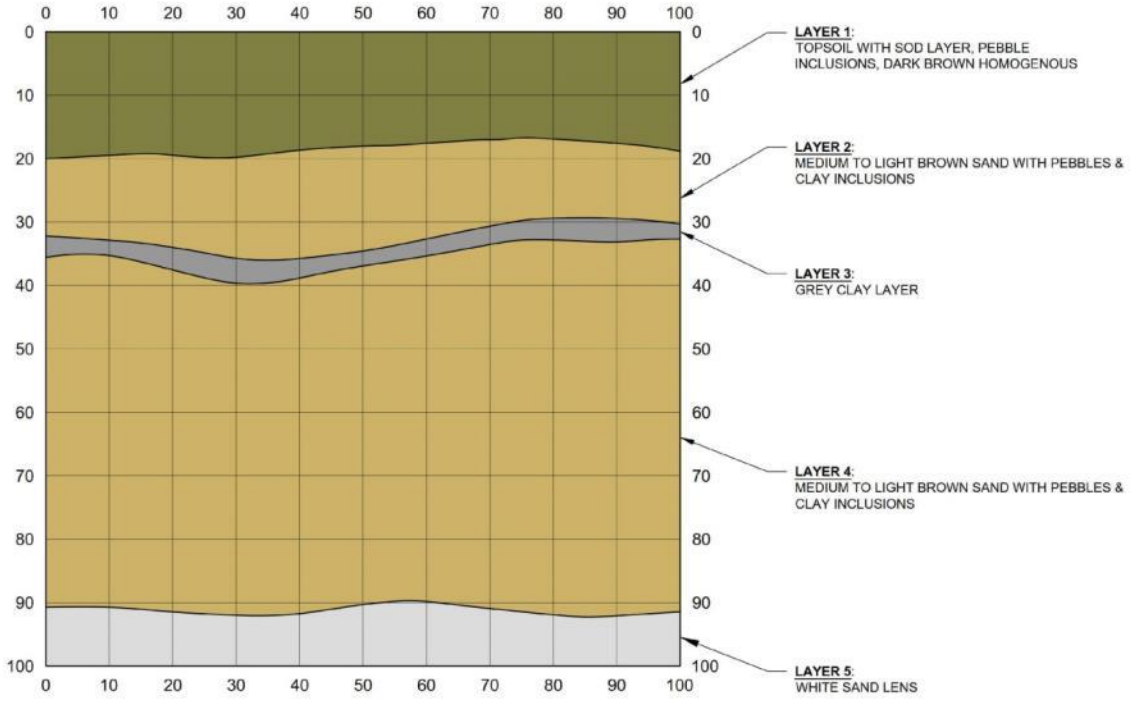
ALLANDALE STATION LANDS
STAGE 3 ASSESSMENT

UNIT PROFILE

Aug 2017	As Shown	
P# 60537565	V#:	
AECOM		Figure 1

UNIT PROFILE
500N 190E (GRID 2)
NORTH WALL PROFILE (dimensions in centimeters)



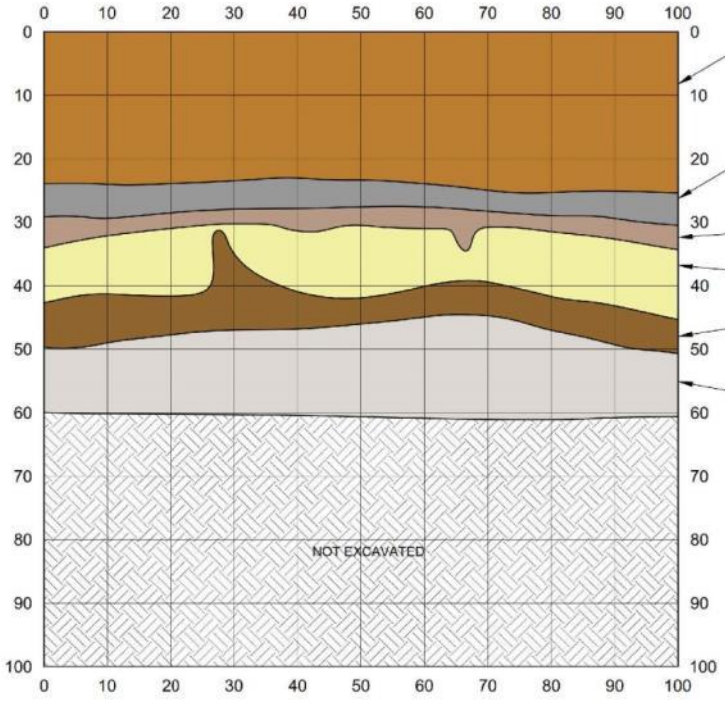
N

ALLANDALE STATION LANDS
STAGE 3 ASSESSMENT

UNIT PROFILE

Aug 2017	As Shown	
P# 60537565	V#:	
AECOM		Figure 2

UNIT PROFILE
505N 200E (GRID 3)
NORTH WALL PROFILE (dimensions in centimeters)



LAYER 1:
DARK BROWN SOIL TO BLACK HUMIC TOPSOIL LAYER HOMOGENOUS

LAYER 2:
GREY GRAVEL MIXED WITH CHARCOAL & ASPHALT

LAYER 3:
DARK BROWN HOMOGENOUS SILT LAYER

LAYER 4:
YELLOWISH BROWN MOTTLED SAND

LAYER 5:
BURNT ORGANIC MATERIAL MIXED WITH DARK BROWN LOAM

LAYER 6:
DARK BROWN LOAM
SUBSOIL: GREY MOTTLED SAND

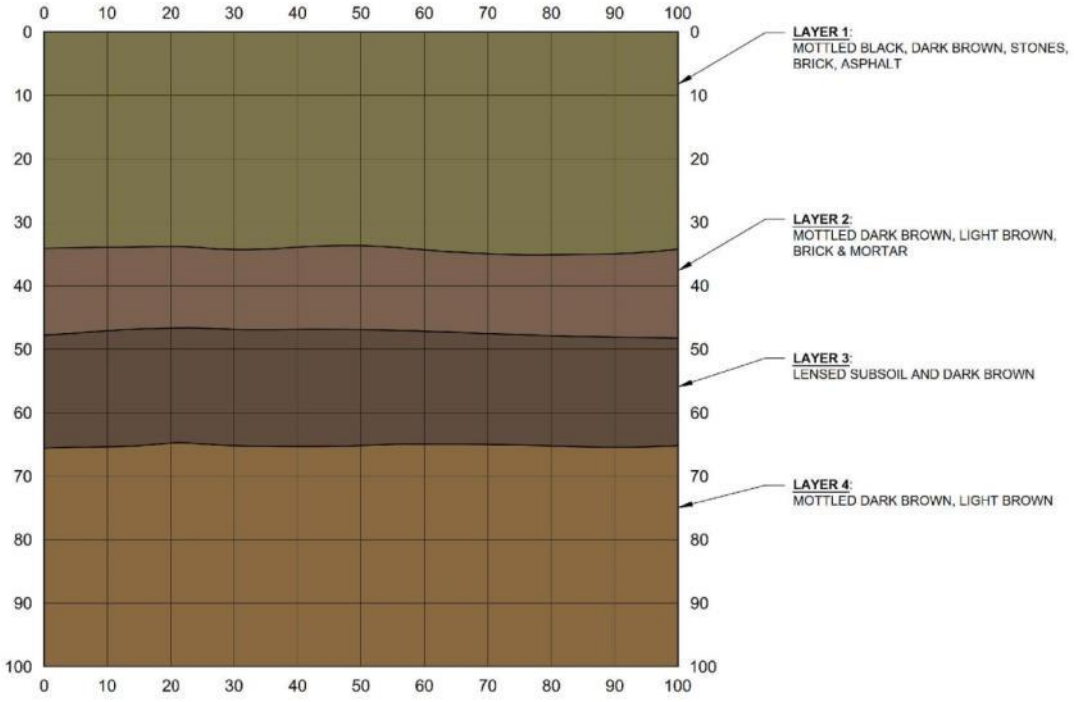
N

ALLANDALE STATION LANDS
STAGE 3 ASSESSMENT

UNIT PROFILE

Aug 2017	As Shown	
P# 60537565	V#:	
AECOM		Figure 3

UNIT PROFILE
513N 205E (GRID 1)
NORTH WALL PROFILE (dimensions in centimeters)



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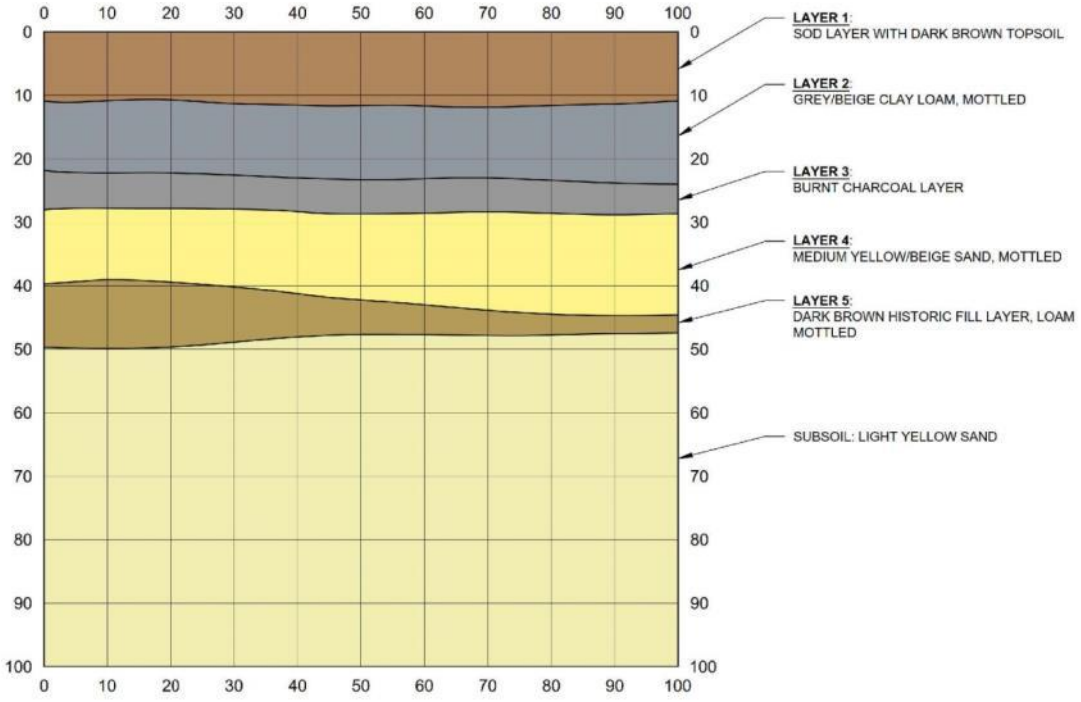
ALLANDALE STATION LANDS
STAGE 3 ASSESSMENT

UNIT PROFILE

Aug 2017	As Shown	
P# 60537565	V#:	
AECOM		Figure 4

UNIT PROFILE
500N 200E (GRID 4)
NORTH WALL PROFILE (dimensions in centimeters)



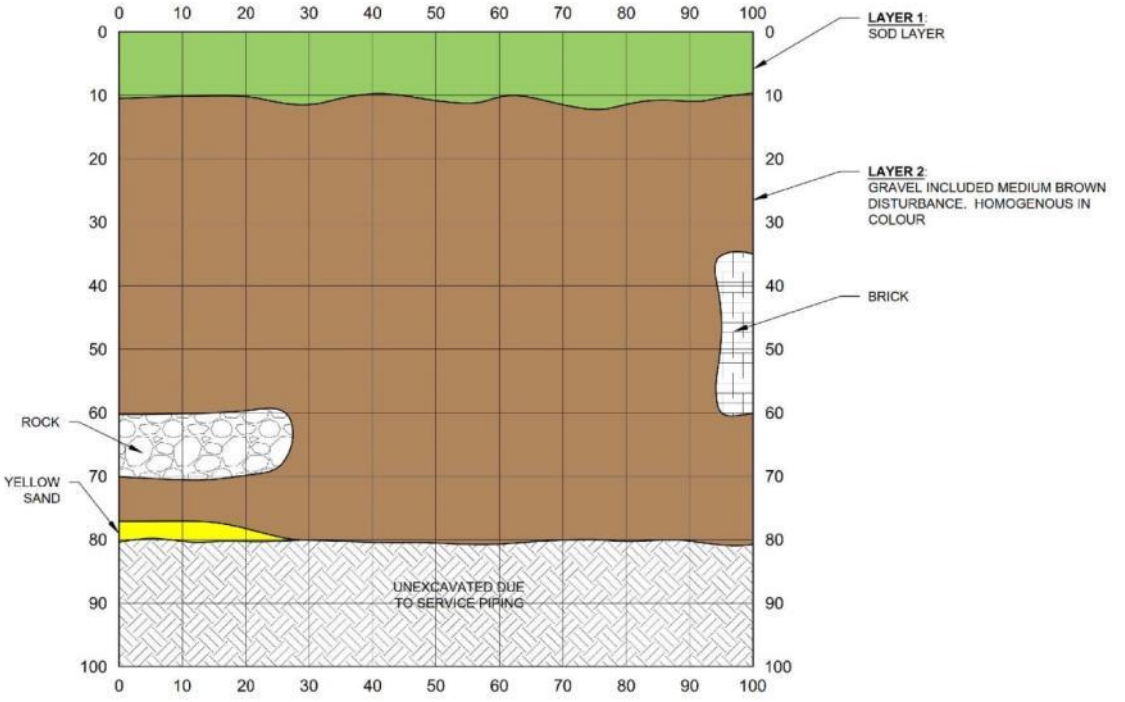
N

ALLANDALE STATION LANDS
STAGE 3 ASSESSMENT

UNIT PROFILE

Aug 2017	As Shown	
P# 60537565	V#:	
AECOM		Figure 5

UNIT PROFILE
515N 200E (GRID 1)
NORTH WALL PROFILE (dimensions in centimeters)



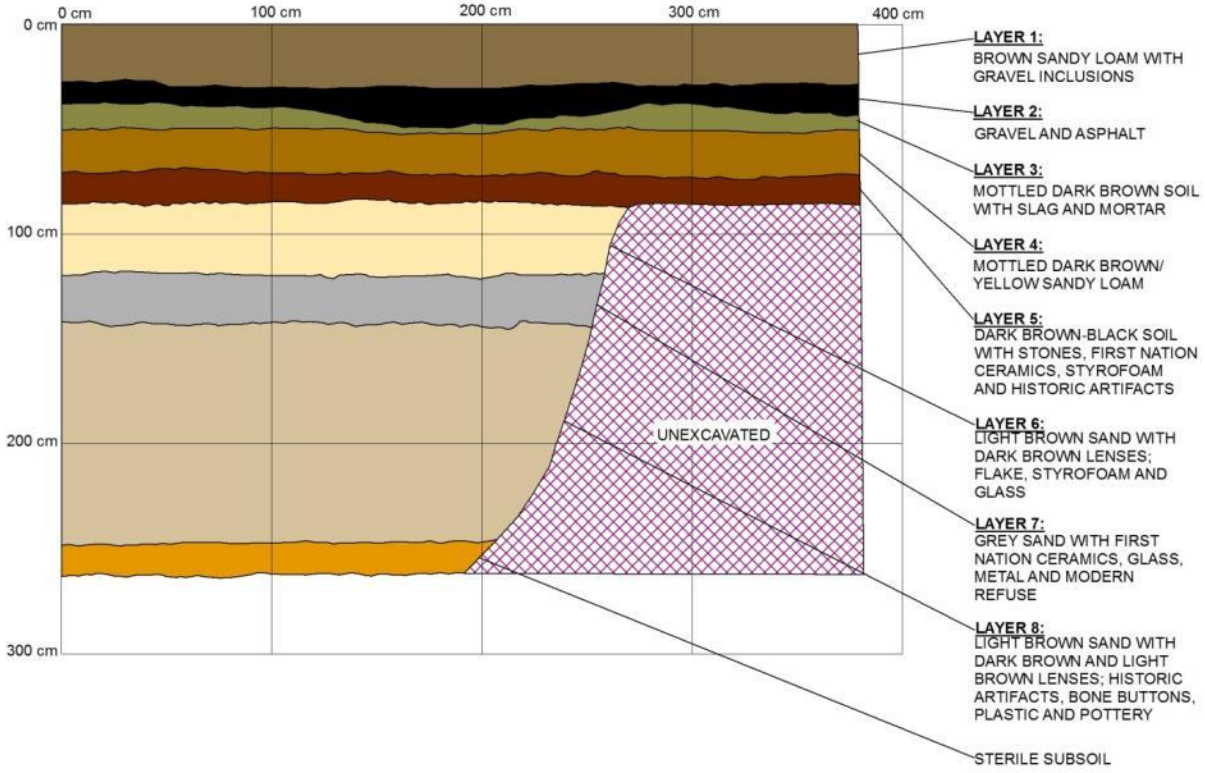
N

ALLANDALE STATION LANDS
STAGE 3 ASSESSMENT

UNIT PROFILE

Aug 2017	As Shown	
P# 60537565	V#:	
AECOM		Figure 6

TRENCH 1
EAST WALL PROFILE



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ALLANDALE STATION LANDS
STAGE 3 ASSESSMENT

TRENCH 1 PROFILE - EAST WALL

Jan 2018	As Shown	
P# 60537565	V#:	
AECOM		Figure 7

12. ARTIFACT CATALOGUE

Table 6: Allandale Station Site (BcGw-69) Pre-Contact Ceramic Artifact Catalogue

Northing	Easting	Layer	Cat#	Ceramic Type	N	Mended	Portion	Manufacturing Technique	Temper	Temper Description	Surface Finishing	Lip Decoration (top)	Lip Form	Lip Orientation	Exterior Decoration	Number of Bands	Comments
510	220	3	186	Vessel	10	No	Body	Unknown	Grit/Mica	Fine	Plain						burnt
510	220	3	187	Vessel	140	No	Body	Unknown	Grit/Mica	Fine	Plain						exfoliated fragments
510	220	3	189	Vessel	1	No	Body	Unknown	Grit/Mica	Fine	Plain				Yes		impressed
510	220	3	190	Vessel	1	No	Body	Unknown	Grit/Mica	Fine	Plain				Yes		impressed
510	220	3	191	Vessel	1	No	Body	Unknown	Grit/Mica	Fine	Plain				Yes	2	impressed
510	220	3	193	Smoking Pipe	1	No	Rim	Unknown	Grit/Mica	Fine	Plain	Plain	Rounded	Unknown			-
515	200	1	104	Vessel	1	No	Body	Unknown	Grit/Mica	Fine	Plain						small fragment

Table 7: Allandale Station Site (BcGw-69) Pre-Contact Lithic Artifact Catalogue

Northing	Easting	Layer	Cat#	Material	Debitage Description	Portion	N	Comments
510	220	1	178	Haldimand	Bipolar Flake	Fragment	1	utilized
510	220	1	177	Onondaga	Secondary Reduction Flake	Fragment	1	retouched
510	220	3	188	Balsam Lake	Bipolar Flake	Fragment	1	-
510	220	3	192	Onondaga	Flake Fragment	Fragment	1	utilized

Table 8: Allandale Station Site (BcGw-69) Euro-Canadian Ceramic Artifact Catalogue

Northing	Easting	Layer	Cat#	Identification Category	Artifact Description	Ceramic Ware	Ceramic Description and Technique	Portion	N	Begin Date	End Date	Comments
505	170	3	6	Tableware	Flatware	Semi-Porcelain	Undecorated	Incomplete	1			thick-bodied
505	170	3	7	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Clear Glazed	Body	10			light coloured paste
505	170	3	14	Tableware	Unidentifiable	Yelloware	Undecorated	Body	1	1842	1910	small fragment
505	170	3	15	Tableware	Unidentifiable	RWE	Undecorated	Body	17	1830		
505	170	3	20	Tableware	Unidentifiable	Semi-Porcelain	Red Painted Band	Rim	1			
505	170	3	21	Tableware	Unidentifiable	Ironstone	Undecorated	Body	2	1855		thin-bodied
505	170	3	22	Tableware	Unidentifiable	Ironstone	Moulded	Rim	2	1865		moulded wheat pattern
505	170	3	23	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Brown Glazed	Body	2			small fragments
505	170	3	24	Tableware	Unidentifiable	RWE	Brown Transfer Print	Body	1	1830		small exfoliated fragment
505	170	3	25	Tableware	Unidentifiable	RWE	Blue Edged	Rim	1	1830	1873	straight rim with minimal incising
505	170	3	27	Tableware	Unidentifiable	Porcelain	Brown Glazed	Body	1			
505	170	3	28	Tableware	Unidentifiable	Porcelain	Undecorated	Body	3			
505	170	3	33	Tableware	Unidentifiable	RWE	Undecorated	Body	12	1830		
505	170	3	43	Tableware	Unidentifiable	Ironstone	Moulded	Rim	4	1865		wheat pattern
505	170	3	44	Tableware	Unidentifiable	RWE	Brown Transfer Print	Body	1	1830		partial mark: "China Hall"
505	170	3	48	Tableware	Unidentifiable	Semi-Porcelain	Red Painted Band	Rim	1			
505	170	3	49	Tableware	Handle	Semi-Porcelain	Undecorated	Fragment	1			small handle fragment; likely from teacup

505	170	3	52	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Clear Glazed	Body	7			light coloured paste
505	170	3	54	Tableware	Unidentifiable	Porcelain	Undecorated	Body	2			thin-bodied
505	170	3	60	Tableware	Unidentifiable	RWE	Undecorated	Body	8	1830		
505	170	3	68	Tableware	Unidentifiable	Porcelain	Undecorated	Body	1			small fragment
505	170	3	69	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Unglazed	Rim - Body	2			
505	170	3	73	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Clear Glazed	Body	2			
505	170	3	76	Tableware	Utilitarian Ware	Semi-Porcelain	Red Painted Band	Rim	1			3 bands
505	170	3	79	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Brown Glazed	Body	2			small fragments
505	170	3	80	Tableware	Utilitarian Ware	Yelloware	Brown Glazed	Rim	1	1842	1910	
505	170	1	85	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Clear Glazed	Body	1			small fragment
505	170	1	87	Tableware	Unidentifiable	RWE	Blue Transfer Print	Body	4	1830		small fragments
505	170	1	92	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Brown Glazed	Body	3			
505	170	1	93	Kitchenware	Utilitarian Ware	Stoneware	Beige Glazed	Body	1			
505	170	1	94	Tableware	Unidentifiable	RWE	Undecorated	Body	6	1830		
510	220	1	172	Tableware	Unidentifiable	Yelloware	Undecorated	Body	1	1842	1910	
510	220	1	173	Tableware	Unidentifiable	RWE	Undecorated	Body	4	1830		
510	220	3	184	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Unglazed	Body	1			burnt
510	220	3	185	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Brown Glazed	Body	1			
513	205	2	141	Tableware	Unidentifiable	RWE	Brown Glazed	Body	1	1830		
513	205	2	142	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Brown Glazed	Body	1			
513	205	2	143	Tableware	Unidentifiable	RWE	Undecorated	Rim - Body	5	1830		
513	205	3	150	Tableware	Unidentifiable	Semi-Porcelain	Brown Painted Band	Body	1			small fragment
513	205	4	151	Tableware	Unidentifiable	Yelloware	Brown Glazed	Body	1	1842	1910	
513	205	4	154	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Green Glazed	Body	1			
513	205	4	158	Architecture	Door Knob	Porcelain/Metal		Complete	1			porcelain knob with metal connector
513	205	4	160	Tableware	Unidentifiable	RWE	Undecorated	Body	2	1830		
513	205	1	167	Tableware	Unidentifiable	RWE	Undecorated	Body	4	1830		
515	200	1	101	Tableware	Unidentifiable	RWE	Undecorated	Body	3	1830		
515	200	1	102	Tableware	Unidentifiable	Porcelain	Undecorated	Body	1			small fragment
515	200	1	106	Household Item	Utilitarian Ware	Stoneware	Brown Glazed	Body	1			
515	200	1	107	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Unglazed	Body	2			
515	200	2	116	Household Item	Utilitarian Ware	Stoneware	Brown Glazed	Body	1			
515	200	2	119	Tableware	Unidentifiable	RWE	Undecorated	Body	11	1830		
515	200	2	123	Tableware	Unidentifiable	Porcelain	Undecorated	Body	1			
515	200	2	124	Tableware	Unidentifiable	RWE	Green Transfer Print	Rim	1	1830		exfoliated
515	200	2	128	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Brown Glazed	Body	4			

515	200	2	129	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Unglazed	Body	2			
515	200	2	130	Household Item	Utilitarian Ware	Stoneware	Brown Glazed	Body	3			burnt
515	200	2	133	Kitchenware	Utilitarian Ware	Refined Red Earthenware	Clear Glazed	Body	2			light coloured paste

Table 9: Allandale Station Site (BcGw-69) Euro-Canadian Non-Ceramic Artifact Catalogue

Northing	Easting	Layer	Cat#	Identification Category	Material	Artifact Description	Portion	N	Begin Date	End Date	Comments
505	170	3	1	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	5	1830		
505	170	3	2	Architecture	Metal, Ferrous	Wire Cut Nail	Incomplete	1	1850		
505	170	3	3	Architecture	Metal	Wire	Fragment	3			
505	170	3	4	Misc. Metal	Metal	Misc. Metal Fragment	Fragment	6			extensive corrosion
505	170	3	5	Architecture	Clear Glass	Window Glass	Incomplete	4			thick
505	170	3	8	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	20			
505	170	3	9	Household Item	Clear Glass	Bottle Glass Fragment	Body	19			
505	170	3	10	Household Item	Coloured Glass	Aqua Bottle - Base	Incomplete	1			circular; sick glass
505	170	3	11	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "LATE…"
505	170	3	12	Tableware	Clear Glass	Decorative Glass	Body	1			ribbed body; small fragment
505	170	3	13	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "02"
505	170	3	16	Architecture	Red Clay	Brick	Fragment	2			light coloured clay
505	170	3	17	Personal	Bone	Button	Complete	1			4-holed
505	170	3	18	Personal	Metal	Button	Complete	1			4-holed; extensive corrosion
505	170	3	26	Personal	Slate	Slate Pencil	Incomplete	1			
505	170	3	29	Household Item	Coloured Glass	Green Bottle Glass	Body	1			embossed lettering: "R"
505	170	3	30	Architecture	Metal	Wire	Fragment	1			
505	170	3	31	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	8			
505	170	3	32	Household Item	Clear Glass	Bottle Glass Fragment	Body	1			painted bands - "Frosted" colour
505	170	3	34	Architecture	Clear Glass	Window Glass	Incomplete	6			thick
505	170	3	35	Household Item	Clear Glass	Bottle Glass Fragment	Body	12			
505	170	3	36	Tableware	Clear Glass	Decorative Glass	Body	1			ribbed body (opaque white)
505	170	3	37	Household Item	Coloured Glass	Aqua - Jar Lid	Incomplete	1			embossed letteringL "…RKS"
505	170	3	38	Tableware	Clear Glass	Decorative Glass	Body	1			panelled body
505	170	3	39	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	6			
505	170	3	40	Misc. Metal	Metal	Scrap Metal Fragments	Fragment	2			
505	170	3	41	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	2	1830		
505	170	3	42	Architecture	Metal	Wire	Fragment	2			
505	170	3	45	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "T"

Northing	Easting	Layer	Cat#	Identification Category	Material	Artifact Description	Portion	N	Begin Date	End Date	Comments
505	170	3	46	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	5			
505	170	3	47	Household Item	Coloured Glass	Blue Bottle Glass Fragment	Body	1			
505	170	3	50	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "ME…"
505	170	3	51	Household Item	Clear Glass	Melted Glass	Body	4			thermally altered
505	170	3	53	Personal	White Ball Clay	Smoking Pipe Stem	Fragment	1			plain; small fragment
505	170	3	55	Architecture	Clear Glass	Window Glass	Incomplete	1			thin
505	170	3	56	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "AR"
505	170	3	57	Household Item	Coloured Glass	Aqua Bottle	Incomplete	1	1850	1920	oil finish; 3-piece mould seam
505	170	3	58	Personal	Shell	Button	Complete	1			4-holed
505	170	3	59	Misc. Metal	Metal	Misc. Metal Fragment	Fragment	1			
505	170	3	61	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	14			
505	170	3	62	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	4			
505	170	3	63	Architecture	Clear Glass	Window Glass	Incomplete	1			thin
505	170	3	64	Household Item	Clear Glass	Bottle Glass - Oil Finish	Incomplete	1	1850	1920	partial finish
505	170	3	65	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "W"
505	170	3	66	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "B"
505	170	3	67	Household Item	Coloured Glass	Amber Bottle Glass Fragment	Body	1			
505	170	3	70	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "TO"
505	170	3	71	Household Item	Clear Glass	Melted Glass	Body	2			thermally altered
505	170	3	72	Household Item	Coloured Glass	Aqua Bottle - Finish	Finish	1	1840	1920	blob finish fragment
505	170	3	74	Personal	Metal	Button	Complete	1			2-holed
505	170	3	75	Household Item	Clear Glass	Bottle Glass Fragment	Body	20			
505	170	3	77	Household Item	Coloured Glass	Green Bottle glass Fragment	Body	1			
505	170	3	78	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	1			embossed lettering: "CESTER"
505	170	3	81	Architecture	Metal, Ferrous	Wire Cut Nail	Incomplete	2	1850		
505	170	3	82	Personal	Coloured Glass	Opaque White Button	Incomplete	1			
505	170	3	83	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	2	1830		
505	170	1	84	Unidentified	Plastic	Misc. Plastic Fragment	Fragment	2			(1) blue; (1) white
505	170	1	86	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	3	1850		
505	170	1	88	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Base	1			large circular base
505	170	1	89	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	4			

Northing	Easting	Layer	Cat#	Identification Category	Material	Artifact Description	Portion	N	Begin Date	End Date	Comments
505	170	1	90	Household Item	Coloured Glass	Aqua Bottle	Lid	1			embossed lettering: "RABY"; ribbed along the side
505	170	1	91	Household Item	Coloured Glass	Red Bottle Glass	Body	1			
505	170	1	95	Unidentified	Metal	Misc. Metal Object	Complete	1			flat faced pin?
510	220	1	171	Misc. Metal	Metal	Scrap Metal Fragments	Fragment	1			
510	220	1	174	Unidentified	Plastic	Misc. Plastic Fragment	Fragment	1			black
510	220	1	175	Personal	Plastic	Button	Complete	1			2-holed
510	220	1	176	Architecture	-	Cement Tube	Fragment	1			
510	220	1	179	Architecture	Metal	Hook	Complete	1			
510	220	1	180	Household Item	Clear Glass	Bottle Glass Fragment	Body	1			
510	220	2	181	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	1	1830		
510	220	2	182	Architecture	Metal, Ferrous	Wire Cut Nail	Incomplete	1	1850		
510	220	2	183	Personal	White Ball Clay	Smoking Pipe Bowl	Fragment	1			plain
513	205	2	134	Household Item	Coloured Glass	Olive Green Bottle - Base	Incomplete	1			
513	205	2	135	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	4	1830		
513	205	2	136	Household Item	Coloured Glass	Green Bottle glass Fragment	Body	4			
513	205	2	137	Household Item	Coloured Glass	Amber Bottle Glass Fragment	Body	3			
513	205	2	138	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	5			
513	205	2	139	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	3			
513	205	2	140	Unidentified	Metal	Misc. Metal Object	Complete	1			flat faced pin?
513	205	2	144	Household Item	Clear Glass	Bottle Glass Fragment	Body	8			
513	205	2	145	Personal	White Ball Clay	Smoking Pipe Stem	Incomplete	1			plain
513	205	2	146	Architecture	Clear Glass	Window Glass	Incomplete	6			thick
513	205	2	147	Architecture	Clear Glass	Window Glass	Incomplete	1			shattered safety glass; mid 20th C
513	205	3	148	Architecture	Clear Glass	Window Glass	Incomplete	1			thick
513	205	3	149	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	1			
513	205	4	152	Household Item	Clear Glass	Bottle Glass Fragment	Body	3			
513	205	4	153	Architecture	Metal	Wire	Fragment	1			
513	205	4	155	Architecture	Clear Glass	Window Glass	Incomplete	3			thick
513	205	4	156	Household Item	Clear Glass	Melted Glass	Fragment	1			thermally altered
513	205	4	157	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	1	1830		
513	205	4	159	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	3			
513	205	1	161	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	1	1830		
513	205	1	162	Household Item	Clear Glass	Bottle Glass Fragment	Body	5			
513	205	1	163	Architecture	Clear Glass	Window Glass	Incomplete	7			thick
513	205	1	164	Household Item	Coloured	Amber Bottle Glass Fragment	Body	2			

Northing	Easting	Layer	Cat#	Identification Category	Material	Artifact Description	Portion	N	Begin Date	End Date	Comments
					Glass						
513	205	1	165	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	2			
513	205	1	166	Household Item	Coloured Glass	Green Bottle glass Fragment	Body	2			
515	200	1	96	Misc. Metal	Metal	Scrap Metal Fragments	Fragment	2			
515	200	1	97	Household Item	Clear Glass	Bottle Glass Fragment	Body	11			
515	200	1	98	Architecture	Clear Glass	Window Glass	Incomplete	6			thick
515	200	1	99	Architecture	Metal	Screw	Incomplete	1			extensive corrosion
515	200	1	100	Architecture	Metal	Wire	Fragment	2			
515	200	1	103	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	3	1830		
515	200	1	105	Household Item	Coloured Glass	Green Bottle Glass	Body	2			
515	200	1	108	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	3			
515	200	1	109	Household Item	Coloured Glass	Opaque White Glass Fragment	Body	2			
515	200	2	110	Architecture	Metal, Iron	Machine Cut Nail	Incomplete	8	1830		
515	200	2	111	Architecture	Metal, Ferrous	Wire Cut Nail	Incomplete	8	1850		
515	200	2	112	Misc. Metal	Metal	Misc. Metal Fragment	Fragment	3			
515	200	2	113	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	1			
515	200	2	114	Architecture	Clear Glass	Window Glass	Incomplete	2			thick
515	200	2	115	Architecture	Metal	Wire	Fragment	3			
515	200	2	117	Architecture	Clear Glass	Window Glass	Incomplete	5			shattered safety glass - "crazing"; mid 20th C
515	200	2	118	Architecture	Clear Glass	Window Glass	Incomplete	7			thick
515	200	2	120	Household Item	Coloured Glass	Aqua Bottle Glass Fragment	Body	5			
515	200	2	121	Household Item	Clear Glass	Bottle Glass Fragment	Body	11			
515	200	2	122	Household Item	Coloured Glass	Amber Bottle Glass Fragment	Body	6			
515	200	2	125	Household Item	Glass	Melted Glass	Fragment	8			thermally altered; (1) amber; (1) blue; (6) clear
515	200	2	126	Household Item	Coloured Glass	Olive Green Bottle Glass	Body	6			
515	200	2	127	Household Item	Coloured Glass	Blue Bottle Glass Fragment	Body	2			
515	200	2	131	Personal	White Ball Clay	Smoking Pipe Stem	Fragment	1			impressed mark: "MON…"; small fragment
515	200	2	132	Household Item	Clear Glass	Bottle Glass - Base	Incomplete	1			circular

Table 10: Allandale Station Site (BcGw-69) Faunal Artifact Catalogue

Northing	Easting	Layer	Cat#	N	Class	Order	Family	Species	Element	Portion	Age	Comments
505	170	3	19	1	Bivalvia	-	-	-	Unidentifiable	Shell Fragment	Unknown	
510	220	1	168	7	Mammalia	Unknown	-	-	Unidentifiable	Fragments	Unknown	
510	220	2	169	1	Mammalia	Unknown	-	-	Unidentifiable	Fragment	Unknown	burnt
510	220	2	170	4	Mammalia	Unknown	-	-	Unidentifiable	Fragments	Unknown	small faunal fragments
510	220	3	194	1	Aves	-	-	-	Femur	Distal	Unknown	
510	220	3	195	2	Aves	-	-	-	Ulna	Complete	Unknown	
510	220	3	196	1	Mammalia	-	-	-	Radius	Complete	Unknown	small mammal
510	220	3	197	1	Osteichthyes	-	-	-		Fragment	Unknown	fish gill
510	220	3	198	1	Mammalia	Carnivora			Tooth	Premolar	Adult	
510	220	3	199	1	Osteichthyes	-	-	-	Vertebrae	Complete	Unknown	fish vertebrae
510	220	3	200	1	Mammalia	Unknown	-	-	Unidentifiable	Fragment	Unknown	burnt

Table 11: Allandale Station Lands (BcGw-69) Stage 2: Faunal Artifact Catalogue

Test Pit	Cat#	N	Class	Order	Family	Species	Element	Portion	Age	Comments
1	201	7	Mammalia	unknown	-	-	Unidentifiable	fragment	Unknown	
1	202	1	Mammalia	Unknown	-	-	Unidentifiable	fragment	Unknown	burnt
2	203	14	Mammalia	Unknown	-	-	Unidentifiable	Fragment	Unknown	
2	204	4	Mammalia	Unknown	-	-	tooth	incisor	Unknown	
3	205	1	Mammalia	unknown	-	-	Unidentifiable	fragment	Unknown	
4	206	1	Mammalia	unknown	-	-	Unidentifiable	fragment	Unknown	
5	207	1	Mammalia	unknown	-	-	Unidentifiable	fragment	Unknown	
6	208	2	Mammalia	unknown	-	-	Unidentifiable	Fragment	Unknown	saw marks
6	209	2	Mammalia	unknown			Unidentifiable	fragment	Unknown	
7	210	3	Mammalia	unknown	-	-	Unidentifiable	fragment	Unknown	
8	211	1	Mammalia	Unknown	-	-	Unidentifiable	Fragment	Unknown	
9	212	10	Mammalia	unknown			Unidentifiable	fragment	Unknown	
10	213	4	aves	unknown			cranial	fragment	Unknown	
10	214	1	Mammalia	unknown			rib	fragment	Unknown	
10	215	1	Mammalia	unknown			Unidentifiable	fragment	Unknown	

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