# City of Windsor
# Archaeological Management Plan

## 2024 Update Appendix B:

## Colonial Period Thematic History

**May 2024**

ASI Providing Archaeological & Cultural Heritage Services
528 Bathurst Street Toronto, ONTARIO M5S 2P9
T416-966-1069 F416-966-9723 asiheritage.ca

FISHER ARCHAEOLOGICAL CONSULTING

# Project Personnel

## Archaeological Services Inc. (ASI)

| | |
|---|---|
| Consultant Project Manager: | Robert I. MacDonald, Ph.D., Managing Partner |
| Project Archaeologist: | David Robertson, M.A., Partner |
| Project Manager: | Martin Cooper, M.A., Senior Associate<br>Eric Beales, M.A., Project Manager |
| Geomatics Manager: | Jonas Fernandez, M.A. |
| Geomatics Specialist: | Adam Burwell, M.Sc. |

## Fisher Archaeological Consulting

| | |
|---|---|
| Project Archaeologist: | Jacqueline Fisher, M.A., A.P.A., Principal Archaeologist |
| Project Archaeologist: | Jim Molnar, Ph.D., Manager |
| Project Archaeologist: | Ruth Macdougall, M.A., Project Manager |

# Table of Contents

# List of Figures

# 1 Thematic Overview of Colonial Period Settlement

With the arrival of French explorers followed by European and other settlers some three hundred years ago, Indigenous peoples faced the greatest challenge to their culture and very survival. The overview of post-contact settlement history extends from Indigenous peoples' first contact with Europeans, through the initial stages of French and British settlement along the shores of the Detroit River, the expansion of Euro-Canadian towns and farm communities, to the late nineteenth century urbanization and industrialization of Windsor.

Although the historical themes outlined in this chapter interweave to form the tapestry of Windsor in the twenty-first century, resources dating to the initial period of major colonization are generally considered to exhibit the highest degree of cultural heritage value or interest (CHVI). Consequently, when the provincial standards and guidelines for consultant archaeologists were implemented in 2011, the year 1870 was adopted as an arbitrary demarcation point whereby sites with most (80% or more) of the time span of occupation predating 1870 were deemed to have CHVI (MTC, 2011, p. 59). It is worth noting that the 2005 WAMP employed the year 1850 in a similar fashion. These arbitrary demarcation points are not definitive however, and the provincial standards and guidelines make it clear that any site dating before 1900, or twentieth century sites "where background documentation or archaeological features indicate possible cultural heritage value or interest," may be worthy of archaeological concern (MTC, 2011, p. 41).

## 1.1 Post-Contact Indigenous Settlement

The arrival of Europeans and their new diseases brought about disastrous consequences to Indigenous groups throughout the Americas. Indigenous populations were decimated and the social fabric which had developed over the millennia was changed rapidly and irreparably. These changes resulted in the relocation and reorganization of Indigenous groups as European influences moved north and west from the original points of contact. In southwestern Ontario, conflict that had started between the Neutral and the Anishinaabe in the fifteenth century continued into the sixteenth century. By the mid-sixteenth century, the Algonquian groups were shifting out of southwestern Ontario, and the Neutral had retreated east of the Grand River (Heidenreich, 1990, p. 478).

The earliest historical references to Indigenous villages in the Windsor area are drawn from mid-seventeenth century French sources[1]. The 1641 "Novvelle France" map, discovered in a British naval archive in the 1980s, depicts the locations of the peoples[2] of the Great Lakes in their locations before the dispersals of the following decades (Heidenreich, 1988; Steckley, 1990). Peoples named just west of the Detroit and St. Clair Rivers include the Sauk and the Potawatomi (Steckley, 1990, p. 21). Other Algonquian speaking peoples were living to the south and west in an area that is collectively marked "Gens du Feu." The 1656 Sanson map also depicts the Gens du Feu in what is now Michigan. Sanson's placement of (abandoned) Neutral villages near

[1] Lajeunesse suggests that a Neutral village was in the vicinity of Windsor (Lajeunesse, 1960), but this is a misinterpretation of the original sources. Lajeunesse notes that the Jesuits Brebeuf and Chaumonot spent the winter of 1640-41 travelling among Neutral villages, one village was called Khioetoa. Lajeunesse says that this was a village of a different nation, and he uses indirect evidence from later maps to suggest that it was near the Detroit River. Lajeunesse misinterprets the original text from volume 21, page 231 of the Jesuit Relations (Thwaites, 1896) which says that Khioetoa had a population from a different nation. Lajeunesse says this fact shows that the village was set far away from the rest of the Neutral, but he missed the identification of the nation, whose name in the Wendat language is given as Awenrehronon. This nation is the Wenro, who previously lived south of Lake Ontario before coming to join the Neutral. They later moved north to live with the Huron-Wendat. The wider story of the Wenro is told in Hawkins (Hawkins, 2001).

[2] Names on the "Novvelle France" map are given in the Huron-Wendat language.

Windsor is a cartographic error (Lennox & Fitzgerald, 1990, p. 406).

After the Great Peace of 1701, concluded in Montreal by the French and the First Nations, Sieur de Lamothe Cadillac moved to establish a fort at Detroit in 1701, effectively countering an English move to infiltrate the Great Lakes region. With the establishment of Fort Pontchartrain du Détroit, on the north shore of the river, Cadillac invited the Huron-Wendat and Odawa from his post at Fort Buade (Michilimackinac) to settle at Detroit. The Odawa were amenable to this invitation since the Detroit area had been a summering ground for them since at least the 1680s (C.A.R.F., 1990, p. 3). As a result of an uprising instigated by the Fox people beginning in 1712, many Indigenous peoples abandoned their settlements around Detroit (C.A.R.F., 1990, p. 12) returning after a few years.

Three Indigenous settlements were present in the Windsor area during the 1700s: the Potawatomi, the Odawa (Ottawa) and the Huron-Wendat (Wyandotte) each had a settlement. The Potawatomi village was always on the Detroit side, while for a time, each of the latter two were located on the Windsor side.

### 1.1.1 The Odawa/Ottawa Village

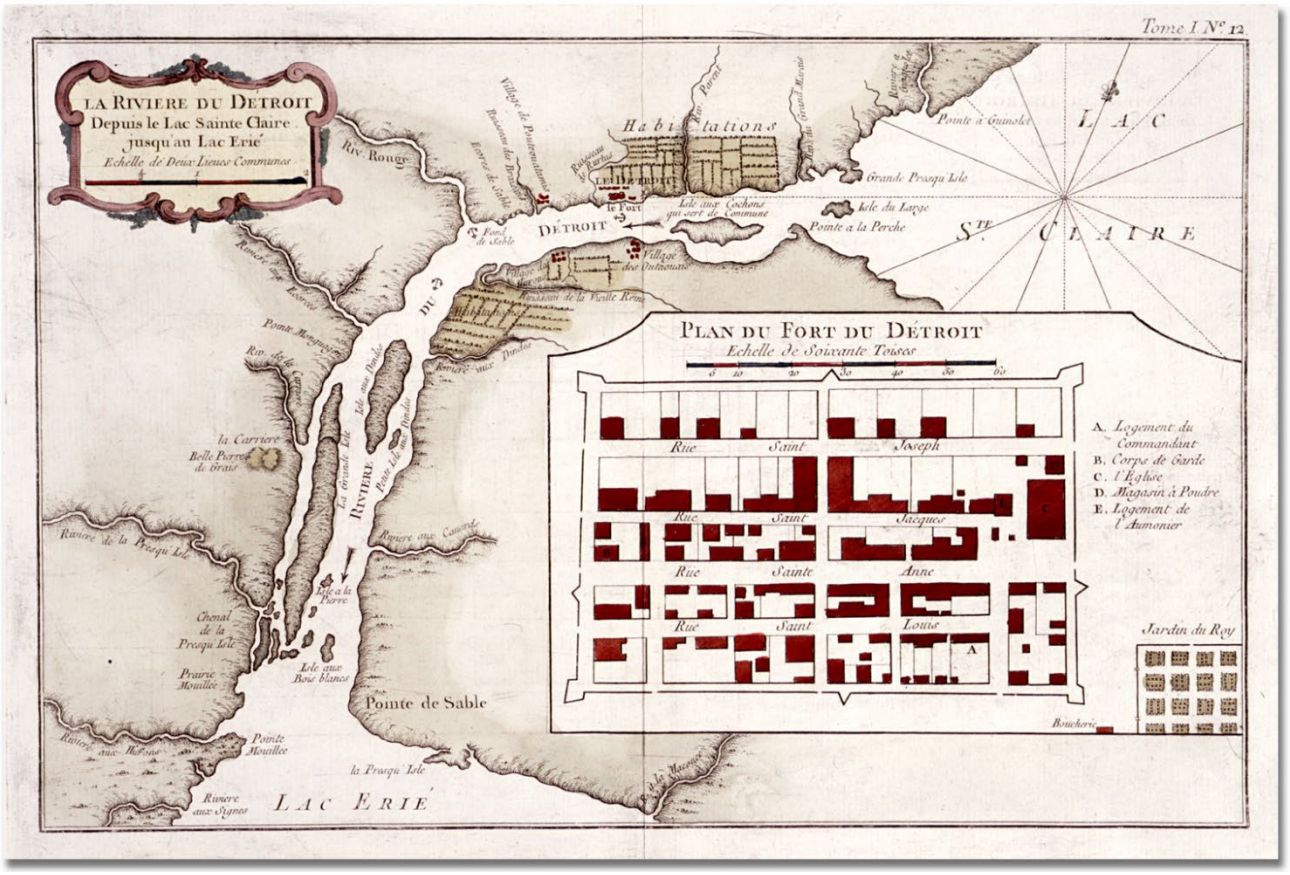
The Odawa people were dispersed during the contact period. In the early 1600s, the Odawa lived on Manitoulin Island, the Bruce Peninsula, the southern shore of Georgian Bay, and in northern Michigan (Fox, 1990; Molnar, 1997). By the mid-1600s, the Five Nations Iroquois (Haudenosaunee) of Upper New York State had pushed northward to disperse the Ontario Iroquoian peoples known as the Petun, Huron-Wendat and Neutral nations. Facing increased threat of warfare, starvation and adoption, some of the Huron-Wendat's northern neighbours and allies, including the Nipissing, the Southeastern Ojibwa nations, and the Odawa, joined the Ontario Iroquoian peoples in their westward dispersal (Molnar, 1997, p. 6). Some of the Odawa returned to Manitoulin Island in 1670, and the Straits of Mackinac between 1676-1695 (Molnar, 1997, p. 6). By 1700, Odawa peoples also returned to southern Ontario.

At the beginning of the 1700s, the village was located on the northern shore near the French fort. The Fox siege may have caused the Odawa to move to the Mackinac area shortly after 1712, and then move back to the Detroit area by around 1717 (Mainfort, 1979, p. 285). By 1721, the Odawa village was located on the south shore of the Detroit River. “To the south on the other side of the river are the Outaouais who, together with the Huron and the Poutouatamis have made wastes containing about two leagues frontage by eight arpents deep” (Lajeunesse, 1960, p. 26). An interpreter for the Odawa also obtained a land grant on the south shore in the 1749-1751 period (C.A.R.F., 1990, p. 4).

Boishebert’s map of 1730 shows the Odawa village on the south shore and those of the Potawatomi and Huron on the north shore (Lajeunesse, 1960). De Lery’s maps of 1749 and 1764 (Figures 1 and 2) show the locations of the Odawa (Ottawa) and the Huron-Wendat villages on the southern side of the Detroit River and a Potawatomi village on the north shore opposite the Huron-Wendat village (de Lery, 1749, 1764). The general configuration of communities did not immediately change with the imposition of British rule in 1763. Montessor’s map of that year suggests that the Odawa, Huron-Wendat and Potawatomi villages continued to inhabit the same lands as during the French regime (Lajeunesse, 1960).

Figure 1: Carte de la Rivière du Détroit by de Lery, 1749

Figure 2: La Riviere du Detroit Depuis le Lac Sainte Claire Jusqu'au Lac Erie by de Lery, 1764




When the first formal British surveys were undertaken, Patrick McNiff (McNiff, 1791) identified a large area on the south shore extending from opposite the French fort eastward past Belle Isle (Isle au Cochon) as being the Odawa village. Within the lands of the Odawa, McNiff identified their burying ground as occupying a small knoll located directly across the river from the fort.

Only minimal traces of the Odawa village have been identified archaeologically. The Great Western Park site (AbHs-11) and an associated burial, identified as a result of an archaeological assessment in 1989 (C.A.R.F., 1990), are affiliated with the Odawa village site. The park is located along the Detroit River waterfront between Riverside Drive and the shoreline. However, the original area of the village and associated

cemetery as indicated on McNiff's 1791 map would have extended well inland, perhaps as far as Brant Street, centred on Louis Street where a natural sand knoll still exists. During construction of the Great Western Railway along this section of the Windsor waterfront, numerous Indigenous burials were disturbed. Newspaper accounts of the day reported that the burials contained a rich offering of European trade goods. Similar burials continued to be found into the early twentieth century near the water works and at the foot of Devonshire Road (Gladstone White, 1989; Windsor Evening Record, 1903). More recently, burials have been found while repairing a light fixture near the foot of Langlois, and during construction of a bike path at the foot of Pierre Street. Although the full extent of the Odawa cemetery is not known, the distribution of burials recovered from the area suggests that it may extend as far west as Langlois Street, as far east as Devonshire Road and inland at least to Brant Street.

### 1.1.2 The Huron-Wendat Village

The Huron-Wendat came to the Detroit area in response to Cadillac's 1701 invitation to relocate from the French post at Michilimackinac. They had lived in the region between Lake Simcoe and Georgian Bay before being dispersed by the Haudenosaunee in 1649-50. Some members relocated to Quebec, where they live today. Other Huron-Wendat people, along with some of the Petun, fled west and lived in a series of refugee communities. These Huron-Wendat and Petun are also known by the name Wyandot. According to a description provided by Cadillac, the initial Huron-Wendat village was established to "...the right of the fort, at a good distance..." (Lajeunesse, 1960, p. 21). It is assumed that Cadillac is writing from the perspective of the fort looking south toward the river. Consequently, the Huron-Wendat village would have been situated downstream from the fort on the Detroit side of the river. According to a report prepared by Father Charlevoix, a Royal envoy, visiting the French colonies in 1721, a Huron-Wendat village was located on the north shore of the Detroit River, just down river from the fort (Lajeunesse, 1960). Upon the request of the Huron-Wendat in Detroit, a Jesuit missionary, Father Armand de La Richardie, was sent to minister to them in 1728. In correspondence dating from 1741, La Richardie referred

to the mission as the "Mission of the Assumption of the Blessed Virgin Mary among the Hurons" (Lajeunesse, 1960, p. 27) which was later known simply as the L'Assomption parish (Lajeunesse, 1960). Leaving the area briefly in 1738, more than 500 Huron-Wendats returned in 1742 to a new location on Bois Blanc (Bob-lo) Island. Before 1752, they were re-settled upriver at La Pointe de Montreal on the south shore (now at the base of Huron Church Road in Windsor), where a new mission church was built within sight of the French Fort.

Several eighteenth-century maps record the Huron Village and the Mission at Pointe de Montreal. De Lery (de Lery, 1764) depicted both the Huron-Wendat and Odawa villages as having orderly "streets." McNiff (McNiff, 1791) depicts an irregular cluster of houses just west of a farm lot, presumably that given originally for the Mission. As part of the Treaty of 1791, a 1078-acre triangle of land was set aside by the British for the Huron-Wendat[3]. The town of Sandwich was established on this tract of land in 1797, although it was not formally surrendered to Britain by the Huron-Wendat until 1800 (Lajeunesse, 1960, p. 205). A portion of this tract is currently part of a land claim initiated by Bkejwanong (Walpole Island First Nation).

Although no formal archaeological excavations have been conducted on the Mission site, a remote sensing study strongly points to the remnants of the third church and related buildings (O.H.T., 2011b, 2011a). While the Huron-Wendat village and cemetery have not been identified, they may yet be found within the buried undisturbed soil deposits that exist in between the urban development of the area.

## 1.2 French Settlement

As early as the 1670s, Fathers Dollier and Galinee, and later the adventurer LaSalle made their way up the Detroit River to Lake St. Clair (Morrison, 1954, p. 3) and

[3] The Anishinaabeg of Walpole Island contest the basis of this decision by the British (D. Jabobs and V. Lytwyn 2020, "Naagan ge bezhig emkwaan A Dish with One Spoon Reconsidered," Ontario History 112: 191-210).

documented for France the importance of the region. Not until 1701, however, was a European settlement established on the Detroit River. In that year, Sieur de Lamothe Cadillac began construction of Fort Pontchartrain on the north side of the river in the area that later became the centre of Detroit, opposite to Windsor's Goyeau and Ouellette streets. European settlement on the south shore of the Detroit River began in 1749 when the governor at Quebec sponsored the movement of farming families to the area in order to promote Detroit as a granary for more distant outposts.

Although settlement on the north shore had extended short distances up and down river from the fort, settlers on the south shore initially took up lots well down stream of the main settlement. The long narrow lots fronted onto the river in the Petite Cote area between the community of Sandwich and Turkey Creek. Within a few years, the south shore settlement had extended south well past Turkey Creek, as well as infilling the unoccupied lands strategically situated immediately across from the fort and between the Huron-Wendat and Odawa villages. This eastern extension of the French settlement encroached on the Odawa village.

The mid-eighteenth-century Jesuit Mission at La Pointe de Montreal is estimated to have been located south of Riverside Drive near the foot of Huron Church Road next to the Ambassador Bridge. The existing Assumption church is the fourth sanctuary to be built for the Parish. The associated French cemetery has also been moved several times. By the time McNiff was conducting his 1780s surveys of the area, there were 13 French farm lots identified in the area of downtown Windsor, and 36 lots in Petite Cote. McNiff's 1791 map depicts irregular clusters of three to six buildings on each lot near the trail which ran along the shoreline for the length of the settlement. His map also indicated that small plots of land had been cleared and orchards planted. Much of the inland area was as yet impassable due to extensive swamplands.

As most of the French farmstead sites lie within areas that have undergone extensive nineteenth century development, none of them have ever been properly examined for archaeological sites. Communities such as Brighton Beach, Ojibway and LaSalle may

retain the most potential, although the possibility of finds in denser urban areas cannot be ruled out, as evidenced by the discovery of traces of an eighteenth-century French farmstead in downtown Detroit (Branstner, 2000). This is the only French farm site that has been found and professionally examined on either shore of the Detroit River. It should be noted that amateur "treasure hunters" have for several years been actively recovering eighteenth century French material from construction sites in the LaSalle area. As Windsor's French settlement is the earliest of its kind in Ontario, the search for intact eighteenth-century French sites should be given priority in all planning processes.

After the signing of the Treaty of Paris in 1763, French Canada came under British rule. The French settlers already established in the Detroit River settlement, being far from the administrative centres, were initially little affected by this governmental change and the settlement continued to grow slowly and quietly.

The Windsor Municipal Heritage Register lists a number of buildings along the length of Riverside Drive as associated with French farms. Although none of the existing buildings date to the eighteenth century, they undoubtedly continue to be associated with remnants of earlier structures.

## 1.3 British Settlement

Following the American Revolutionary War, the influx of United Empire Loyalists prompted formal surveys along the north shores of the lower Great Lakes. McNiff's *ca*. 1790 surveys show irregularly spaced farmsteads on both sides of the river, each with several buildings within a couple of hundred metres of the Detroit River (McNiff, 1791). McNiff instigated a full survey of the French lots along the river, re-numbering them from southwest to northeast. Abraham Iredell, a few years later, re-surveyed the French Concessions. British names begin to appear on the landowner lists of the *circa* 1800 surveys of Iredell, as traders and Loyalists moved into Essex County. Not until the nineteenth century were the inland areas of the township surveyed, using the

standard British grid system where possible. These areas were not settled until well into the nineteenth century, as the land was poorly drained. Even the Walling map of 1877, which is quite complete as to landowner listings, shows some of the inland lots untenanted.

## 1.4 The Underground Railroad

Black people have lived in the Windsor area since at least the time of the first Loyalist settlers, many of whom were slave owners. A community of freedom seekers existed in Sandwich as early as 1820, when they founded the first Baptist congregation there. After slavery was outlawed by Britain and, following the passage of the Fugitive Slave Act in the United States, the influx of freedom seekers to Canada increased, with Sandwich and Windsor serving as major border crossings for the Underground Railroad (Smardz Frost, 2007, p. 197).

Windsor contains several important sites related to the history of Black people in this country. The Sandwich Baptist Church building, dating from the mid-nineteenth century, may be associated with a number of unmarked burials. Both the Sandwich and Windsor barracks provided interim accommodation for freedom seekers upon their arrival. A prominent American abolitionist wrote of his visit to the Windsor and Sandwich barracks shelters in 1853 (Ruchames, 1971, pp. 72–74). An important Black newspaper, *Voice of the Fugitive*, was published in Windsor by Henry and Mary Bibb, who had recently escaped to Canada. Both the newspaper office and the Windsor Barracks were destroyed by arson in the 1850s.

## 1.5 Urbanization

The City of Windsor encompasses the nineteenth century cores of three communities, Sandwich, Windsor, and Walkerville. Several other small crossroad communities have also been surrounded by city development in the twentieth century. Ethnicity of settlers has varied over time, with many descendants of the original French still in the community. Scottish and Irish in the early nineteenth century moved into the inner

township areas, followed by other Europeans by the late nineteenth and early twentieth centuries, attracted by work and business opportunities. Black settlers and freedom seekers and their descendants have also been here since the late eighteenth century.

### 1.5.1 Sandwich

The earliest urban settlement in the area, the town of Sandwich, was planned in the 1790s and lots were given by lottery to fur traders from the fort at Detroit. In 1796, after the other side of the Detroit River was ceded to the Americans, many of these businessmen moved across the river, to remain under British rule. They consisted of both French and Scottish traders.

The original town plan encompasses the area now bordered by Huron Church Road on the north, the Detroit River on the west, John B. Avenue on the south and the Essex Terminal Railway track on the east. Lands within the old Huron Reserve that were cleared for agriculture lie east of the tracks. These lands were allotted as “park lands” when Sandwich was taken up in the 1790s and may contain early structures or remnants associated with the Huron-Wendat village.

Sandwich was the County seat for many years, with a court house and gaol located at the centre of the planned village at the intersection of Bedford (later Sandwich) and Brock streets. Both the Catholic (Assumption) and Anglican (St. John’s) churches and burial grounds were located here, and Windsor residents had to travel to Sandwich to worship. The earliest Black congregation worshipped in the Sandwich First Baptist Church building still standing on Lot 22 west of Peter Street (3652 Peter Street).

During the War of 1812, the Sandwich Stone College (now the General Brock School complex) provided a barracks for some of General Brock’s army, and then was used as a base by the invading American troops. Later, during the Upper Canada Rebellion, the school formed the core of a log barracks occupied by militia, who in 1838 defended Windsor during an attack by rebels and sympathizers from Detroit. The Stone College

and barracks later provided accommodation for Black freedom seekers in the 1850s and 1860s (Ruchames, 1971, pp. 72–74).

Fires and neglect have destroyed many of Sandwich's early buildings. However, archaeological remnants of early Sandwich are likely to be encountered within most of the dwelling lots and parks. Further evidence of this important community continues to lie buried beneath the streets, parking lots and yards of north Sandwich.

### 1.5.2 Windsor

Windsor's first settlement was established around the southern terminus of the ferries run by the French farmers to carry goods, produce, and people across the river to Detroit. The settlement was initially known as South Detroit. In 1835, public meetings were held to select a new name for the community. The citizens first chose Richmond, but the following year the name was changed to Windsor. At this time, the settlement consisted only of the riverside portions of First Concession Lots 78 to 83 along Riverside Drive, extending only one block inland from the river. Ferry and Church streets were named. Buildings were on both sides of Sandwich Street and there were two wharves (MacDonald, 1921). Sandwich remained the principal settlement on the south side of the river.

By 1857, Pinney's map depicted urban expansion that extended along the river from Lots 78 to 87, with Goyeau as the main thoroughfare to Tecumseh Road. Subdivision extended to Tecumseh along Howard and Goyeau (Pinney, 1857). The coming of the Great Western Railroad in 1854 marked the beginning of faster expansion and Windsor outstripped Sandwich as the economic centre.

By 1892, McPhillips' map (McPhillips, 1892) showed that development stretched along the Detroit River from lot 68 to 91 but was laid out only intermittently inland to Tecumseh Road. South of Tecumseh, at the top of Ouellette, was a popular "Driving Park" or fair grounds, which has since become part of the grounds of Jackson Park and Kennedy Collegiate. At this time, large expanses of undivided fields still lay between

Windsor and the neighbouring communities of Walkerville and Sandwich. The combined growth of large industry, starting with Walker's distillery, Ford's Canadian automobile plant in Walkerville, and salt mining in Sandwich, signalled massive residential and mercantile growth in the twentieth century.

### 1.5.3 Walkerville

Walkerville got its start in 1858 when American-born distiller Hiram Walker set up his distillery on Lots 95 and 96, east of Windsor (Morrison, 1954, p. 44). Part of his decision would have been based on the recent completion of the Great Western Railway through these properties near the shoreline, giving new opportunities for commercial expansion. Walker also operated subsidiary industries such as farms, stockyards, and a dairy to grow grain and use waste products from the distillery. In 1885, he constructed his own railroad, the Lake Erie Essex & Detroit River, to link the Great Western, his shipping wharves and the inner County. Initially, he developed Walkerville as a planned community designed to house and support his workforce. The core of old Walkerville from Walker Road to Lincoln Road and from the river inland to Niagara Street was established by 1881 (Belden, 1881) but the community was not incorporated as a town until 1890 (Gardner, 1913).

Portions of Walkerville's commercial core remain beyond the distillery but are quickly being subsumed by new development.

## 1.6 Transportation

French settlement in the Windsor area made use of the existing Indigenous trail system and water transport via the Detroit River for many years. Since the interior was so swampy, settlement did not extend inland until well into the nineteenth century. Although county lands were surveyed and grants given by the 1820s, roads and settlers had to wait for provincial and federal drainage projects of the mid to late nineteenth century. Early settlement roads of particular note are Riverside Drive (Front Road), Sandwich Street (Bedford Street), Huron Church Line, old Talbot Road,

Tecumseh Road, Grand Marais Road, and Division and Cabana Roads (Concession 3). Historic maps indicate that early structures can be found within a relatively short distance from these roads where they have not been destroyed by twentieth century development (Belden, 1881; McNiff, 1791; Walling, 1877).

Ferries, which played such a crucial role in the founding of Windsor, continued to play an important role well into the twentieth century. Ferries operated from a wharf situated at the foot of Ferry Street and later from Walker's dock until the late 1930s, when they were finally discontinued. Completion of the Ambassador Bridge and the Windsor-Detroit Tunnel by 1930 all but eliminated the need for ferry transport.

In 1851 Windsor had a modest population of 300 persons, fewer than nearby Sandwich; ten years later that population had reached 2,500, eclipsing Sandwich (Lafreniere & Rivet, 2009). This rapid rise was tied directly to the completion of the Great Western Railway (GWR) in 1854, connecting Windsor to Niagara; the well-established ferry service from Windsor provided additional connections from the train to Detroit. The completion of the GWR signalled the rise of Windsor as an international trade nexus and focus for new industrial development, and in 1858 Windsor was incorporated as a town. As Windsor grew, the prominent citizens and businesses of Sandwich relocated east. New industries such as meat packing benefited enormously from access to the railroad (Lafreniere & Rivet, 2009; Morrison, 1954).

The 1860s were a time of continued growth for Windsor, with the railroad acting as a stimulus for the formation of new industries and the development of trade infrastructure, especially along the waterfront. The railroad provided locals with a way to get agricultural and timber goods to markets in Detroit, Toronto, Chicago, and elsewhere; more farmland was cleared including in the swampier concessions away from the river which had been mostly undeveloped. Access to markets in the larger population centres caused farmers to shift away from personal subsistence crops towards cash crops such as wheat, corn, and tobacco, and a few wealthy local families amassed large land holdings for streamlined agricultural production, like Hiram Walker's tobacco farm and processing centre in Sandwich East Township (Morrison,

1954). Catches of whitefish and herring from the Detroit River's productive fisheries were shipped as far as Boston, New Orleans, and San Francisco (Morrison, 1954).

By the turn of the twentieth century, Windsor was a main junction point for rail shipping to and from the United States. The Great Western (later Grand Trunk, then Canadian National) had been followed by the Canada Southern (later Michigan Central, Conrail) in the 1880s, Walker's 1885 Lake Erie, Essex and Detroit River (later Pere Marquette, Chesapeake and Ohio, CSX) and the Canadian Pacific in 1890. By 1910, the Michigan Central rail tunnel beneath the river was completed, thus reducing the problems and dangers of ferrying rail trains across the river.

Hiram Walker and Sons built a local airport in 1928, which formed the core of what is now the Windsor Airport (Walker Airport map, ca. 1930). The early airport lay at the southwest corner of the airport lands where the terminal is now located.

## 1.7 Industries

Founded on the fur trade frontier and on agriculture, the Windsor area has altered its economic framework dramatically over the last three centuries. Until the first decade of the twentieth century, industries were mainly small manufacturing plants and craft industries, most of which grew up after the coming of the railroad. Walker's distillery operation with its associated supporting industries was an outstanding exception in the late nineteenth century as it was much larger in scale. Cross-border trading formed a major portion of the urban economic base.

Several mills were built along the Detroit River and Turkey Creek in the late eighteenth and early nineteenth centuries. One of these, Baby's Mill, has been commemorated with a reconstructed building at the foot of Mill Street in Sandwich. The actual site of Baby's mill lies to the north on Lot 3 south of Russell Street (Sandwich Town Patent Plan) and may retain some archaeological integrity. Other mills are depicted on early maps. McNiff's 1791 survey (Lajeunesse, 1960; Figure 9) shows as many as six windmills on the river between Hogg Island (Péche Island) and Turkey Creek, none of

which are in the location of Baby's. All of these would have been associated with the dwellings of a miller and workers. The mill known to have stood on the Walker Distillery property, once owned by Montreuil, was built in 1815 (Belden, 1881; Douglas, 2001; Neal, 1909; Teasdale, 2018, p. 122).

The 1812 military engineer's map shows only one of the mills on a small point between McKee's homestead (Lot 59) and the mouth of Turkey Creek (about Lot 35). This mill is mentioned in the *Historical Atlas of Essex County* (Belden, 1881, p. 10) as still standing with a copestone date of 1802. Although this exact location is unknown, any construction in the area should be aware of its potential.

Although most of the mills were wind powered, water powered mills were situated on the stream variously named Ruisseau de la Vielle Reine, Riviere à Jarvais/Gervais, Nagg's Creek) which formerly flowed through Sandwich, and on Turkey Creek in the First Concession. Fere's mill on Turkey Creek was in place by 1798 (Lajeunesse, 1960) and structures remained in the area on the 1881 map. Similarly, a mill which may be Gervais' is depicted on a 1797 map as being on Col. McKee's Lot 59 just south of the Huron Purchase (Lajeunesse, 1960). Gervais is listed as the landowner on de Lery's map (de Lery, 1764).

After Henry Ford established a Canadian automobile plant in the Walker Wagon works building in 1904, the influx of supporting industries and other automobile companies was dramatic. A small community, eventually named Ford City (incorporated in 1915; incorporated as City of East Windsor in 1928), quickly grew up around the rapidly expanding Ford factory, just east of Walkerville on Francois Drouillard's land (Price & Kulisek, 1992). The development of supporting manufacturing industries, low taxes and the presence of a skilled workforce eventually drew other automobile makers to the Walkerville area. The Chrysler Corporation had its beginnings in the 1916 Maxwell Motor Company on Tecumseh Road East and General Motors grew out of a small 1920s auto parts plant on Walker Road.

## 1.8 Schools and Institutions

Early schools in Ontario were locally organized by subscription. Not until the School Improvement Act of 1871 were curricula broadened and attendance more accessible for everyone.

Sandwich residents put together money to build the first subscription school *circa* 1808. The Stone College was a one storey, U-shaped masonry building opposite St. John's Church on Sandwich Street. Soon after its construction, the school was occupied by troops during the War of 1812 and records are unclear as to whether this building was ever again used for education. In 1868, a new school was built on the original site, and it is now the location of the current General Brock School.

The Assumption College building was constructed in 1857 as a seminary school. By 1866, Catholic girls were accommodated at St. Mary's Academy on the corner of Ouellette and Park (Morrison, 1954, pp. 96–97). Affiliated with the University of Western Ontario until 1953, Assumption formed the foundation of the University of Windsor.

The first Windsor primary school may have been built in 1838 by James Dougall opposite his house on Sandwich Street and soon after, a brick building was erected on the corner of Pitt and Windsor Avenues. After 1854 it became necessary to expand, and two new schools (one Catholic and one Protestant) were constructed, one on the south side of Chatham between Church and Bruce, and the other on Goyeau near Park. The grammar (secondary) school moved from Sandwich to Windsor in 1857. Classes were held in a building on Pitt Street and later on the upper floor of the newly opened City Hall building, now demolished. The schools were combined in the Windsor Central School in 1873 (Morrison, 1954, p. 40).

Walkerville had an elementary school on the corner of Wyandotte and Devonshire by at least 1890 (W.A.C.A.C., 1997) which was replaced in 1905 by King Edward Public School, now demolished.

Windsor has not retained any of its original nineteenth century school buildings. Several of them, however, are built on the sites of earlier schools and their grounds retain archaeological potential.

## 1.9 Religion

By 1752, the Jesuits' Huron Mission had become the earliest Catholic parish in Ontario. The Mission had also expanded its mandate to serve the French community. Assumption Church stands on a portion of its original property and there is archaeological potential for the previous churches, mission houses and cemeteries through much of it. No other denominations were populous in the area until after the influx of United Empire Loyalists. Since Sandwich was the early centre of settlement in the Windsor area, the first Anglican church was also built here. St. John's, on the corner of Sandwich and Brock streets retains its original cemetery, although the original 1807 church building has been replaced. Residents living along Detroit River shoreline had to travel to Sandwich to worship. The freedom-seeking Black population formed a Baptist congregation by the 1820s but did not build the existing Sandwich First Baptist Church until the 1850s.

The first churches in the Windsor settlement were built in the 1850s after the Great Western railway terminus sparked a population boom. The first St. Alphonsus church, near Goyeau and Park, dates to this period. All Saints Anglican church, situated just north of City Hall Square, dates to 1857 and St. Andrew's Presbyterian Church followed in 1865 at the corner of Chatham Street and Victoria Avenue. A non-sectarian church building, on the site of the *Windsor Star* building, served the Methodists until they opened a new church in 1873 at Windsor Avenue and Chatham Street. Two Black churches, built on McDougall Street, were the African Methodist Episcopal (1856) and the Baptist (1861) (Morrison, 1954, p. 39).

## 1.10 Recreation

Numerous parks and fields for games existed around the core of nineteenth century

Windsor and Sandwich, although no pleasure parks existed in the mid-nineteenth century. The Windsor Driving Park and fairgrounds at the top of Ouellette at Tecumseh, (now Jackson Park and Kennedy Collegiate) was the site of horse racing by 1889 (McPhillips, 1892). During World War I, barracks were established in and around the Exhibition building of the Fair Grounds. The open spaces in the existing grounds likely retain archaeological integrity.

The Mineral Springs Spa in Sandwich was established after a sulphur spring was found in 1866 while drilling for oil. A luxury brick hotel was constructed at Chappell and Sandwich Streets for the accommodation of visitors to the springs and a canal was dug from the Detroit River to Russell Street for easy access to American tourists. It was still operating in 1909 under the name Lagoon Park (Neal, 1909, p. 61).

# 2 Colonial Period Site Potential Model

The archaeological potential modelling for colonial period sites was derived by reviewing historic documentation of colonial settlement in the Windsor area. Unlike the environmental modelling necessary for understanding pre-contact Indigenous land use, settlement after about A.D. 1700 had been partially documented, and it is recognized that these historical sources provide more specific locational information than could be gained through geographic analysis. Historic eighteenth and nineteenth century maps of the Detroit River and Windsor areas have provided general locations for military installations, French farmsteads, eighteenth century Indigenous settlements, early roads and railways, crossroad communities, urban cores, public buildings, cemeteries, and some early industrial sites. In order to identify areas of archaeological potential, historic structures, settlement areas, and transportation routes were transcribed as closely as possible from historical maps. The greatest potential for finding Euro-Canadian sites is found in proximity to these mapped features.

In the eighteenth century, the land use patterns of Indigenous and European cultural groups overlapped, with all the initial French farms apparently falling within the area along the Detroit River already identified as having high potential for Indigenous sites. Early nineteenth-century settlement imposed a structure on the inland landscape as townships were surveyed in rectangular patterns, lands were drained, and roads were constructed along concession lines throughout Essex County. Potential for finding the archaeological remains of historic structures exists within early urban boundaries, along settlement roads or waterways, and within the vicinity of known sites.

The second main criterion for modeling colonial period archaeological potential is based on the determination of archaeological site significance. In Ontario, the Standards and Guidelines for Consultant Archaeologists (MTC, 2011, p. 41) suggest that colonial sites may have cultural heritage value or interest when they date prior to 1900 or when the site is associated with the first generation of settlement. Sites dating after this marker tend to be considered less significant unless they are unique

in some way, such as an association with a famous person or event, an institution (schools, churches, hospitals, town halls) or small craft industry/business such as a blacksmith shop, general store or hotel.

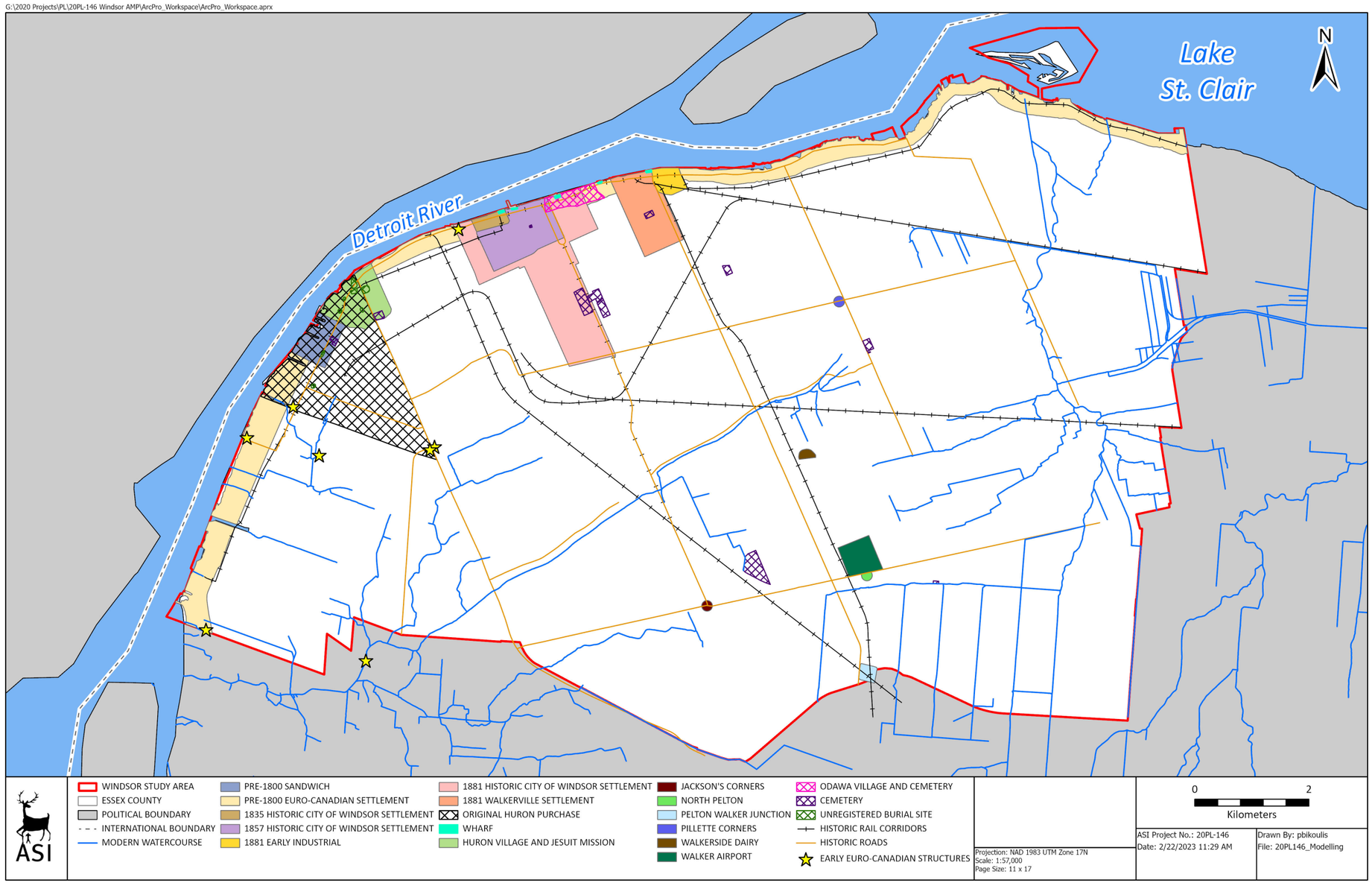
## 2.1 Registered Colonial Period Sites Layer

To date, the Ontario Archaeological Sites Database (OASD) includes sixty-six colonial period sites in Windsor. Fifteen of these also have Indigenous archaeological components. All have been incorporated into the project GIS. They are classified in the OASD as follows: residential/house/farmstead/homestead (32), unknown (16), artifact scatter (8), campsite (3), village (2), administrative/jail (1), burial (1), depot (1), dump (1), and railway (1).

## 2.2 Colonial Period Settlement Layer

As noted above, colonial period settlement mapping was based on the analysis of primary documents. As most early maps are notoriously unreliable for locating the sites of former historic structures, the plotting of a number of significant sites required the examination of several maps. Mapping attempted to identify localities that had the potential to contain archaeologically significant settlement. Significant settlement

Figure 3: Historical Features



structures included wind and water mills, hotels, schools, churches, government institutions, military emplacements, cemeteries, roads, railways, wharves and small industries. Specific structure locations were found on McNiff (McNiff, 1791), Walling (Walling, 1877) and Belden (Belden, 1881) maps.

Since European settlement proceeded in two phases, farmstead buildings may be expected to be found in two general patterns. The eighteenth-century French farmers set up along the Detroit River, with buildings oriented to the river "highway" along the frontage. McNiff's map (McNiff, 1791) illustrates irregular clusters of structures in a long strip parallel to the shoreline within a relatively short distance from the river. Although specific structures could not be accurately mapped, the strip was found to lie within the high potential zone already identified for Indigenous occupation along the river. The second phase of settlement involved the extension of the French seigneury-style lots inland for three concessions and filling in behind them with the standard British rectangular grid pattern of concessions. Buildings associated with these later settlers would be expected to lie within a reasonable distance of early concessions and side roads.

Since historical mapping was insufficient to identify all the significant structure locations within developed urban population cores, the urban boundaries of Windsor, Sandwich and Walkerville were plotted and all areas within the nineteenth century cores were considered to exhibit archaeological potential. Urban boundary mapping was derived from Pinney (Pinney, 1857), Belden (Belden, 1881), McPhillips (McPhillips, 1892) and MacDonald (MacDonald, 1921).

Early roads were identified by comparing nineteenth century maps to twentieth century topographic and City mapping. Since a portion of the original Front Road, along the Detroit River, south of Sandwich, appears to have fallen into disuse and eroded into the river between 1881 when the Belden *Atlas* was produced and the 1909 topographic mapping, part of that original trail could not be placed accurately. Most of the road alignments, however, appearing in Belden 1881 and on Walling 1877, are

still in existence. These include Riverside Drive, Huron Church Line, and Talbot Road lying along former Indigenous trails, and Grand Marais Road associated with the Turkey Creek marsh. Concession and sideroads in place by the mid- nineteenth century include Howard Avenue, Walker Road, Pilette Road, Lauzon Road and Malden Road running north to south, and Tecumseh Road, Cabana Road/Division Road and the former Second Concession aligned with E.C. Row expressway. Sprucewood Avenue and Morton Drive in Ojibwa are also early settlement roads with Sprucewood providing access to LaFrere's mill on Turkey Creek. With the exception of E.C. Row, all of these may retain some archaeological potential along portions of their routes.

The Great Western (now CNR) was the first railroad into Windsor (1854). It was followed in the subsequent decades by several others, most of which still maintain their original corridors. These include the Lake Erie, Essex and Detroit River (later Pere Marquette, now CSX), the Canadian Pacific, Conrail (formerly Canada Southern, Michigan Central), and the Essex Terminal built to join up the various lines. The Sandwich, Windsor and Amherstburg, and The Windsor and Tecumseh electric street railways have also been plotted (Belden, 1881; Walling, 1877), as remnants of them may remain below current pavements, and former stations and terminals may still exist along the routes.

Although private and public wharves have been added along the Windsor shoreline, several shoreline structures on the Detroit River in Sandwich, apparent on the Belden (Belden, 1881) map, have not been included as it was impossible to place them accurately along the shoreline. As the full extent of industrial land reclamation along the riverfront through Sandwich and Ojibwa is not known, the presence of early shoreline structures, now under water or landfill, should be considered along with land resources during shoreline alterations in those areas.

Some well-known early industrial sites have been noted, including the Walker Distilleries (Walling, 1877), the early Ford factory (McKay, 1905), and Walkerside industrial dairy (1908 topographic). Detailed information on such sites is not

consistently accessible and undoubtedly many other significant small industries, located in the urban cores, will be located as individual properties are assessed. Many small craft industries such as blacksmith shops, mills and harness or carriage makers, often located in crossroad service communities, would all be considered significant. Only one such operation, a blacksmith shop depicted on the northwest corner of Talbot Road and Howard Ave (Belden, 1881), could be specifically located within the city limits. Early mill sites are located within the city limits. Baby's mill in Sandwich has not yet been definitively located, but the site of the Badichon-Labadie (alternatively known as the Lassaline-Montreuil) windmill which stood on what is now Walker distillery land, has likely been destroyed. Windsor now encompasses several nineteenth century crossroad villages such as Meros Corners (Pilette Corners), Jackson's Corners (Roseland), Pelton (Walker Junction) and North Pelton (Belden, 1881; Walling, 1877) (Canada Topographic Series, Essex No.46 1913). These have been plotted according to the general boundaries indicated in Belden (Belden, 1881). Crossroad communities traditionally are the sites of important local services such as craft industries, hotels, churches and schools.

Military sites in the Windsor area include two barracks sites, an 1812 American encampment and several American landing sites along the river. The location of General Hull's 1812 American camp, sometimes referred to as Fort Gowie, could be mapped as it is known to have been on Lot 76, Conc. I, a property purchased by Robert Gowie *circa* 1805 (M214 3/RR). The bastioned fortification has been depicted on an 1812 military engineer's map (RG1 B-11) but due to various inconsistencies, the site could not be accurately mapped. With the exception, however, of the Windsor Barracks in Civic Square, all are within the high potential strip identified along the Detroit River frontage. The Sandwich barracks on the site of Brock School has been excavated.

## 2.3 Cemeteries

All burials and cemeteries, regardless of age, are considered significant and are

afforded protection under the Ontario Funeral, Burial, and Cremation Services Act.

Unregistered family burial plots may be found unexpectedly on any early farmstead. The Ontario Genealogical Society's listing of cemeteries in Essex County was examined for unmapped family plots, but none have as yet been identified within the city boundary. Sometimes churchyards, which were in use as cemeteries in the past, no longer display evidence of grave markers. The Sandwich First Baptist Church on Peter Street is thought to have been used for burials in the nineteenth century.

The oldest church burial ground in Windsor is the Assumption Parish cemetery. It has, however, occupied several locations throughout its 250-year history, the latest of which is still in use and has been included in the WAMP mapping. The earlier cemetery grounds are poorly documented and could not be pinpointed. They exist in the general areas north of Assumption Church in association with Vista Place and Patricia Road. Some parts of these burial areas may be intact where buildings have not been constructed over them.

The two large eighteenth century Indigenous cemeteries are shown generally on several early maps, particularly McNiff (McNiff, 1791). Since these locations are approximate and not delimited, thus, mapping of true boundaries for the Windsor AMP has not been possible. An attempt has been made to place them generally in relation to landmarks such as unregistered Indigenous burial finds, French lot locations, and oral history about burial locations. These cemeteries were associated with the Odawa and Wendat villages described in Sections 1.1.1 and 1.1.2, above, the precise locations and extents of which are also unknown.

## 2.4 Application of the Colonial Period Potential Model

The modelling of colonial period site potential assumes that archaeological resources, including structures, are most likely to be found in and around documented cultural features. The proximity model assumes that most buildings and landscape alterations were built with access to nearby transportation routes, business trade, or specific

resources such as water power. Urbanization on several scales also engenders clusters of structures creating city neighbourhoods and crossroad villages. Aspects of the roads, rails, and wharves themselves also contain potential for technological information. As described above, areas of historical settlement dating prior to the mid-nineteenth century were treated as having high archaeological potential.

Although historical maps provided general locations for former structures, they could not be relied upon for accuracy because of differences of survey methodology, scale and completeness. To allow for these variances, buffer zones were applied to the mapped features to determine general areas of potential. A 100-metre buffer zone was drawn around each specific registered archaeological site, early residential, institutional, or commercial structures where known, in order to capture associated outbuildings and make allowance for unreliable eighteenth and nineteenth century mapping. Buffer zones were not added to historical sites which fell within areas of high potential for Indigenous occupation, as they already included a sufficient buffer zone. Several known wharves along the Detroit River, which represent both underwater and land-based potential, are marked with a 50-metre buffer zone to allow for approximate historic mapping.

Nineteenth century settlements and transport routes from the first half of the nineteenth century were considered to hold high potential for attracting roadside dwellings, businesses, utility buildings, and route stations. Early routes considered significant were Riverside Drive/Sandwich Street (Front Road), Tecumseh Road (the first inland concession road), Grand Marais Road, Huron Church Road, Talbot Road, and farm lot sideroads leading from Riverside to Tecumseh (Howard, Walker, Lauzon, Pillette). The locations of farmsteads along settlement roads, although roughly illustrated on McNiff (McNiff, 1791) and Walling (Walling, 1877), were not individually plotted, as almost all lie within a short distance of an early road or the Detroit River within a buffer zone of 100 metres to either side of roadways. The buffer zones were

plotted to catch most of these potential structures associated with the corridor rights-of-way. Similarly, 50-metre buffer were applied for early railways.

Developed urbanized areas, referenced as historical settlement centres in Table 2 of the Main Report, cannot automatically be eliminated from having potential because of the assumed disturbance of heritage resources by later construction. All areas within early nineteenth century urban limits were considered to have archaeological integrity in the model, as many of them may encompass relatively undisturbed green patches and paved areas. Development dating prior to the 1950s has often been shown to affect the integrity of pre-existing archaeological sites only partially, and portions of such sites are often found to remain intact. Such locations include school yards, parking lots, house yards, roadsides, and parks.

Registered cemeteries were given a buffer of 10 metres beyond known limits and other suspected or pioneer ones were marked with a 100 metre buffer around a point.

# 3 References Cited

Belden, H. (1881). *Illustrated Historical Atlas of the Counties of Essex and Kent 1880-1881* [Map]. H. Belden & Co.

Branstner, M. (2000). *The 18th Century Settlement at the Straits of Detroit.* Annual Meeting of the Society for Historical Archaeology, Quebec, PQ.

C.A.R.F. (1990). *An Archaeological Assessment of the Windsor Riverfront Railway Lands 1989, Volume 2: Descriptive Report.* [Unpublished report of the Cataraqui Archaeological Research Foundation]. Ministry of Heritage, Sport, Tourism and Culture Industries.

de Lery, G.-J. C. (1749). *Carte de la Rivière du Détroit* [Manuscript map]. Library and Archives Canada.

de Lery, G.-J. C. (1764). *La rivière du Détroit depuis le Lac Sainte Claire jusqu'au Lac Erié.* [Atlas map]. Bellin, Jacques Nicolas.

Douglas, A. (2001). *Uppermost Canada: The Western District and the Detroit Frontier 1800-1850*. Wayne State University Press.

Fox, W. (1990). The Odawa. In *The Archaeology of Southern Ontario to A.D. 1650* (Vol. 5, pp. 457–473). Ontario Archaeological Society.

Gardner, H. W. (1913). *Walkerville 1913*. The Record Printing Co.

Gladstone White, M. (1989). *Reflections of Windsor*. Michael Gladstone White.

Hawkins, A. L. (2001). Genoa Frilled Pottery and the Problem of the Identification of the Wenro in Huronia. *Ontario Archaeology*, *72*, 15–37.

Heidenreich, C. E. (1988). An Analysis of the 17-th Century Map "Novvelle France." *Cartographica*, *25*(3), 67–111.

Heidenreich, C. E. (1990). History of the St. Lawrence-Great Lakes Area to A.D. 1650. In C. J. Ellis & N. Ferris (Eds.), *The Archaeology of Southern Ontario to A.D. 1650*.

Lafreniere, D., & Rivet, D. (2009). *The forgotten capital: A historical atlas of Sandwich, Ontario* [Open Access Senior Honors Thesis, Eastern Michigan University]. Senior Honors Theses & Projects. 162. https://commons.emich.edu/honors/162

Lajeunesse, E. J. (Ed.). (1960). *The Windsor Border Region: Canada's Southernmost Frontier. A Collection of Documents* (Vol. 4). The Champlain Society.

Lennox, P. A., & Fitzgerald, W. R. (1990). The Culture History and Archaeology of the Neutral Iroquoians. In C. J. Ellis & N. Ferris (Eds.), *The Archaeology of Southern Ontario to A.D. 1650* (pp. 405–456). Ontario Archaeological Society Inc.

MacDonald, G. F. (1921). How Windsor Got its Name. *Essex Historical Society Papers*

*and Addresses*, *3*, 33–49.

Mainfort, R. J. (1979). *Indian Social Dynamics in the Period of European Contact Fletcher Site Cemetery Bay County.* (Vol. 4). Michigan State University Press.

McKay, O. (1905). *Plan showing the location of the Windsor & Tecumseh Electric Rialway Co's Line through portions of the City of windsor, Town of Walkerville and Township of Sandwich East* [Map].

McNiff, P. (1791). *A Plan of Lake Erie Detroit River part of Lake St. Clair, and River LaTranche* [Map].

McPhillips, G. (1892). *Plan of part of the Town of Windsor, Compiled from Registered Plans* [Map].

Molnar, J. S. (1997). *Interpreting Fishing Strategies of the Odawa* [Unpublished PhD dissertation submitted to the Department of Anthropology]. State University of New York.

Morrison, N. F. (1954). *Garden Gateway to Canada: One Hundred Years of Windsor and Essex County*. The Ryerson Press.

MTC, (Ministry of Tourism and Culture). (2011). *Standards and Guidelines for Consultant Archaeologists*. Archaeology Programs Branch, Ontario Ministry of Tourism and Culture.

Neal, F. (1909). *The Township of Sandwich, Past and Present*. The Record Printing Co.

O.H.T., O. H. T. (2011a). *Assumption Church. Lot 63, Concession 1, Township of Sandwich West, Essex County, Stage 1 Archaeological Assessment.* [Report on file]. Ministry of Heritage, Sport, Tourism and Culture Industries.

O.H.T., O. H. T. (2011b). *Assumption Park. Part Farm Lot 63, Concession 1 (Sandwich): Lots 1-6, Plan 1141, and Parts 1 & 2, Registered Plan 12R-11839, City of Windsor, Essex County, Stage 1 Archaeological Assessment.* [Report on file]. Ministry of Heritage, Sport, Tourism and Culture Industries.

Pinney, C. (1857). *Map of the town of Windsor, county of Essex, Canada West* [Map].

Price, T., & Kulisek, L. (1992). *Windsor, 1892-1992: A Centennial Celebration*. Windsor and District Chamber of Commerce, Chamber Publications.

Ruchames, L. (Ed.). (1971). *The Letters of William Lloyd Garrison, Vol IV: From Disunionism to the Brink of War 1850-1860*. The Belknap Press of Harvard University Press.

Smardz Frost, K. (2007). *I've Got a Home in Glory Land: A Lost Tale of the Underground Railroad*. Thomas Allen.

Steckley, J. L. (1990). The Early Map `Novvelle France'; A Linguistic Analysis. *Ontario Archaeology*, *51*, 31–52.

Teasdale, G. (2018). *Fruits of Perseverance: The French Presence in the Detroit River Region*. McGill-Queen's University Press.

Thwaites, R. G. (1896). *The Jesuit Relations and Allied Documents: Travel and Explorations of the Jesuit Missionaries in New France, 1610-1791; the Original French, Latin, and Italian Texts, with English Translations and Notes* (Vol. 1–73). Burrows Brothers.

W.A.C.A.C. (1997). *Walkerville, Ontario* [Report of the Windsor Architectural Conservation Advisory Committee on file]. Planning Department, City of Windsor.

Walling, H. F. (1877). *Map of Essex County* [Map]. R. M. Tackabury.

Windsor Evening Record. (1903). Found Skeletons: Relics dug up in Grand Trunk Yard. *Windsor Evening Record*.