STRAIT OF CANSO TRANSMISSION LINE ARCHAEOLOGICAL SCREENING & RECONNAISSANCE ANTIGONISH & INVERNESS COUNTIES, NOVA SCOTIA

2015 FINAL REPORT

Submitted to: Nova Scotia Special Places Program &
Nova Scotia Power Incorporated

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Heritage Research Permit #: A2015NS039

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EXECUTIVE SUMMARY

Nova Scotia Power Incorporated (NSPI) in proposing to construct a new transmission line crossing at the Strait of Canso. To reliably deliver the energy provided by the Maritime Link Project, the existing transmission lines across the Strait of Canso need to be reconfigured. The proposed reconfiguration calls for the separation of the 345kV line and the 230kV line that currently share the existing double circuit tower at the Aulds Cove - Newtown crossing. The most feasible solution is to build a second crossing, directly adjacent to the existing tower crossing, to physically separate the two transmission lines. The project has triggered a Class 1 Environmental Assessment. Various environmental studies, including an archaeological assessment, are required to support the Environmental Assessment. NSPI retained Kelman Heritage Consulting to conduct an archaeological screening and reconnaissance of the proposed transmission line corridor.

The archaeological screening and reconnaissance of the proposed Strait of Canso Transmission Line identified three small areas that exhibit high archaeological potential. The areas considered to exhibit high archaeological potential include one on the Inverness side and one on the Antigonish side of the study area that exhibit potential for Precontact resources, and one area on the Antigonish side that exhibits potential for historic resources. Precontact potential was determined based on proximity to water sources and the nature of the topography/terrain. Historic potential was determined based on the presence of a depression with visible brick fragments in an area identified as having potential through the background research. The remainder of the study was considered to exhibit low archaeological potential. Based on the results of the archaeological screening and reconnaissance, it is recommended that areas identified as exhibiting high archaeological potential be subjected to a program of shovel testing prior to any ground disturbance.

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1.0 INTRODUCTION

Nova Scotia Power Incorporated (NSPI) in proposing to construct a new transmission line crossing at the Strait of Canso. To reliably deliver the energy provided by the Maritime Link Project, the existing transmission lines across the Strait of Canso need to be reconfigured. The proposed reconfiguration calls for the separation of the 345kV line and the 230kV line that currently share the existing double circuit tower at the Aulds Cove - Newtown crossing. The most feasible solution is to build a second crossing, directly adjacent to the existing tower crossing, to physically separate the two transmission lines. The project has triggered a Class 1 Environmental Assessment. Various environmental studies, including an archaeological assessment, are required to support the Environmental Assessment. NSPI retained Kelman Heritage Consulting to conduct an archaeological screening and reconnaissance of the proposed transmission line corridor.

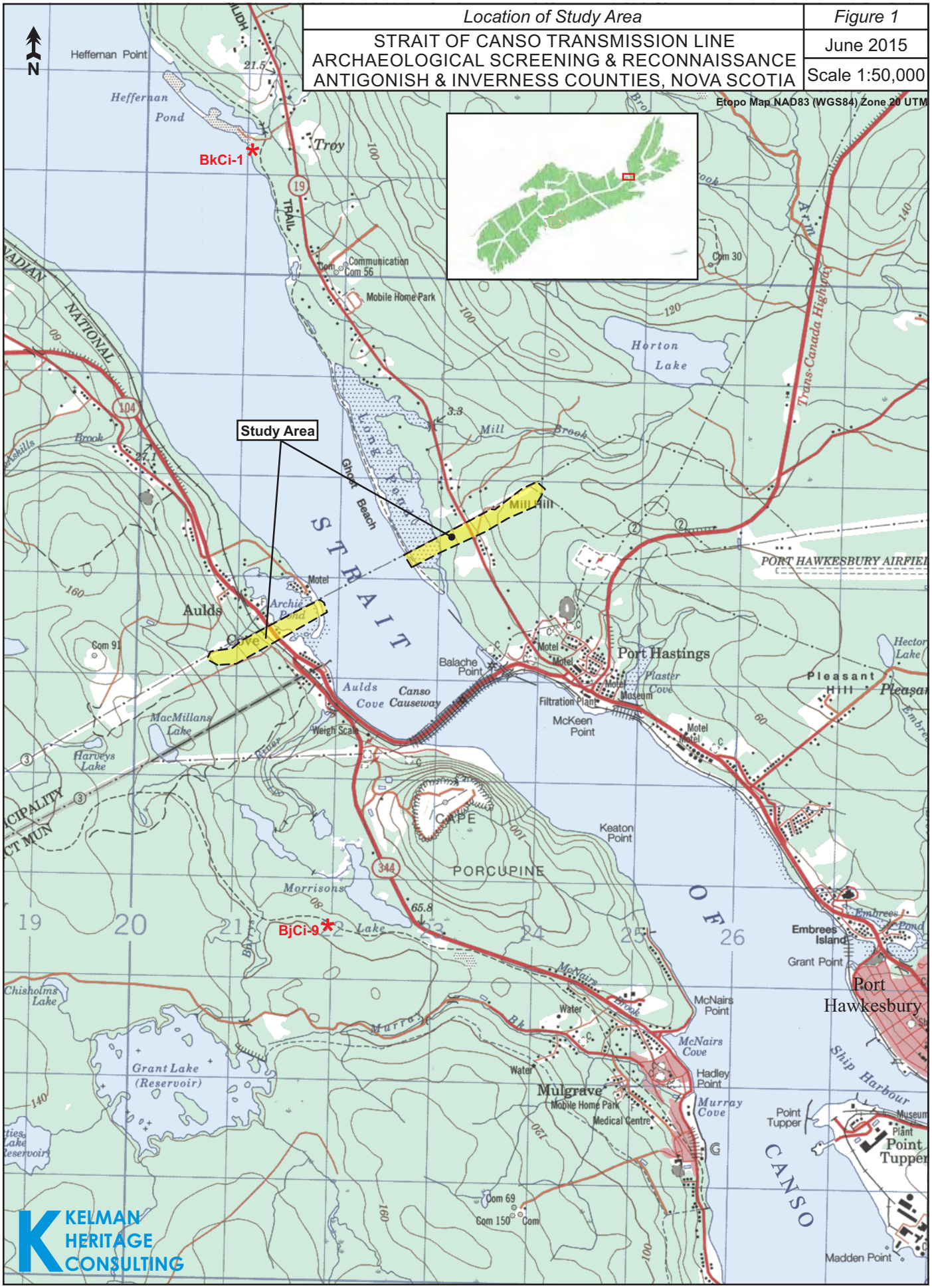
The archaeological program was directed by Darryl Kelman, Principal Archaeologist with Kelman Heritage Consulting. The archaeological screening and reconnaissance was conducted according to the terms of Heritage Research Permit A2015NS039 (Category 'C'), issued to Kelman by the Special Places Program. Field assistance was provided by archaeological field technician Colin Hicks. This report describes the archaeological screening and reconnaissance, presents its results, and offers resource management recommendations.

2.0 STUDY AREA

The proposed transmission line crosses the Strait of Canso approximately 1.5 kilometres northwest of the Canso Causeway. The nearest communities, on either side of the Strait, are Aulds Cove (Antigonish County) and Newtown (Inverness County)(***Figure 1***).

The existing crossing consists of two double circuit suspension towers, six anchor structures, and a high strength self-dampening conductor. The span over the Strait of Canso is approximately 1.4 kilometres with additional spans of 1.0 and 0.7 kilometres to the anchor towers on the adjacent hills. The proposed crossing will include a completely integrated design from dead-end structure to dead-end structure, as well as any supporting structures, to reconnect back into the existing circuit (L-7005). The proposed new transmission line crossing, with associated suspension and anchor towers, will be constructed approximately 38 - 45 m south of the existing L-7005 / L-8004 structures (***Figures 2 & 3***). The new lines will incorporate navigation lighting, aircraft markers, and bird deflectors.

A review of the Maritime Archaeological Resource Inventory (MARI), the provincial archaeological site database maintained by the Special Places Program, identified one registered historic archaeological site within 2 kilometres of the study area and one registered Precontact archaeological site within 5 kilometres of the study area (***Figure 1***). The historic site, BjCi-9, is a mid-nineteenth century stone foundation located at Morrisons Lake, just south of Auld's Cove. The Precontact site, BkCi-1, consists of three flake scatters on the beach at Troy, north of Newtown. There are several other registered sites, located on the opposite side of the Canso Causeway, more than 7 kilometres away. It is not anticipated that the current proposed development will impact any known sites.


Location of Study Area
Figure 1
STRAIT OF CANSO TRANSMISSION LINE
ARCHAEOLOGICAL SCREENING & RECONNAISSANCE
ANTIGONISH & INVERNESS COUNTIES, NOVA SCOTIA
June 2015
Scale 1:50,000
Etopo Map NAD83 (WGS84) Zone 20 UTM
N
BkCi-1
BjCi-9
Study Area
Heffernan Point
Heffernan Pond
Troy
Communication Com 56
Mobile Home Park
Horton Lake
Trans-Canada Highway
Mill Brook
Mill Hill
Ghost Beach
STRAIT
Aulds Cove
Archie Pond
Motel
Balache Point
Port Hastings
Plaster Cove
Museum
Filtration Plant
McKeen Point
Aulds Cove Canso Causeway
Weigh Scale
MacMillans Lake
Harveys Lake
CAPE PORCUPINE
Keaton Point
Morrisons Lake
Chisholms Lake
Grant Lake (Reservoir)
McNairs Point
McNairs Cove
Hadley Point
Murray Cove
Mulgrave
Mobile Home Park
Medical Centre
Water
Embrees Island
Grant Point
Port Hawkesbury
Ship Harbour
Point Tupper
Museum
Plant
Madden Point
CANSO
PORT HAWKESBURY AIRFIEL
Pleasant Hill
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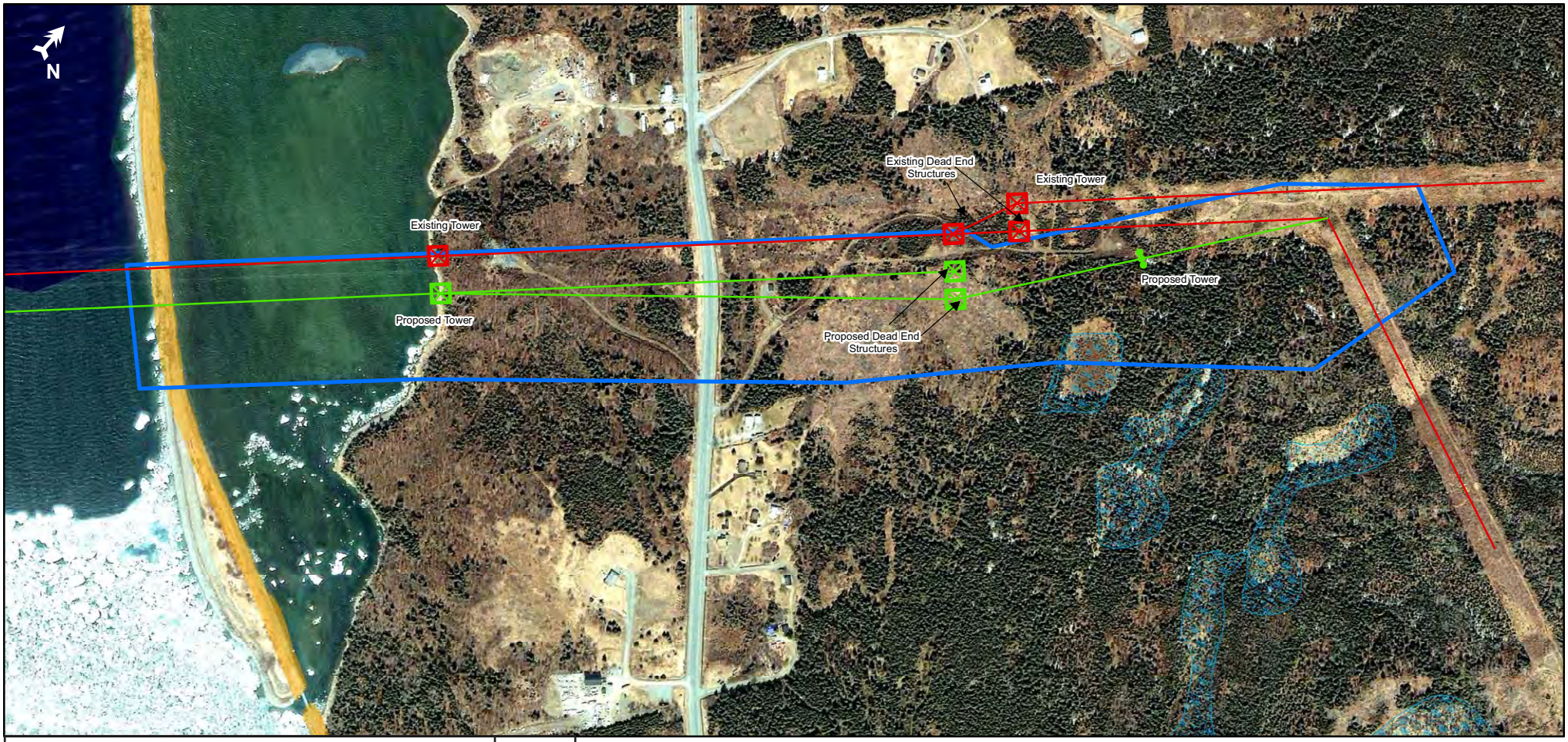

Detailed Study Area - Newtown (Inverness County)	*Figure 2*
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- Existing Transmission
- Proposed Transmission
- Area of Impact
- DNR - Restricted and Limited Use Land
- of concern (NSDNR)
- Wetland (NSDNR)

Date: May 8, 2015
Projection: UTM Zone20 NAD83 CSRS
Sources: NSPI, NSDNR, RLUL, Significant Habitat, NSE, SNSMR

Scale 1:4,500

0 0.125 0.25 0.5 0.75 Km

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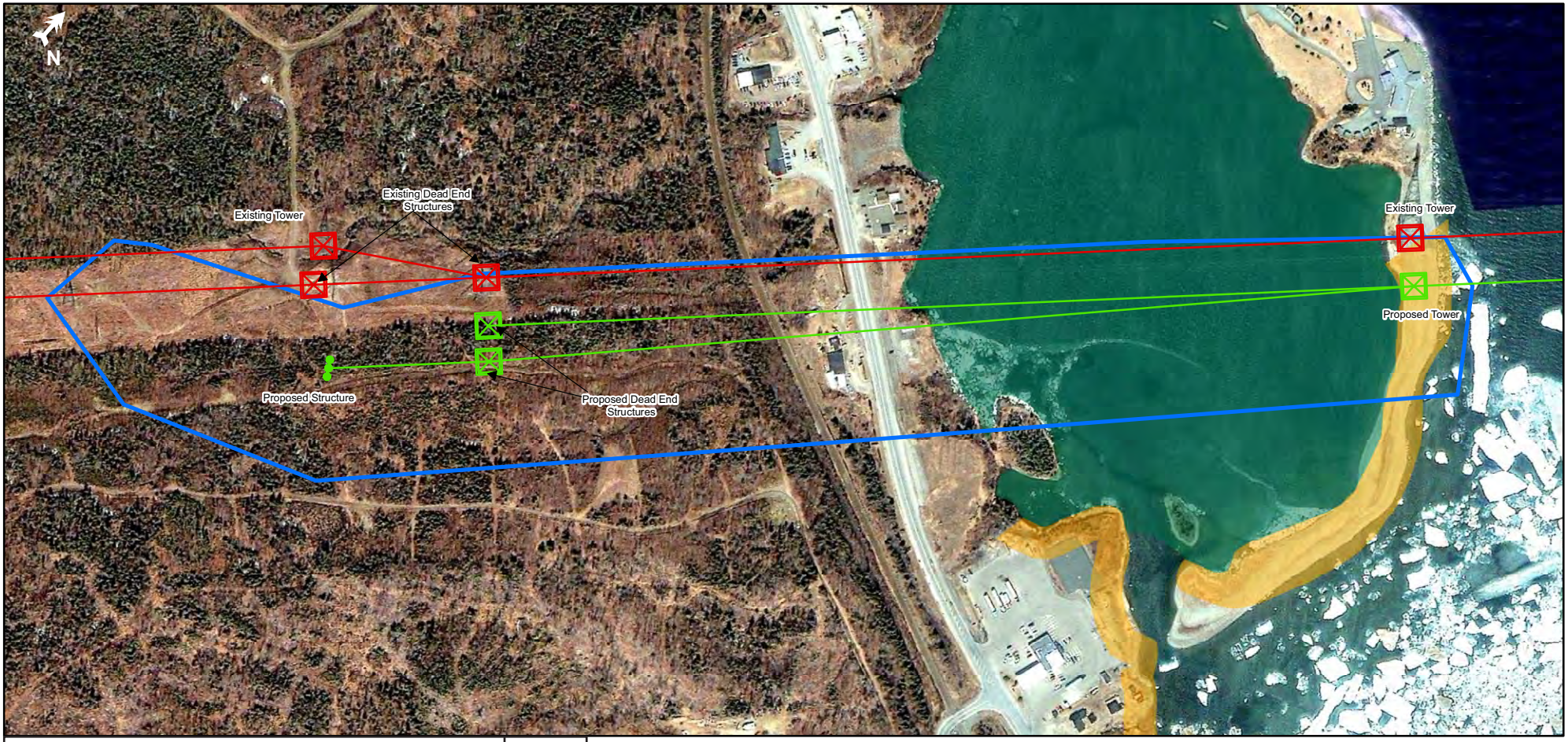

Detailed Study Area - Aulds Cove (Antigonish County)	*Figure 3*
STRAIT OF CANSO TRANSMISSION LINE ARCHAEOLOGICAL SCREENING & RECONNAISSANCE ANTIGONISH & INVERNESS COUNTIES, NOVA SCOTIA	June 2015

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- Existing Transmission
- Proposed Transmission
- Area of Impact
- DNR - Restricted and Limited Use Land
- migratory bird (NSDNR)

Date: May 8, 2015
Projection: UTM Zone20 NAD83 CSRS
Sources: NSPI, NSDNR, RLUL, Significant Habitat, NSE, SNSMR

Scale 1:3,500

0 0.125 0.25 0.5 0.75 Km

3.0 METHODOLOGY

3.1 Background Research (Screening)

The background research explored the land-use history of the study area and its environs. The goals were to identify known archaeological and historic sites and to delineate areas of archaeological potential. Environmental attributes, and historical settlement and development patterns, of the study area and the surrounding region were reviewed, in order to provide the necessary information for evaluating the area's archaeological potential. The background research included a review of relevant documentation available through the Nova Scotia Archives, the Nova Scotia Museum, the Department of Natural Resources, as well as secondary sources. This information was supplemented by a review of land grants records, historic maps, and local/regional histories. Topographic maps and aerial photographs, both current and historic, were also used in the archaeological evaluation of the study area. The historical and cultural information was integrated with the environmental and physiographic data to identify areas of archaeological potential.

Contact with Mi'kmaq

As per Heritage Research Permit (Category 'C') guidelines, contact was initiated with the Mi'kmaq regarding the proposed development project. Contact was made through the Archaeological Research Division of the Kwilmu'kw Maw-klusuaqn Negotiation Office (KMKNO).

3.2 Field Reconnaissance

Following completion of the background research, the study area was visually assessed. The goals of the archaeological reconnaissance were to conduct a pedestrian survey of the study area; to document any archaeological sites identified during the course of the background research and visual inspection; to identify and document any specific areas of potential archaeological sensitivity; and to design and recommend a strategy for the protection and preservation of those resources. Waypoints and track logs were recorded using a handheld Global Positioning System (GPS). All UTM coordinates were recording using a NAD83 datum. The process and results of the field reconnaissance were documented in field notes and photographs.

4.0 RESULTS

4.1 Background Research (Screening)

The following discussion outlines the environmental and cultural setting of the study area. The background research provides context for the evaluation of archaeological potential within the study area and aids in the initial interpretation of any resources encountered during the field reconnaissance.

4.1.1 Environmental Setting

The study area lies within the *Antigonish Uplands – South River* geographical classification region of the province (Davis & Browne 1997: 142). The uplands are elevated, dissected and cut by several faults. They represent a transitional zone between the coastal lowlands and upland areas to the south and west (Davis & Browne 1997: 142). The region is subject to both continental and maritime climatic influences, due to its location, and is best characterized by its variability (O'Neill 1977: 2). The locality contains several tertiary watersheds, most of which drain into St. Georges Bay. Floodplains occur along many of the streams and rivers on the mainland side of the region (Davis & Browne 1997: 142). The Strait of Canso was carved out by an ancestral river flowing from the Scotian Shelf into St. George's Bay (Davis & Browne 1997: 112). This action separated Cape Breton from the mainland sometime prior to the last glaciation (Roland 1982: 260; Nash 1986: 7).

Soils in the Cape Breton portion of the study area are *Shulie* series, which have good drainage and derive from a grayish-brown sandy loam till with variable thickness (Cann *et al* 1963: 33). Soils in the mainland portion of the study area are *Halifax* series and have developed from a gritty, sandy loam till derived from quartzite and slate (Cann & Hilchey 1954: 33). In the vicinity of Aulds Cove, conglomerate boulders litter the surface and the soils are too stony for agriculture (Cann & Hilchey 1954: 34).

The region consists primarily of forested habitats and, as a result, small mammal diversity is moderately high (Davis & Browne 1997: 142). Typical freshwater fish species include White Suckers, perch, Brown Bullhead, Brook Trout, American Eel, and Gaspereau (Davis & Browne 1997: 142). George's Bay and Chedabucto Bay, located at either end of the Strait of Canso, are important marine habitats. Mackerel and Hake are found in Georges Bay, while Cod, herring and Mackerel inhabit Chedabucto Bay. The Strait itself is too deep, in many places, to support significant shellfish or crustacean populations. However, both are found in abundance in the bays at either end of the strait (CNSSCEC 1975: 6-7). The Strait of Canso area also encompasses a wide diversity of bird habitats. Although not considered a significant breeding area, Archie Pond, partially located within the study area, is a known migration habitat for Canada Geese, dabbling ducks and diving ducks, who frequent the pond in the spring and fall. Archie Pond is also an important habitat for great blue herons, kingfishers, gulls and terns (CNSSCEC 1976: 15).

Within the *Antigonish Uplands – South River* region, forests are mixed, with Sugar Maple, Hemlock and Pine the principal species. The area is situated at the boundary between two ecoregions: to the north, conifers predominate interspersed with scattered

deciduous stands; to the south, shade-tolerant species thrive (Davis & Browne 1997: 142).

4.1.2 Native Land Use

The land within the study area was once divided between two greater Mi'kmaw territories: the mainland portion is located in what was once known as *Piktuk*, meaning 'explosive place', while the Cape Breton portion of the study are is situated in *Unama'kik,* which is a variation on the word *Mi'kma'kik* meaning 'Mi'kmaw territory' (Sable & Francis 2012: 21). The Strait of Canso, known in Mi'kmaq as *Tui'gn,* served as an important resource exploitation and harvesting area for a variety of plants and animals. In fact, many of those same activities continue to be practiced there today (MacLeod-Leslie 2015). Based on the abundance of local resources, it is likely that encampment and/or processing sites existed along the Strait. The Strait would have also served as an important transportation route between the Northumberland Strait and the Atlantic Ocean, as well as facilitating travel from the mainland to Cape Breton.

As described in **Section 2.0** above, a review of the MARI database identified one Precontact site, BkCi-1, within 5 kilometres of the study area. The site consists of three flake scatters on the beach at Troy, north of Newtown, and was identified during an archaeological survey of the area (Davis 1973: 5).

Contact with Mi'kmaq

Contact was initiated with the Archaeology Research Division (ARD) of the KMKNO via email on May 15, 2015. The ARD responded on May 22, 2015, and the information provided has been incorporated into this report.

4.1.3 Historic Period

Early European activity in the region began in the fifteenth and sixteenth centuries, with the arrival of the Basques, Bretons and Portuguese, who fished along the coast (MacDougall 1922: 9; Dawson 2012: 148). Historic records, however, were limited prior the seventeenth century (Nash 1986: 2-3).

By the early eighteenth century, the French had well-established settlements, on Cape Breton, at Ingonish and on Ingonish Island, known as *Ninganiche* and *Île d'Orléans* respectively. Maps from this period, however, depict the study area as forested and devoid of settlement (anon c1715; Boucher 1737).

Cape Breton was the subject of an ongoing eighteenth century dispute between England and France, culminating in the destruction of the French fortress of Louisbourg in 1758. Following the Treaty of Paris, in 1763, control of Cape Breton was given to the British and a period of more intensive settlement took place. In Inverness County, settlement truly began in the late eighteenth century, predominantly by Highland Scots who came to the area via Pictou or Antigonish. These early settlers tended to confine themselves to the coast, with the region as a whole being described as, "a dense and dreary forest" (MacDougall 1922: 5). This settlement pattern resulted in many dispersed holdings (MacDougall 1922: 4-5). An early settler, in the vicinity of the study area, was Thomas Fox, who settled at 'The Ponds' in the early nineteenth century. The Ponds was

subsequently renamed Foxes Pond and, finally, 'Long Pond' as it is known today (MacDougall 1922: 144).

None of the eighteenth century maps, reviewed for this screening, showed any signs of development, within the study area, along the shoreline of the Strait of Canso. However, this absence may simply be a reflection of the purpose of these maps, namely to depict the Strait as a navigation route between the Gulf of St. Lawrence and the Atlantic Ocean. For example, the 1777 DesBarres 'Atlantic Neptune' map of the area identifies 'Ghost Beach', part of which is located within the study area on the Cape Breton side of the Strait, and depicts it as split into two, roughly in the centre. Archie Pond, on the mainland side, is also depicted but not identified on the DesBarres map. No structures or roads are shown anywhere along the Strait (DesBarres 1777).

Cape Breton formed a single county, prior to 1834, when it was subdivided into Cape Breton, Richmond and Juste-au-Corps Counties. In 1837, Juste-au-Corps was renamed Inverness (MacDougall 1922: 5). By the late nineteenth century, Inverness County retained a small population and little industry.

Prospects for coal mining in Inverness were limited by its rugged coastline and lack of good harbours. As such, any development of the coal industry in the county would require the establishment of a railway to transport the coal to a viable harbour. Between 1874 and 1899, more than sixty provincial and federal statutes were passed dealing with mines and railways in Inverness County, and over forty acts were passed involving companies with names beginning with 'Inverness'. In 1901, the Inverness and Richmond Railway opened linking mines in Inverness County to a new wharf that had been built at Port Hastings (MacDonald 2012: 65-79). Within the study area, the railway was built on 'Ghost Beach', which forms the western edge of Long Pond. The railway was purchased by the Canadian National Railway in 1929 and abandoned in 1986. The rails were removed in 1989, and it is now part of the Trans-Canada Trail.

Modern Antigonish County formed part of the original Halifax County. In 1784, everything east of the St. Mary's River was reclassified as Sydney County. This boundary was moved to Ecum Secum in 1822. The county was then subdivided into Upper and Lower districts, which became separate counties: the upper district retained the name 'Sydney', while the lower part was renamed Guysborough County (MacDonald 1975: 5-6). Sydney County was renamed Antigonish County in 1863.

The earliest French settlement in the County of Antigonish, took place around 1776, when a number of colonists decided to return to Nova Scotia and settled at Tracadie (MacDonald 1975: 6). The earliest British settlers occupied Town Point, in Antigonish Harbour, in the 1780s (MacDonald 1975: 9). At the time, there were no roads, and virtually no other settlements, in the county. Travel was done by water, or over ice in winter, into the first quarter of the nineteenth century.

Settlement in the Antigonish portion of the study area also began in the late eighteenth century. Although land was granted in the area as early as 1775, occupation did not actually commence until the 1790s (Purcell 1993: 7-9). Early settlers included Alexander

Auld; John, James and Henry O'Neil; Edward and Patrick Forestall; Moses Stafford; Ashberry Strachan; Archie MacDonald; Caleb Talbot; and Malcolm MacAskill, among others. For these early settlers, fishing was the primary source of employment (Purcell 1993: 11).

Aulds Cove was originally known as 'Porcupine Cove' (named for nearby Cape Porcupine). Around 1820, it was renamed Mill Brook Cove due to the presence of a recently-constructed mill. In the 1840s, the named was changed to Auld's Gut of Canso, after early settler Alexander Auld who had established a grist mill at that location by 1820. In 1847, the name was changed to Forestall's Gut of Canso after Edward Forestall took over the ferry service across the Strait. Finally, the name was changed to Aulds Cove, in 1876, and remains such to this day (Purcell 1993: 7). In addition to operating the mill, Alexander Auld operated a ferry service across the Strait of Canso, from 1822, and established a postal way-office in 1841 (Purcell 1993: 11). The ferry ran from Auld's Cove to McMillan's Point. In 1847, Edward Forestall took over the ferry operation and the postal way-office. Forestall also opened a hotel and had a stable service for stage coaches (Purcell 1993: 11).

Archie Pond was originally called 'Bass Pond'. It was renamed Archie Pond in the 1830s after Archie MacDonald, who had a property that bordered onto it (Purcell 1993: 7). The 1878 A.F. Church map of Antigonish County depicts the spit of land that sticks out into the Strait of Canso, and forms the eastern edge of Archie Pond, as two separate pieces with a gap in the middle.

The 1850s marked the beginning of a "period of plenty" (Purcell 1993: 14) for the communities along the Strait of Canso. Thanks to a Free Trade agreement with the United States, large American fishing companies would not only use local fisherman and wharves during the fishing seasons, but would also winter their ships in the Strait area. This led to a boom for local businesses, such as shop keepers and coopers. Free trade was revoked in 1866, but some Americans continued trading with the locals illegally. Increased patrols, in the 1870s, put an end to such activities and, by the 1880s, large numbers of people were leaving the Strait area to find work elsewhere (Purcell 1993: 16).

One of the first roads to be built in the Strait area, on the mainland side, ran from south of the study area westward through Grosvenor to Tracadie. This road did not pass through the study area. Within the study area, the original coast road, from Havre Boucher to Aulds Cove, was completed in 1834 and is depicted on William MacKay's map from that year. The Post Road from Truro to Sydney, completed in 1847, brought stage coaches and increased communication to the area. The Post Road was situated to the south of the current study area. The 1878 Church map identifies several houses, situated within the study area, along the Coast Road. Highway 4, which passes through the study area and Aulds Cove, was constructed in 1938 and paved in 1939 (Purcell 1993: 11). Based on historic maps, Highway 4 followed roughly the same alignment as the nineteenth century coast road through the study area. In 1966, the highway was widened, becoming part of the Trans-Canada Highway (Purcell 1993: 21).

The road through the study area, on the Cape Breton side of the Strait, was in place by 1823 (Dawson 2009: 119). During the historic review, no maps were found showing the road or any settlements, within the study area, prior to the late nineteenth century. The 1884 A.F. Church map of Inverness County identifies a few houses and a forge along the road in the vicinity of the study area (Church 1864; Church 1884).

The construction of the Canso Causeway, in the 1950s, provided a great deal of employment for people living in the area. The construction process included the establishment of a new railway, which was built through the study area at that time.

As described in **Section 2.0** above, a review of the MARI database identified one registered historic archaeological site within two kilometres of the study area. The historic site, BjCi-9, is a mid-nineteenth century stone foundation located at Morrisons Lake, just south of Auld's Cove. This site is in no danger of being impacted by the potential construction activities related to the Strait of Canso Transmission Line project.

4.1.4 Archaeological Potential

Archaeological potential for the study area was assessed, based on the background review, prior to the field reconnaissance. Shorelines along the Strait of Canso, Long Pond and Archie Pond were considered to exhibit high archaeological potential for Precontact and historic resources. Additional areas assessed as having the highest archaeological potential for historic resources are situated in close proximity to historic road alignments, such as Highway 104 on the mainland side of the Strait of Canso and Highway 19 on the Cape Breton side. The remainder of the study area was considered to exhibit low archaeological potential.

4.2 Field Reconnaissance

The archaeological field reconnaissance was conducted by Kelman Heritage archaeologists, on May 29, 2015, under mostly clear and cool conditions, with occasional patches of fog throughout the day. The pedestrian survey determined that there are three localities, within the study area, that exhibit high archaeological potential. Two of these areas (Areas A and B) are considered to exhibit high archaeological potential for Precontact resources, while the third area (Area C) is considered to exhibit high archaeological potential for historic resources. The remainder of the study area has been determined to exhibit low archaeological potential (***Figure 4***). Areas of high and low archaeological potential are discussed separately, as follows:

High Potential Area A

An area of high archaeological potential for Precontact resources was identified close to the shore of Long Pond, on the Inverness side of the study area (***Figures 4 & 5***). This high potential area consists of three small parcels of dry, fairly level terrain separated by low wet areas and situated within 20-50 metres of the shore (***Plates 1 & 2***. The three parcels measure roughly 40 metres by 25 metres, 20 metres by 20 metres, and 20 metres by 15 metres, respectively. They are considered to exhibit high archaeological potential based on their topography and their proximity to the shore of Long Pond, which would provide sheltered access to the Strait of Canso. It is recommended that High Potential Area A be subjected to a program of archaeological shovel testing prior to any ground disturbance associated with the project.

PLATE 1: High Potential Area A; looking north. May 29, 2015.

PLATE 2: High Potential Area A; looking southeast. May 29, 2015.

High Potential Area B

High Potential Area B, on the Antigonish side of the study area, is located on a point of land that sticks out into Archie Pond (***Figures 4 & 6***). This area is considered to exhibit high potential for Precontact resources based on its location: a sheltered point providing easy access to Archie Pond and the Strait of Canso, and its topography: namely, the level and dry nature of the terrain (***Plate 3***). Area B measures approximately 30 metres by 30 metres. It is recommended that High Potential Area B be subjected to a program of archaeological shovel testing prior to any ground disturbance associated with the project.

High Potential Area C

High Potential Area C is located west of Highway 104, on the Antigonish side of the study area (***Figures 4 & 6***). This area is considered to exhibit high archaeological potential for historic resources. The reconnaissance identified a shallow depression, on the top of a small hill, adjacent the highway. The shallow depression was situated in the middle of a larger, level area, and the depression contained an abundance of brick fragments, which were visible on the ground surface (***Plate 4***). Furthermore, an old apple tree was identified on the levelled area. The historic background research indicated that there were several houses in the vicinity of this area in the mid-nineteenth century. As such, it is possible that the depression represents historic remains from that time period. It is, therefore, recommended that High Potential Area C be subjected to a program of archaeological shovel testing prior to any ground disturbance associated with the project.

PLATE 3: Looking east towards High Potential Area B; May 29, 2015.

PLATE 4: Examining High Potential Area C; note depression and bricks. Looking southeast. May 29, 2015.

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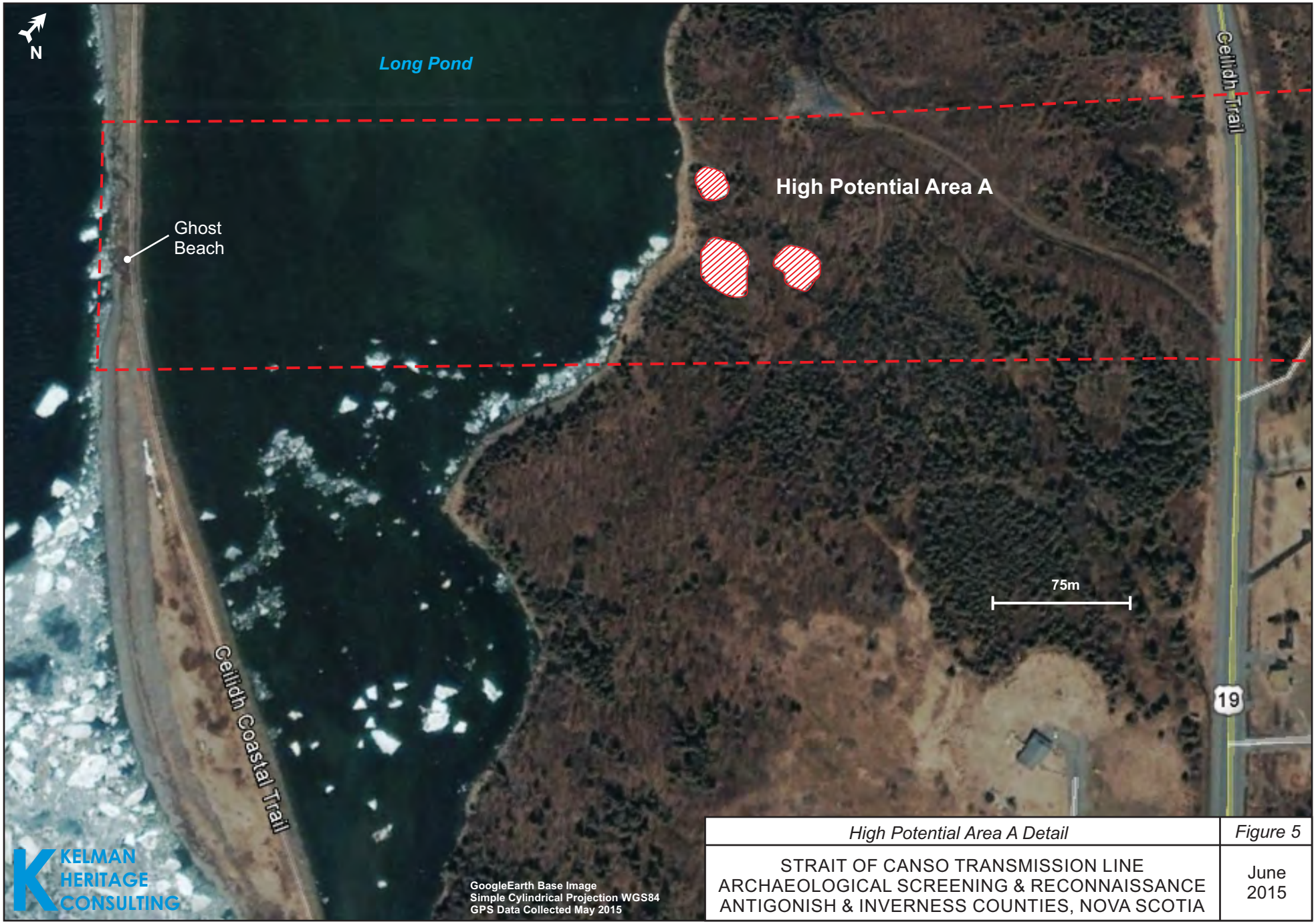
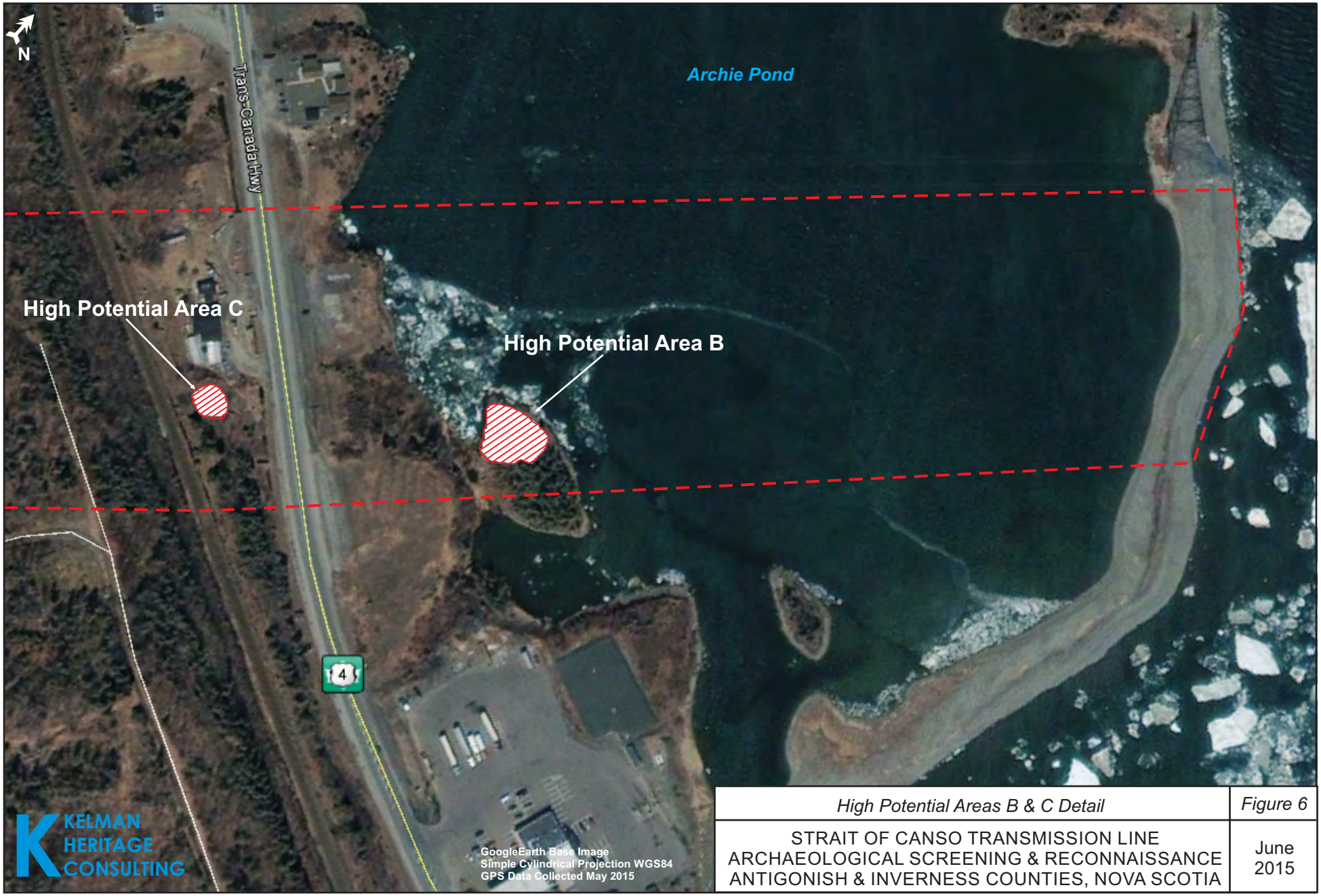
Reconnaissance Results	*Figure 4*
STRAIT OF CANSO TRANSMISSION LINE ARCHAEOLOGICAL SCREENING & RECONNAISSANCE ANTIGONISH & INVERNESS COUNTIES, NOVA SCOTIA	June 2015



High Potential Area A Detail	*Figure 5*
STRAIT OF CANSO TRANSMISSION LINE ARCHAEOLOGICAL SCREENING & RECONNAISSANCE ANTIGONISH & INVERNESS COUNTIES, NOVA SCOTIA	June 2015



High Potential Areas B & C Detail	*Figure 6*
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Low Potential Areas

Following the historic background research, the area along Highway 19 was considered to exhibit high archaeological potential for historic resources. This determination was made based on historic maps, which identified houses and a forge along the road in the vicinity of the study area. Visual reconnaissance did not identify any features, or areas, along the road that appeared to have been culturally-modified in any way. Instead, the reconnaissance verified the presence of steep slopes on either side of the highway. On the western side of the highway, the ground sloped steeply down to a swampy/marshy area, while the eastern side of the road was marked by a steep slope up to higher elevations (***Plate 5***).

Additional reconnaissance, up the slope to the east of Highway 19, revealed several steep areas separated by smaller stretches of less steep terrain. At the top of the hill, identified on provincial topographic maps as 'Mill Hill', elevation reaches 95 metres ASL. In general, the terrain was considered to be unsuitable for occupation and, furthermore, showed no signs of any cultural modification, with the exception of a bulldozed access road (***Plate 6***). Near the top of the hill, the remains of a collapsed hunting blind were identified (***Figure 4; Plate 7***) although it is not considered to be archaeologically or historically significant.

Reconnaissance to the west of Highway 19 revealed extensive areas of swampy/marshy terrain, as well as several patches of sloped and hummocky terrain. With the exception of High Potential Area A (as described above), the area west of Highway 19 is considered to exhibit low archaeological potential.

Reconnaissance along Ghost Beach determined that the area exhibits low archaeological potential. Ghost Beach is very exposed and most likely subject to high winds much of the time. There is virtually no soil and the beach is comprised mostly of rocks and cobbles. Ghost Beach was once part of the railway and now forms part of the Trans-Canada Trail. As such, it has been subject to extensive disturbance over the years. Although the area may have been used periodically, it is unlikely that habitation or occupation took place and, as a result, there are unlikely to be any archaeological traces of past activities (***Plate 8***).

Reconnaissance along the eastern edge of Archie Pond revealed a similar situation to that found at Ghost Beach. The area is very exposed to the elements and quite rocky. As such, it is unlikely to have been an attractive location for habitation or occupation (***Plate 9***).

Reconnaissance on either side of Highway 104 revealed areas of extensive modern disturbance. Disturbance included an abundance of fill and/or evidence of stripping, in many places, to create level areas for the construction of either parking lots or recent buildings. Reconnaissance also identified what appeared to be the remains of an old R.V. park, including numerous power hook-up towers (***Plate 10***).

Reconnaissance along the railway identified a stone pad at the top of the railway cut, not too far from High Potential Area C. The pad was built of stacked rectangular blocks of stone, measured 6 metres long by 1.5 metres wide, and stood several courses high. It was

likely built and used during the construction of the railway, possibly to provide a level platform for some type of equipment (***Plate 11***).

Reconnaissance to the west of the railway identified a bulldozed road that provided access up the hill (***Plate 12***). Several mechanically-excavated borrow pits were observed along the edge of the road (***Figure 4; Plate 13***). The remainder of the area west of the railway is sloped and hummocky, and is considered to exhibit low archaeological potential.

PLATE 5: Looking southeast along Highway 19; note steep slopes on either side. May 29, 2015.

PLATE 6: General view near top of Mill Hill; looking northwest. May 29, 2015.

PLATE 7: Collapsed hunting blind with existing transmission line in background. Looking northwest. May 29, 2015.

PLATE 8: View along Ghost Beach in study area; looking northwest. May 29, 2015.

PLATE 9: Edge of Archie Pond with existing tower in background; looking northwest. May 29, 2015.

PLATE 10: Looking southeast along Highway 104. May 29, 2015.

PLATE 11: Stone pad on top of railway cut; looking north. May 29, 2015.

PLATE 12: Bulldozed road west of the railway; looking east. May 29, 2015.

PLATE 13: Mechanical borrow pit along road; looking northwest. May 29, 2015.

5.0 CONCLUSIONS AND RECOMMENDATIONS

The archaeological screening and reconnaissance of the proposed Strait of Canso Transmission Line identified three small areas that exhibit high archaeological potential (***Figure 4***). The areas considered to exhibit high archaeological potential include one on the Inverness side and one on the Antigonish side of the study area that exhibit potential for Precontact resources, and one area on the Antigonish side that exhibits potential for historic resources. Precontact potential was determined based on proximity to water sources and the nature of the topography/terrain. Historic potential was determined based on the presence of a depression with visible brick fragments in an area identified as having potential through the background research. The remainder of the study was considered to exhibit low archaeological potential.

Based on the results of the archaeological screening and reconnaissance, Kelman Heritage offers the following management recommendations for the overall project:

1. It is recommended that High Potential Area A, as described in this report and depicted on **Figure 5**, be subjected to a program of archaeological shovel testing prior to any ground disturbance.

2. It is recommended that High Potential Area B, as described in this report and depicted on **Figure 6**, be subjected to a program of archaeological shovel testing prior to any ground disturbance.

3. It is recommended that High Potential Area C, as described in this report and depicted on **Figure 6**, be subjected to a program of archaeological shovel testing prior to any ground disturbance.

4. It is recommended that the remainder of the study area be cleared as there are no outstanding archaeological concerns.

5. In the unlikely event that significant archaeological resources or human remains are encountered during any construction activities, all work in the associated area(s) should be halted and immediate contact should be made with the Coordinator of Special Places (Sean Weseloh McKeane: 902-424-6475).

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