

Stage 1 Archaeological Assessment First Avenue/McNaughton Avenue Corridor (Lots 9-10, Concession 1, Geographical Whitby Township, County of Ontario) City of Oshawa, Regional Municipality of Durham

Original Report

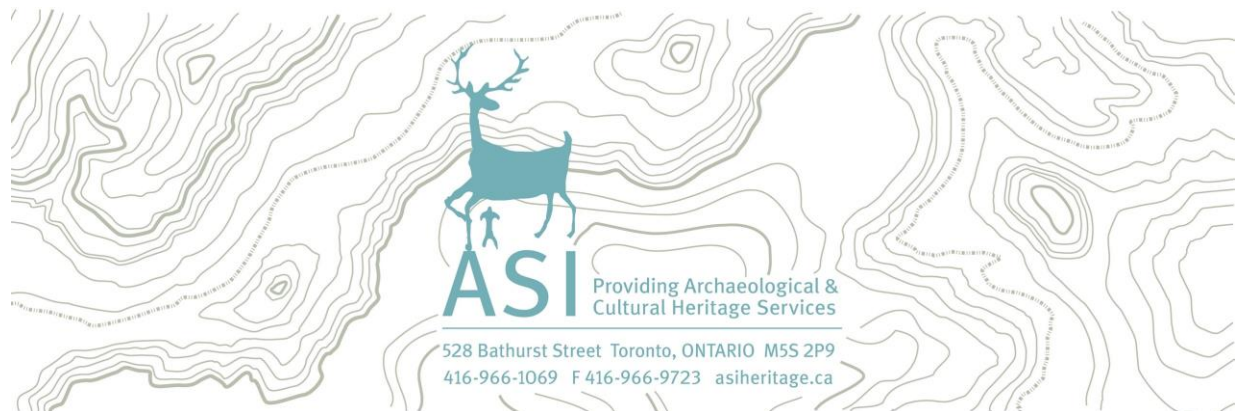
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PIF P094-0388-2024
Archaeological Services Inc. File: 24EA-027

30 April 2024



Executive Summary

Archaeological Services Inc. was contracted by Parsons to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Oshawa Central Major Transit Station Area – First Avenue/McNaughton Avenue Corridor Municipal Class Environmental Assessment. This project involves improvements to First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South, in the City of Oshawa. The Stage 1 Study Area consists of a 50-metre buffer on either side of First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South.

The Stage 1 background study determined no previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require archaeological assessment.

The following recommendations are made:

- 1) Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals prior to any proposed construction activities on these lands.
- 2) Some residential properties require Stage 2 survey at intervals using professional judgment to confirm the extent of any disturbance from early to mid-twentieth century residential development. Stage 2 is required prior to any proposed construction activities on these lands;
- 3) The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance or being previously assessed. These lands do not require further archaeological assessment; and,



- 4) Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.



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Table of Contents

Executive Summary	2
Project Personnel	4
Table of Contents	5
1.0 Project Context	8
1.1 Development Context	8
1.1.1 Treaties	9
1.2 Historical Context	11
1.2.1 Indigenous Land Use and Settlement	11
1.2.2 Post-Contact Settlement	17
1.2.3 Map Review	21
1.2.4 Aerial and Orthoimagery Review	23
1.3 Archaeological Context	23
1.3.1 Geography	24
1.3.2 Previously Registered Archaeological Sites	25
1.3.3 Previous Archaeological Assessments	26
2.0 Property Inspection	26
2.1 Field Methods	26
2.2 Current Land Use and Field Conditions	27
3.0 Analysis of Archaeological Potential	28
3.1 Conclusions	30
4.0 Recommendations	30
5.0 Legislation Compliance Advice	31
6.0 Bibliography and Sources	32
7.0 Images	38
7.1 Field Photography	38



7.2	Historical Imagery	47
8.0	Maps	48

List of Images

Image 1: Simcoe Street; Area is disturbed, no potential.	38
Image 2: Area is disturbed, no potential.	38
Image 3: Property of 505 Simcoe Street South requires Stage 2 Survey.	39
Image 4: Property of 505 Simcoe Street South requires Stage 2 Survey; First Avenue right-of-way is disturbed, no potential.....	39
Image 5: Stage 2 survey is required on the lawns east of the disturbed Albert Street right-of-way.....	40
Image 6: Stage 2 survey is required on the lawns east of the disturbed Albert Street right-of-way.....	40
Image 7: First Avenue right-of-way is disturbed, no potential.	41
Image 8: Former railway spur line at Front Street; Area is disturbed, no potential.	41
Image 9: Parking lot of former industrial property at Front Street; Area is disturbed, no potential.	42
Image 10: Howard Street right-of-way and parking lot for former industrial property are disturbed, no potential.	42
Image 11: Parking lot of former industrial property is disturbed, no potential. .	43
Image 12: Stage 2 survey is required on the lawns north of the disturbed McNaughton Avenue right-of-way.....	43
Image 13: Howard Street Park requires Stage 2 survey.....	44
Image 14: Stage 2 survey is required on the lawns east of the disturbed Drew Street right-of-way.....	44
Image 15: Stage 2 survey is required on the lawns west of the disturbed Drew Street right-of-way.....	45
Image 16: Stage 2 survey is required on the lawns for pre-1950 houses north of the disturbed McNaughton Avenue right-of-way.	45
Image 17: Stage 2 survey is required on the lawns for pre-1950 houses north of the disturbed McNaughton Avenue right-of-way.	46
Image 18: Properties fronting Ritson Road South to the south of McNaughton Avenue are disturbed, no potential.	46



Image 19: 155 First Avenue in 2009 (Google Earth Pro, 2024). 47
 Image 20: Parking lot at 155 First Avenue in 2013 (Google Earth Pro, 2024). 47

List of Figures

Figure 1: Location of Study Area. 48
 Figure 2: Study Area (Approximate Location) Overlaid on the 1860 Tremaine’s
 Map of Ontario County. 49
 Figure 3: Study Area (Approximate Location) Overlaid on the 1877 Illustrated
 Historical Atlas of Ontario County. 50
 Figure 4: Study Area (Approximate Location) Overlaid on the 1894 Municipal
 Plan of the Town of Oshawa. 51
 Figure 5: Study Area (Approximate Location) Overlaid on the 1911 Fire Insurance
 Plan of Oshawa. 52
 Figure 6: Study Area (Approximate Location) Overlaid on the 1930 Topographic
 Map Oshawa Sheet. 53
 Figure 7: Study Area (Approximate Location) Overlaid on the 1994 National
 Topographic Series Oshawa Sheet. 54
 Figure 8: Study Area (Approximate Location) Overlaid on 1954 Aerial
 Photography. 55
 Figure 9: Study Area – Surficial Geology. 56
 Figure 10: First Avenue/McNaughton Avenue Corridor – Results of Stage 1
 (Sheet 1). 57
 Figure 11: First Avenue/McNaughton Avenue Corridor – Results of Stage 1
 (Sheet 2). 58



1.0 Project Context

Archaeological Services Inc. (ASI) was contracted by Parsons to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Oshawa Central Major Transit Station Area – First Avenue/McNaughton Avenue Corridor Municipal Class Environmental Assessment. This project involves improvements to First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South, in the City of Oshawa.

The Stage 1 Study Area consists of a 50-metre buffer on either side of First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South (Figure 1).

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (1990, as amended in 2023) and the 2011 *Standards and Guidelines for Consultant Archaeologists (S & G)*, administered by the Ministry of Citizenship and Multiculturalism (MCM 2011).

1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act, RSO* (Environmental Assessment Act, R.S.O. c. E.18, 1990 as amended 2022) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted in accordance with the *Municipal Class Environmental Assessment* process (Municipal Engineers Association, 2023).

The *Archaeological Potential Model for Durham Region* (Archaeological Services Inc., 2013) was also consulted.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment and property inspection was granted by Parsons on February 26, 2024.



1.1.1 Treaties

The Study Area is within the Johnson-Butler Purchases and in the traditional and treaty territory of the Michi Saagiig and Chippewa Nations, collectively known as the Williams Treaties First Nations, including the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation (Williams Treaties First Nations, 2017).

The Study Area is also within the area of interest of the Huron-Wendat Nation.

The purpose of the Johnson-Butler Purchases of 1787/1788 was to acquire from the Mississaugas the Carrying Place Trail and lands along the north shore of Lake Ontario from the Trent River to Etobicoke Creek.

As part of the Johnson-Butler Purchases, the British signed a treaty, sometimes referred to as the “Gunshot Treaty” with the Mississaugas in 1787 covering the north shore of Lake Ontario, beginning at the eastern boundary of the Toronto Purchase and continuing east to the Bay of Quinte, where it meets the Crawford Purchase. It was referred to as the “Gunshot Treaty” because it covered the land as far back from the lake as a person could hear a gunshot. Compensation for the land apparently included “approximately £2,000 and goods such as muskets, ammunition, tobacco, laced hats and enough red cloth for 12 coats” (Surtees, 1984, pp. 37–45). First discussions about acquiring this land are said to have come about while the land ceded in the Toronto Purchase of 1787 was being surveyed and paid for (Surtees, 1984, pp. 37–45). During this meeting with the Mississaugas, Sir John Johnson and Colonel John Butler proposed the purchase of lands east of the Toronto Purchase (Fullerton & Mississaugas of the Credit First Nation, 2015). However, descriptions of the treaty differ between the British and Mississaugas, including the depth of the boundaries: “Rice Lake and Lake Simcoe, located about 13 miles and 48 miles north of Lake Ontario, respectively, were not mentioned as landmarks in the First Nations’ description of the lands to be ceded. Additionally, original descriptions provided by the Chiefs of Rice Lake indicate a maximum depth of ten miles, versus an average of



15-16 miles in Colonel Butler's description" (Fullerton & Mississaugas of the Credit First Nation, 2015).

However, records of the acquisition were not clear regarding the extent of lands agreed upon (Surtees, 1984, pp. 37–45). To clarify this, in October and November of 1923, the governments of Canada and Ontario, chaired by A.S. Williams, signed treaties with the Chippewa and Michi Saagiig for three large tracts of land in central Ontario and the northern shore of Lake Ontario, the last substantial portion of land in southern Ontario that had not yet been ceded to the government (Crown-Indigenous Relations and Northern Affairs, 2013).

The Williams Treaties were signed on October 31 and November 15, 1923 by representatives of the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation. The purpose of the treaties was to address lands that had not been surrendered through previous treaties and no negotiations preceded the signing of the Williams Treaties in 1923, with a commission established by the Federal and Provincial governments led by Treaty Commissioner A. S. Williams.

Through the Williams Treaties, the Crown received three tracts of land occupying approximately 52,000 square kilometres of land. The territory covered by the Williams Treaties stretched from the northern shore of Lake Ontario between Trent River and the Don River to Lake Simcoe and the eastern shore of Georgian Bay to the French River and Lake Nipissing and was bounded to the north and east by the Ottawa River. Specifically, the Williams Treaties include lands originally covered by the John Collins Purchase (1785), the Johnson-Butler Purchase (1787), the Rice Lake Purchase (Treaty #20 – 1818), and the Robinson-Huron Treaty (Treaty #61 – 1850). In exchange, the signing nations received a one-time payment of \$25 for each band member as well as \$233,425.00 to be divided amongst the four Mississauga nations and \$233,375.00 to be divided amongst the three Chippewa nations. However, records of the acquisition were not clear on the extent of lands agreed upon (Surtees, 1984, pp. 37–45).



However, the seven signatory nations claimed that the original terms of the treaty were not honoured when it was written by the Crown, which included the right to fish and hunt within the treaty lands and did not include the islands along the Trent River (Surtees, 1986; Williams Treaties First Nations, 2017). In 1992, the seven Williams Treaties First Nations filed a lawsuit against the federal government — Alderville Indian Band et al v. Her Majesty the Queen et al — seeking compensation for the 1923 land surrenders and harvesting rights. This case went to trial in 2012 and in September 2018 the Federal and Provincial governments announced that they had successfully reached a settlement with the seven member nations. The settlement includes financial compensation of \$1.11 billion to be divided amongst the nations as well as an entitlement for each First Nation to add up to 11,000 acres to their reserve lands and the recognition by the Crown of the First Nation's Treaty rights to harvest on Crown lands within the treaty territories (Government of Canada, 2018).

1.2 Historical Context

1.2.1 Indigenous Land Use and Settlement

Current archaeological evidence indicates humans were present in southern Ontario approximately 13,000 years before present (B.P.) (Ferris, 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (Ellis & Deller, 1990).

Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region.



The earliest archaeological evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is interpreted by archaeologists to be indicative of increased social organization and the investment of labour into social infrastructure (Brown, 1995, p. 13; Ellis et al., 1990, 2009).

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 B.P. – it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch & Williamson, 2013, pp. 13–15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), larger settlement sites focused on horticulture begin to dominate the archaeological record. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990, p. 317). By 1300-1450 C.E., archaeological research focusing on these horticultural societies note that this episodic community disintegration was no longer practised and these populations now communally occupied sites throughout the year (Dodd et al., 1990, p. 343). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). Through this process, the socio-political organization of these First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.



Other First Nation communities continued to practice residential mobility and to harvest available resources across landscapes they returned to seasonally/annually.

By 1600 C.E., the Confederation of Nations were encountered by the first European explorers and missionaries in Simcoe County. In the 1640s, devastating epidemics and the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nippissing and Odawa) led to their dispersal from southern Ontario. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s however, the Anishinaabeg were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.

1.2.1.1. Oral Histories

Oral histories from Indigenous communities are primary sources that can hold important historical information and their inclusion can provide an indigenous perspective to archaeological assessment reports.

[Alderville First Nation](#)

The following oral history was provided by Gidigaa Migizi-ban, a respected Knowledge Keeper and Elder for the Michi Saagiig Nation, relaying oral tradition provided to him by his Elders.

“The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as “the people of the big river mouths” and were also known as the “Salmon People” who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off



into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.

The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.

Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the “Old Ones” who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage



route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 AD seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Migizi & Kapyrka, 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.



The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear. Michi Saagiig Elder Gitiga Migizi (2017) recounts:

“We weren’t affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.

There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.

We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.

Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn’t mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis.”



Often times, southern Ontario is described as being “vacant” after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present-day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.

The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.”

1.2.2 Post-Contact Settlement

Historically, the Study Area is located in the Geographical Whitby Township, County of Ontario in Lots 9-10 & Concession 1.

The S & G stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the Ontario Heritage Act or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 metres of an early settlement road are also



considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Sites on the Rouge River and Duffins Creek were critical locations for the Michi Saagiig. Duffin's Creek and Frenchman's Bay were integral to seasonal harvesting rounds and would have involved considerable interaction with settlers in the eighteenth century as they were situated on critical transportation routes to the north. Alexander Henry, a Northwest Company fur trader and merchant, for example, visited with the Michi Saagiig in 1764 and in his published account describes villages along the Humber and Rouge Rivers (Henry & Gough, 1992). There is also a 1779 account by Walter Butler, son of Loyalist commander John Butler, of an expedition to Pine Wood Creek where the trader Duffin had resided, and where Frenchmen had wintered (Duffins Creek, just East of Frenchman's Bay). Bulter noted the creek was "famous with the Indians for great quantities of fish" (Kenney, 1920).

Throughout the period of initial European settlement, Indigenous groups continued to inhabit Southern Ontario, and continued to fish, gather, and hunt within their traditional and treaty territories, albeit often with legal and informal restrictions imposed by colonial authorities and settlers. In many cases, Indigenous peoples acted as guides and teachers, passing on their traditional knowledge to Euro-Canadian settlers, allowing them to sustain themselves in their new homes. Indigenous peoples entered into economic arrangements and



partnerships, and often inter-married with settlers. However, pervasive and systemic oppression and marginalization of Indigenous peoples also characterized Euro-Canadian colonization, with thousands being displaced from their lands, denied access to traditional and treaty hunting, fishing, and collecting grounds, and forced to assimilate with Euro-Canadian culture through mandatory attendance at Day and Residential Schools (Ray, 2005; Rogers & Smith, 1994).

1.2.2.1. City of Oshawa

Oshawa was one of two major settlements in the Township of Whitby. Benjamin Wilson is said to have settled near the mouth of Oshawa Creek with his family in 1794 and lived in a log cabin that had been a French trading post. Also arriving were the Farewell brothers and Jabez Lynde at the turn of the century. One of the Farewells built a saw and grist mill on Harmony Creek along with a tavern on Dundas Street, which was to become a popular resting place along the stagecoach route. In 1809, Jabez Lynde was the first to own property in what was to become the village of Oshawa. Oshawa was first known as Skae's Corners, named after popular merchant Edward Skae (Mika & Mika, 1983). The name was later changed when local trader Moody Farewell invited two Mississauga friends from Rice Lake to propose a more original name around 1842. They suggested *ajawi*, signifying 'crossing to the other side' or 'shore of a river or lake', and the name Oshawa evolved from it. Edward Skae went on to become the first postmaster on October 6, 1842 (Rayburn, 1997). Oshawa received village status in 1850 and town status in 1879 (Mika & Mika, 1983).

The Sydenham Harbour Company was established in the early 1840s and constructed piers and a breakwater to develop harbour facilities. The company later became the Port Oshawa Harbour Company. The port became a customs port in 1853 and in 1856 the Grand Trunk Railway passed south of Oshawa. These two events led to industrial growth in Oshawa. In 1852, the Oshawa Manufacturing Company was created and in 1858, it was purchased by Joseph Hall. Hall was to turn the company into an important producer of farming tools. In 1861, a tin and sheet metal company was established. Ten years later, the Ontario Malleable Iron Company was established to ensure a local source of



malleable iron for Oshawa's industries and to attract developers. In 1876, Robert McLaughlin moved his carriage company to Oshawa, which grew to be the largest in the British Empire. With the increased use of cars after the turn of the twentieth century, the McLaughlins began producing them in 1908. In 1918, General Motors of Canada Limited was created after the merger of the McLaughlin Motor Car Company and the Chevrolet Motor Car Company of Canada with Robert Samuel McLaughlin as president (Mika & Mika, 1983).

The first schools in Oshawa were one-room log buildings, with one of the earliest being located at King Street and Simcoe Street as early as 1829. The Union School was constructed in 1835 and Centre Street School was built in 1856 with part of the school being used as a high school. An independent high school was built in 1865. Ward schools were constructed in 1877 after the municipality was divided into wards. Many of the early religious meetings took place at the Union School until the congregations of the various churches were able to construct their own buildings. In 1841, the Wesleyan Methodist and the Roman Catholics built their churches, followed by the Christian Church the year after. In 1843, St. George's Anglican Church was constructed, and the Presbyterians constructed a church in 1862 (Mika & Mika, 1983).

A public library began in 1864 as a Mechanics' Institute in Oshawa. A Carnegie Library was formed in 1906. Colonel R.S. McLaughlin gifted the city a library, the present McLaughlin Public Library in 1954, with further funds being donated in 1966 for an expansion of the library (Mika & Mika, 1983).

In 1922, Oshawa annexed part of East Whitby Township and was incorporated as a city in 1924. Another annexation of part of the township occurred in 1951. When Ontario County was dissolved in 1974, Oshawa became part of the Regional Municipality of Durham (Mika & Mika, 1983).

1.2.2.2. Oshawa Railway Company

The railway, chartered in 1887, was first named the Oshawa Railway and Navigation Company. They were authorized to build a railway at the Port of Oshawa on Lake Ontario, to Oshawa Station at the Grand Trunk Railway, and



through the Town of Oshawa. The name was changed to the Oshawa Railway Company in 1891 and was also referred to as the OR. Construction of the railway lines began in 1895 and operation began later the same year (Oshawa Community Museum, 2013). It was an electric street railway which opened to carry passengers and freight between the Grand Trunk Railway station and the middle of Oshawa (Toronto Railway Historical Association, 2024).

The Grand Trunk Railway took over operation of the Oshawa Railway Company in 1910-1911. It then became a subsidiary of the Canadian National Railway in 1923, when the Canadian National Railway absorbed the Grand Trunk Railway (Oshawa Community Museum, 2013). Passenger service was ended in 1940, and the streetcars were replaced with a fleet of small 27 passenger Chevrolet buses (Bow, 2018; New England Electric Railway Historical Society, 2024; Oshawa Community Museum, 2013). Freight operations continued to service factories, however by 1963 tracks were being removed and in 1964, all electrified operations ceased.

1.2.3 Map Review

The 1860 *Tremaine Map of the County of Ontario* (Tremaine, 1860), the 1877 *Illustrated Historical Atlas of Ontario County* (Miles & Co., 1877), the 1894 Municipal Plan of the Town of Oshawa (Deans, 1894), the 1911 Fire Insurance Plan of Oshawa (Goad, 1911), the 1930 topographic map Oshawa sheet (Department of National Defence, 1930) and the 1994 National Topographic Series Oshawa sheet (Department of Energy, Mines and Resources, 1994) were examined to determine the presence of historic features within the Study Area during the nineteenth and twentieth centuries (Figures 2-7).

It should be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-



referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

The 1860 map (Figure 2) depicts Simcoe Street South and Ritson Road South as historically surveyed roads. No structures appear within or adjacent to the Study Area. The Study Area is depicted south of the Village of Oshawa. The 1877 map (Figure 3) continues to depict the Study Area in the urban portion of the village of Oshawa.

The 1894 map (Figure 4) shows residential development had occurred over 100 metres northwest of the Study Area. A large property belonging to the Ontario Malleable Iron Works is depicted, approximately 100 metres north of the Study Area, on the east side of Prospect Street (now Front Street). Prospect Street is shown terminating north of the Study Area.

The 1911 map (Figure 5) is available for the western portion of the Study Area. It shows First Avenue as a generally west-east oriented road between Simcoe Street South to the west and does not continue east of Front Street. Albert Street is a north-south oriented road between Simcoe Street South and Front Street. A steam and electric railway track, the Oshawa Railway, is parallel to the east side of Front Street. Between Albert and Front Streets, the south side of First Avenue has a small residential development, and the north side of First Avenue has a row of houses along the west side of Front Street, all of which remain extant. Buildings for Canada Pride Steel Range Company Limited are shown east of the steam and electric railway track.

The 1930 map (Figure 6) depicts First Avenue had been extended and surveyed between Simcoe Street South and Drew Street. First Avenue becomes McNaughton Avenue on the east end between Drew Street and Ritson Road South. One house is illustrated on the north side of McNaughton Avenue, and one house is east of Drew Street. The Study Area continues to be within a mixed residential and industrial context, with two large manufacturing buildings on the



south side of First Avenue and one beyond the north limits of the Study Area. Front Street has several railway tracks running along its path connecting the Canadian Pacific Railway corridor north beyond the Study Area to the Canadian National Railways corridor to the south. A single building stands at 505 Simcoe Street South, on the north side of First Avenue.

The 1994 map (Figure 7) shows the Study Area in a mixed residential and industrial context.

1.2.4 Aerial and Orthoimagery Review

Historical aerial imagery from 1954 (Hunting Survey Corporation Limited, 1954) shows a building at 505 Simcoe Street South, across the street from large industrial buildings (Figure 8). Between Front Street and Howard Street, the Study Area includes a parking lot, relating to the Ontario Malleable Iron Company on the property farther north, and industrial buildings south of First Avenue. The areas between Albert and Front Streets and between Howard Street and Ritson Road South are residential in nature.

A review of Google satellite imagery available between 2004 and 2022 shows construction of a parking lot south of First Avenue to the east of Front Street between 2009 and 2013 (Image 19 to Image 20). The remainder of the Study Area remained relatively unchanged during that time period.

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MCM through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.



1.3.1 Geography

In addition to the known archaeological sites, the state of the natural environment is a helpful indicator of archaeological potential. Accordingly, a description of the physiography and soils are briefly discussed for the Study Area.

The S & G stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 B.P. (Karrow & Warner, 1990, fig. 2.16), proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Other geographic characteristics that can indicate archaeological potential include elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas) are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).



The Study Area is located within the till plains of the Iroquois Plain Physiographic Region of southern Ontario (Chapman & Putnam, 1984). Sand plains are glaciolacustrine features that form in shallow waters (Karrow & Warner, 1990). The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, and to the Niagara River, spanning a distance of 300 kilometres (Chapman & Putnam, 1984). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).

Figure 9 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by stone-poor, sandy silt to silty sand-textured till on Paleozoic terrain (Ontario Geological Survey, 2010).

Soil in the Study Area is not mapped due to rapid urban expansion (Ontario Ministry of Agriculture, Food, and Rural Affairs, 1929).

Oshawa Creek is approximately 165 metres west of the Study Area. It flows in a generally north-south orientation for 50 kilometres from its headwaters in the Oak Ridge Moraine to Lake Ontario in Oshawa (Greenbelt Foundation, n.d.). Oshawa Creek and its tributaries drain an area of 120 square kilometres (Central Lake Ontario Conservation, 2020).

1.3.2 Previously Registered Archaeological Sites

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database maintained by the MCM. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 kilometres east to west, and



approximately 18.5 kilometres north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The Study Area under review is located in Borden block A/Gr.

According to the Ontario Archaeological Sites Database, no previously registered archaeological sites are located within one kilometre of the Study Area (MCM 2024).

1.3.3 Previous Archaeological Assessments

ASI reviewed previous archaeological assessments that detail fieldwork within 50 metres of the Study Area:

- (Archaeological Assessments Ltd., 2020) *The Stage 1-2 Archaeological Assessment of 480, 484 and 506 Ritson Road South, Part of Lot 9, Concession 1, Geographic Township of East Whitby, City of Oshawa, Regional Municipality of Durham*. P013-1242-2019.
 - The project area, where it overlaps the Study Area at 490 and 506 Ritson Road South, was subject to test pit survey at five metre intervals and the area was recommended to be free of further archaeological concern.

2.0 Property Inspection

2.1 Field Methods

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet



areas should be identified and documented, if present. Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect assessment strategies, such as heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Caitlin Lacy (R303) on February 23, 2024 in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a systematic visual inspection from publicly accessible lands/public right-of-ways only and did not include excavation or collection of archaeological resources. Fieldwork was conducted when weather conditions were deemed clear with good visibility (partly cloudy and six degrees Celsius), per S & G Section 1.2., Standard 2. Field photography is presented in Section 7.1 (Image 1 to Image 18), and field observations are overlaid onto the existing conditions of the Study Area in Section 8.0 (Figure 10 to Figure 11).

2.2 Current Land Use and Field Conditions

First Avenue, between Simcoe Street South and Drew Street, is a two-way street with one lane per direction of traffic. After a slight jog northward at Howard Street, First Avenue becomes McNaughton Avenue at Drew Street and then continues towards Ritson Road South. McNaughton Avenue is also a two-way street with one lane per direction of traffic. McNaughton Avenue has left turn lanes at Drew Street and Ritson Road South.

On the north side of First Avenue between Simcoe Street South and Albert Street is 505 Simcoe Street South. The property contains the former schoolhouse circa 1925 which has been converted into a senior's residence (Image 3). A parking lot is on the west and north sides of the building (Image 1). The remainder of the property contains grassy lawn (Image 4). South of First



Avenue between Simcoe Street South and Albert Street is a late twentieth century commercial plaza and parking lot (Image 1).

North and south of First Avenue between Albert Street and Front Street is residential housing constructed in the early twentieth century (Image 5 to Image 7).

The Michael Starr Trail is a paved path which has replaced the former Oshawa Railway lines along the east side of Front Street (Image 8). Between the trail and Howard Street, south of First Avenue, an early twentieth century parking lot (Image 9). On the north side of the road is a parking lot for an industrial building seventy metres north of the Study Area (Image 11).

The blocks north and south of McNaughton Avenue between Howard Street and Drew Street, and between Drew Street and Ritson Road South contain early to mid twentieth century residential housing (Image 12 to Image 17). South of McNaughton Avenue, commercial properties front Ritson Street South (Image 18).

3.0 Analysis of Archaeological Potential

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

- Water sources within 300 metres: primary, secondary, or past water source (Oshawa Creek); and,
- Early historic transportation routes within 100 metres (Simcoe Street South, Ritson Road South)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The Municipal Heritage Register was consulted and one property within the Study Area is Listed or Designated under the *Ontario Heritage Act*:



- 505 Simcoe Street South, residential (formerly educational), circa 1925. Property requires test pit survey.

The *Archaeological Potential Model for Durham Region* (ASI 2013) was reviewed for background information and to help inform any indicators of archaeological potential not captured in other research. Generally speaking, archaeological management plans are high-level analyses of archaeological potential for non-specialists but cannot be considered a replacement for Stage 1 archaeological assessments. ASI's review of the above archaeological management plan indicates the entire Study Area has archaeological potential. However, construction practices after 1950 involved wholesale topsoil removal and grading which would eliminate archaeological integrity in residential properties.

The property inspection determined that Howard Street Park, at the southeast corner of Howard Street and McNaughton Avenue, exhibits archaeological potential. This area will require Stage 2 archaeological assessment prior to any construction activities or other proposed impacts. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Image 13; Figure 10 to Figure 11: areas highlighted in dark green).

The residential property of 505 Simcoe Street South and the private residential lands between Albert Street and Front Street, between Howard Street and Drew Street, and between Drew Street and Ritson Road South exhibit potential for intact soils in the yards of the pre-1950 residential properties (Image 3 to Image 6, Image 12, Image 14 to Image 17: areas highlighted in light green). A geotechnical study was conducted on the heritage property of 505 Simcoe Street South. Two boreholes contained fill layers of silty clay, sand, gravel, mixed with organics and brick fragments in places, at depths of 1.2 to 1.8 metres below grade (Soil Engineers Ltd., 2023). According to the S & G Section 2.1.8, these areas will require Stage 2 survey at judgmental intervals to confirm that all or part of the areas may be disturbed. The Stage 2 should include detailed land use

property histories, including additional property-specific map reviews and archival research to determine archaeological potential.

Part of the Study Area has been previously assessed and does not require further archaeological assessments (Figure 11: areas highlighted in red).

Part of the Study Area has been subjected to deep soil disturbance events due to the construction of roads, the demolition of early twentieth century industrial buildings, and subsequent replacement with mid to late twentieth century parking lots, commercial plaza, and industrial building, and the removal of railway lines. According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Image 1 to Image 2, Image 5 to Image 12, Image 14 to Image 18; Figure 10 to Figure 11: areas highlighted in yellow) and do not require further survey.

3.1 Conclusions

The Stage 1 background study determined no previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require archaeological assessment (Figure 10 to Figure 11: areas highlighted in dark green and light green).

4.0 Recommendations

The following recommendations are made:

- 1) Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals prior to any proposed construction activities on these lands (Figure 10 to Figure 11: areas highlighted in dark green);
- 2) Some residential properties require Stage 2 survey at intervals using professional judgment to confirm the extent of any disturbance from early to mid-twentieth-century residential development (Figure 10 to Figure 11:



areas highlighted in light green). Stage 2 is required prior to any proposed construction activities on these lands;

- 3) The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance or being previously assessed. These lands do not require further archaeological assessment; and,
- 4) Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

NOTWITHSTANDING the results and recommendations presented in this study, ASI notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Archaeology Programs Unit of the MCM should be immediately notified.

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

5.0 Legislation Compliance Advice

ASI advises compliance with the following legislation:

- This report is submitted to the MCM as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 2005, c 0.18. The report is reviewed to ensure that it complies with the S & G that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation, and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal



have been addressed to the satisfaction of the MCM a letter will be issued by the MCM stating that there are no further concerns with regards to alterations to archaeological sites by the proposed development.

- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.
- The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33*, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the Registrar of Cemeteries at the Ministry of Consumer Services is also immediately notified.
- Archaeological sites recommended for further archaeological field work or protection remain subject to Section 48(1) of the *Ontario Heritage Act* and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.

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7.0 Images

7.1 Field Photography



Image 1: Simcoe Street; Area is disturbed, no potential.



Image 2: Area is disturbed, no potential.



Image 3: Property of 505 Simcoe Street South requires Stage 2 Survey.



Image 4: Property of 505 Simcoe Street South requires Stage 2 Survey; First Avenue right-of-way is disturbed, no potential.



Image 5: Stage 2 survey is required on the lawns east of the disturbed Albert Street right-of-way.



Image 6: Stage 2 survey is required on the lawns east of the disturbed Albert Street right-of-way.



Image 7: First Avenue right-of-way is disturbed, no potential.



Image 8: Former railway spur line at Front Street; Area is disturbed, no potential.



Image 9: Parking lot of former industrial property at Front Street; Area is disturbed, no potential.



Image 10: Howard Street right-of-way and parking lot for former industrial property are disturbed, no potential.



Image 11: Parking lot of former industrial property is disturbed, no potential.



Image 12: Stage 2 survey is required on the lawns north of the disturbed McNaughton Avenue right-of-way.



Image 13: Howard Street Park requires Stage 2 survey.



Image 14: Stage 2 survey is required on the lawns east of the disturbed Drew Street right-of-way.



Image 15: Stage 2 survey is required on the lawns west of the disturbed Drew Street right-of-way.



Image 16: Stage 2 survey is required on the lawns for pre-1950 houses north of the disturbed McNaughton Avenue right-of-way.



Image 17: Stage 2 survey is required on the lawns for pre-1950 houses north of the disturbed McNaughton Avenue right-of-way.

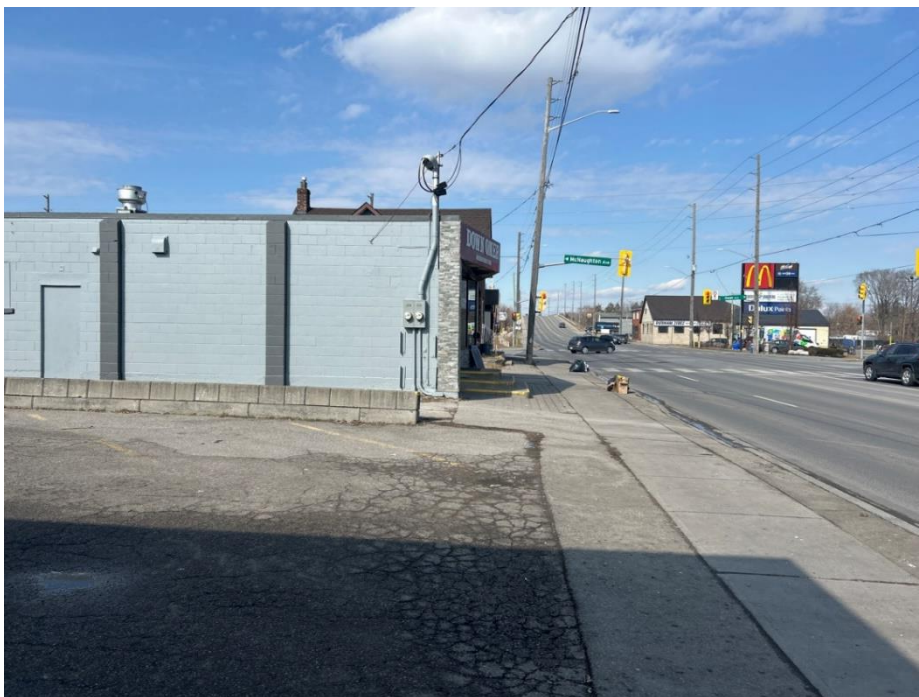


Image 18: Properties fronting Ritson Road South to the south of McNaughton Avenue are disturbed, no potential.

7.2 Historical Imagery

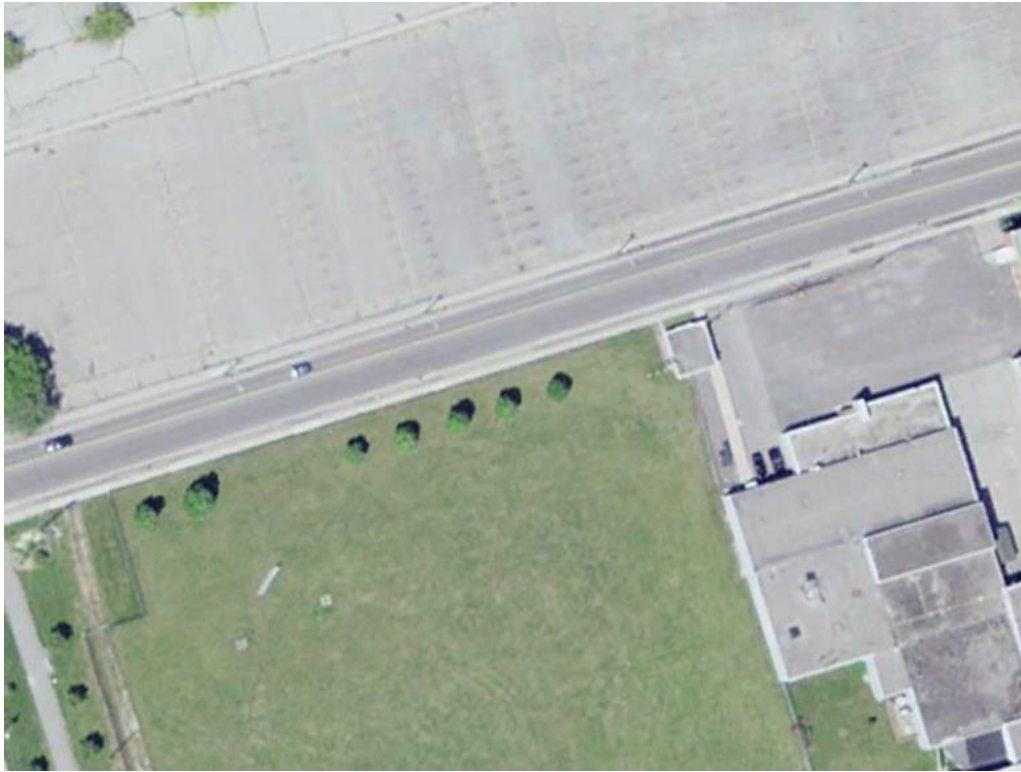


Image 19: 155 First Avenue in 2009 (Google Earth Pro, 2024).

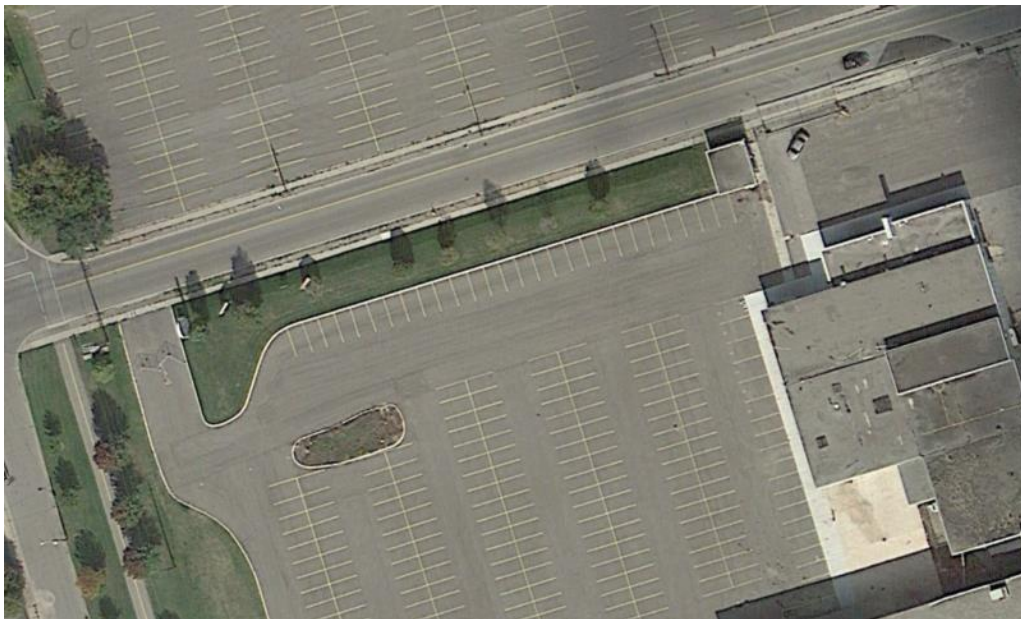


Image 20: Parking lot at 155 First Avenue in 2013 (Google Earth Pro, 2024).

8.0 Maps

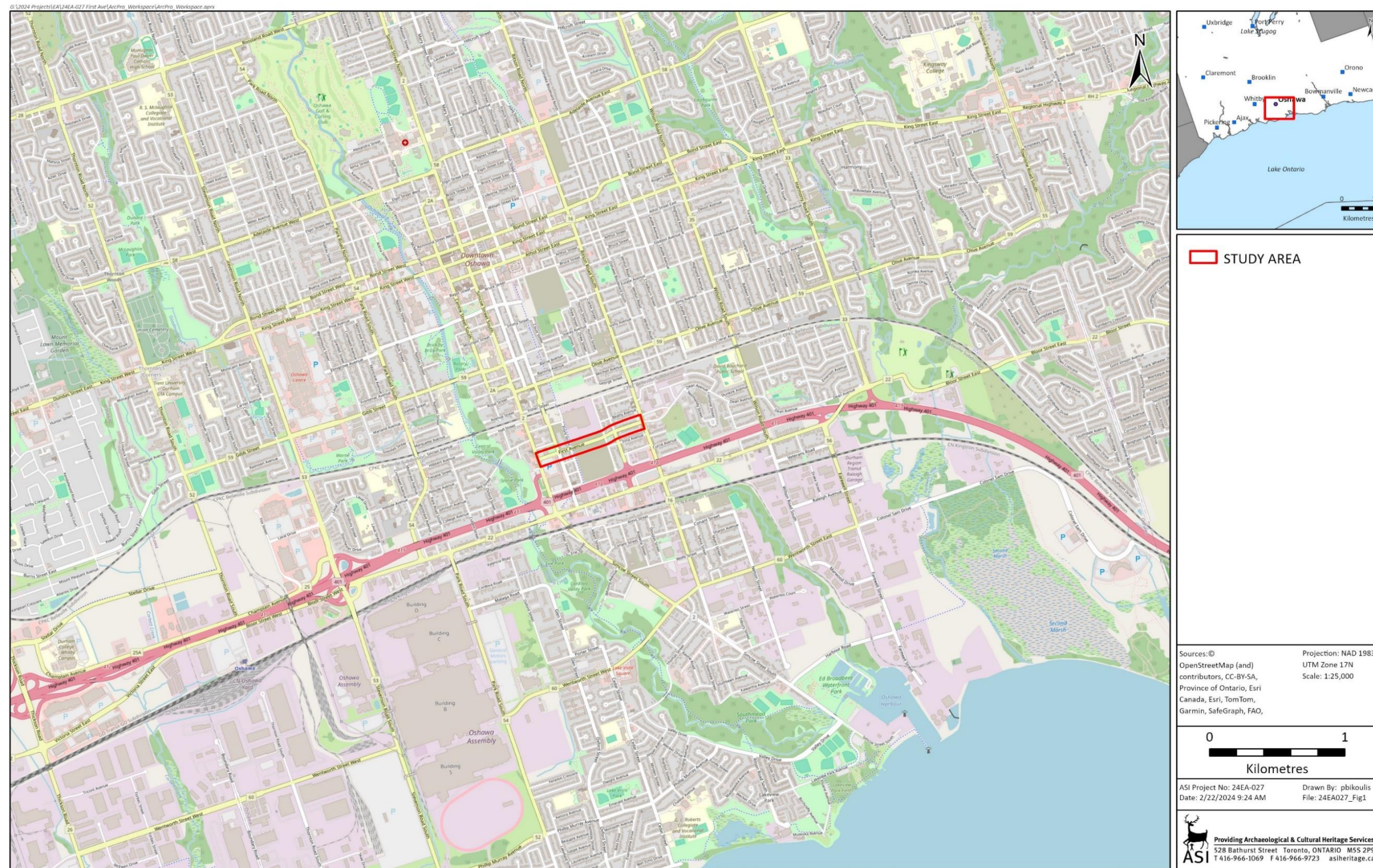


Figure 1: Location of Study Area.



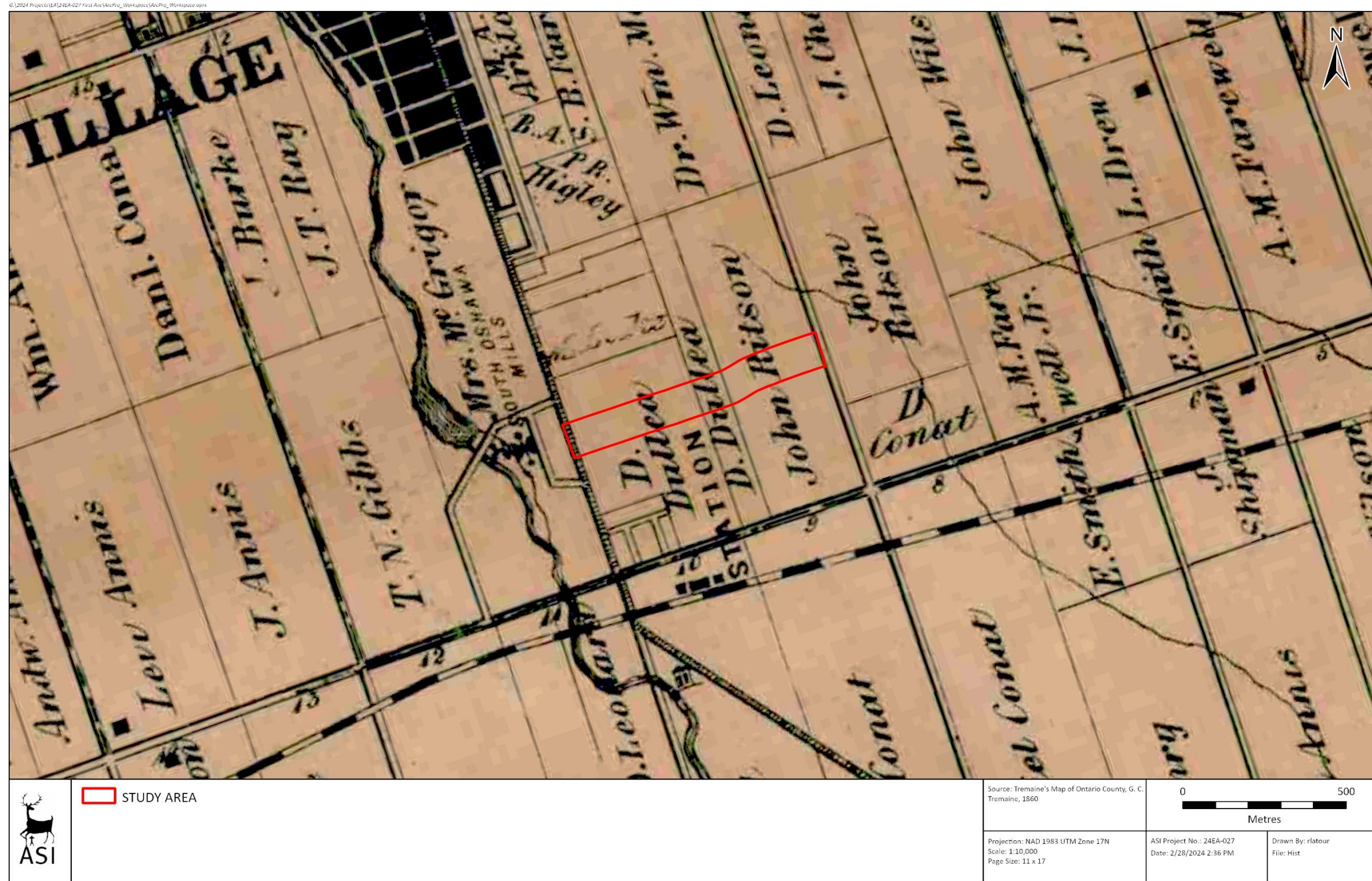


Figure 2: Study Area (Approximate Location) Overlaid on the 1860 Tremaine's Map of Ontario County.



Figure 3: Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of Ontario County.



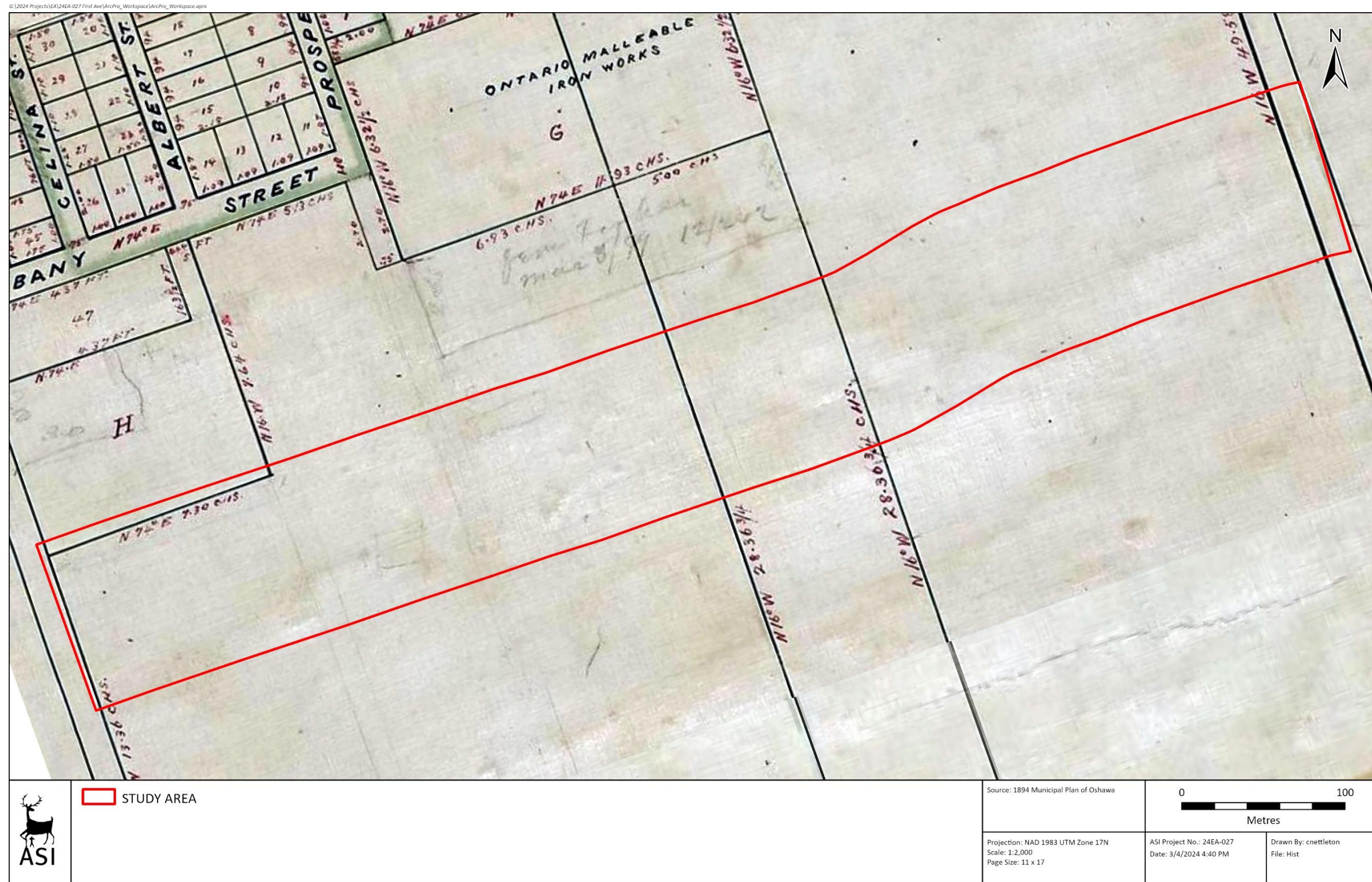


Figure 4: Study Area (Approximate Location) Overlaid on the 1894 Municipal Plan of the Town of Oshawa.





Figure 5: Study Area (Approximate Location) Overlaid on the 1911 Fire Insurance Plan of Oshawa.



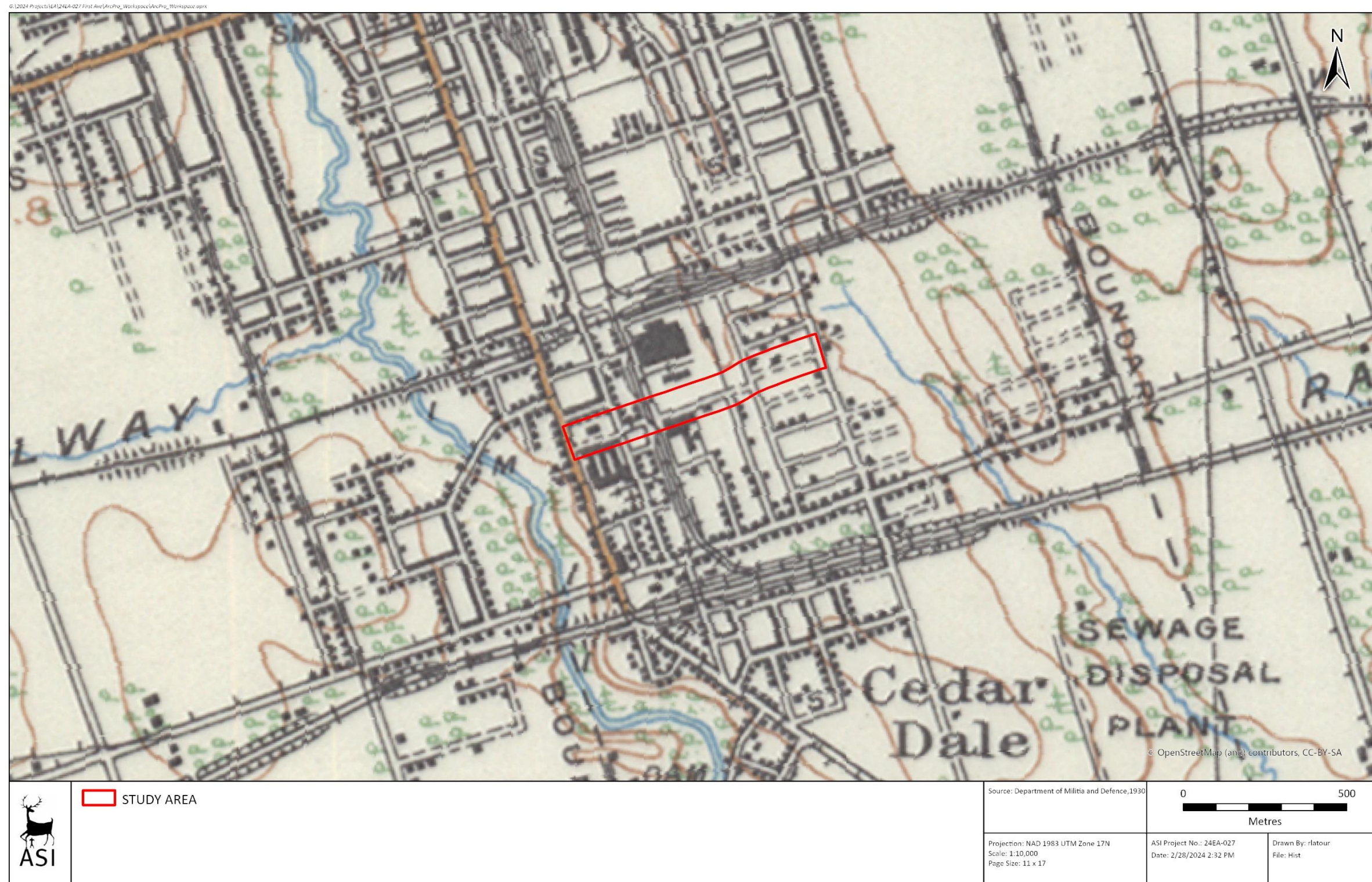


Figure 6: Study Area (Approximate Location) Overlaid on the 1930 Topographic Map Oshawa Sheet.

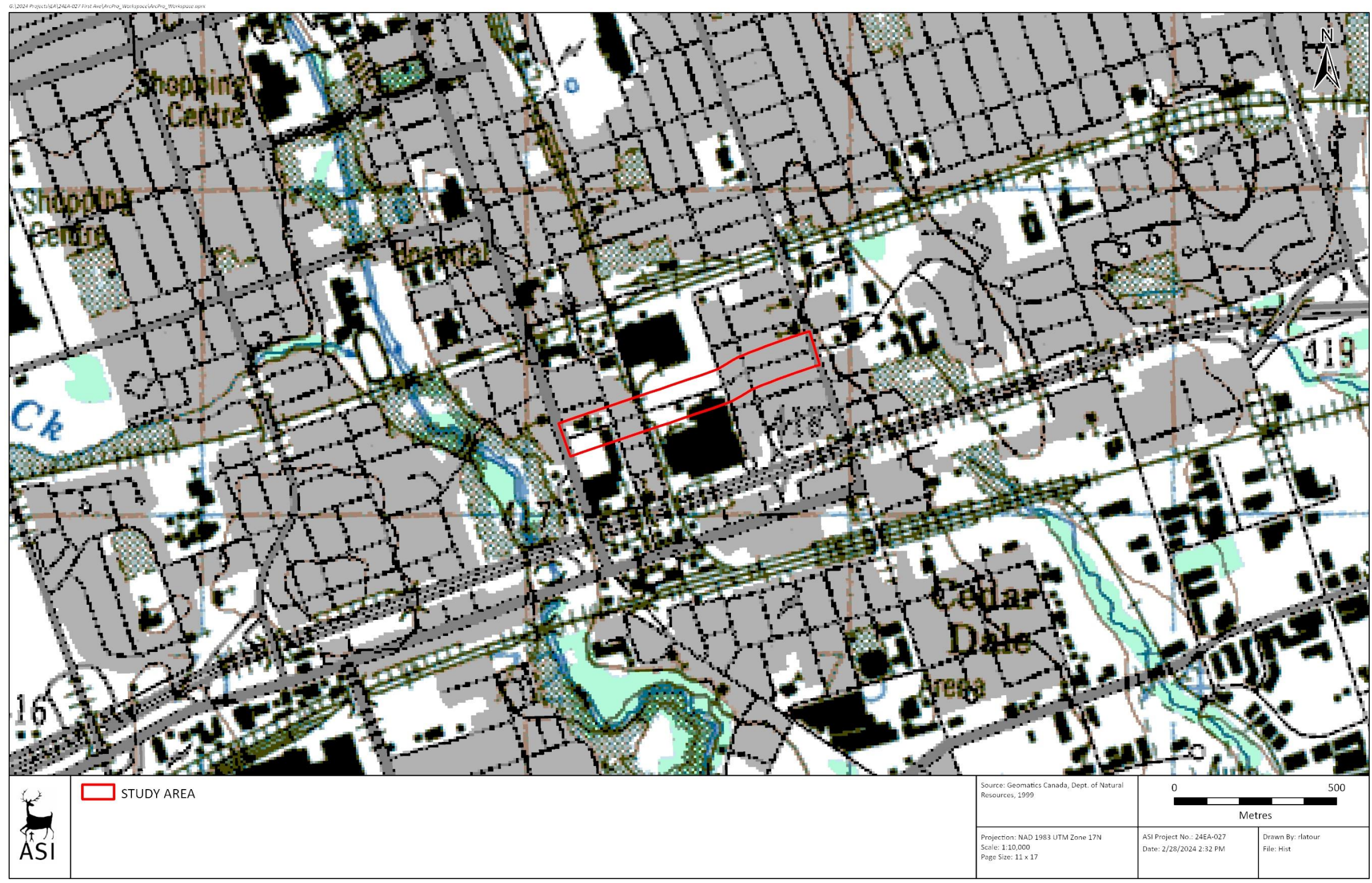


Figure 7: Study Area (Approximate Location) Overlaid on the 1994 National Topographic Series Oshawa Sheet.



Figure 8: Study Area (Approximate Location) Overlaid on 1954 Aerial Photography.



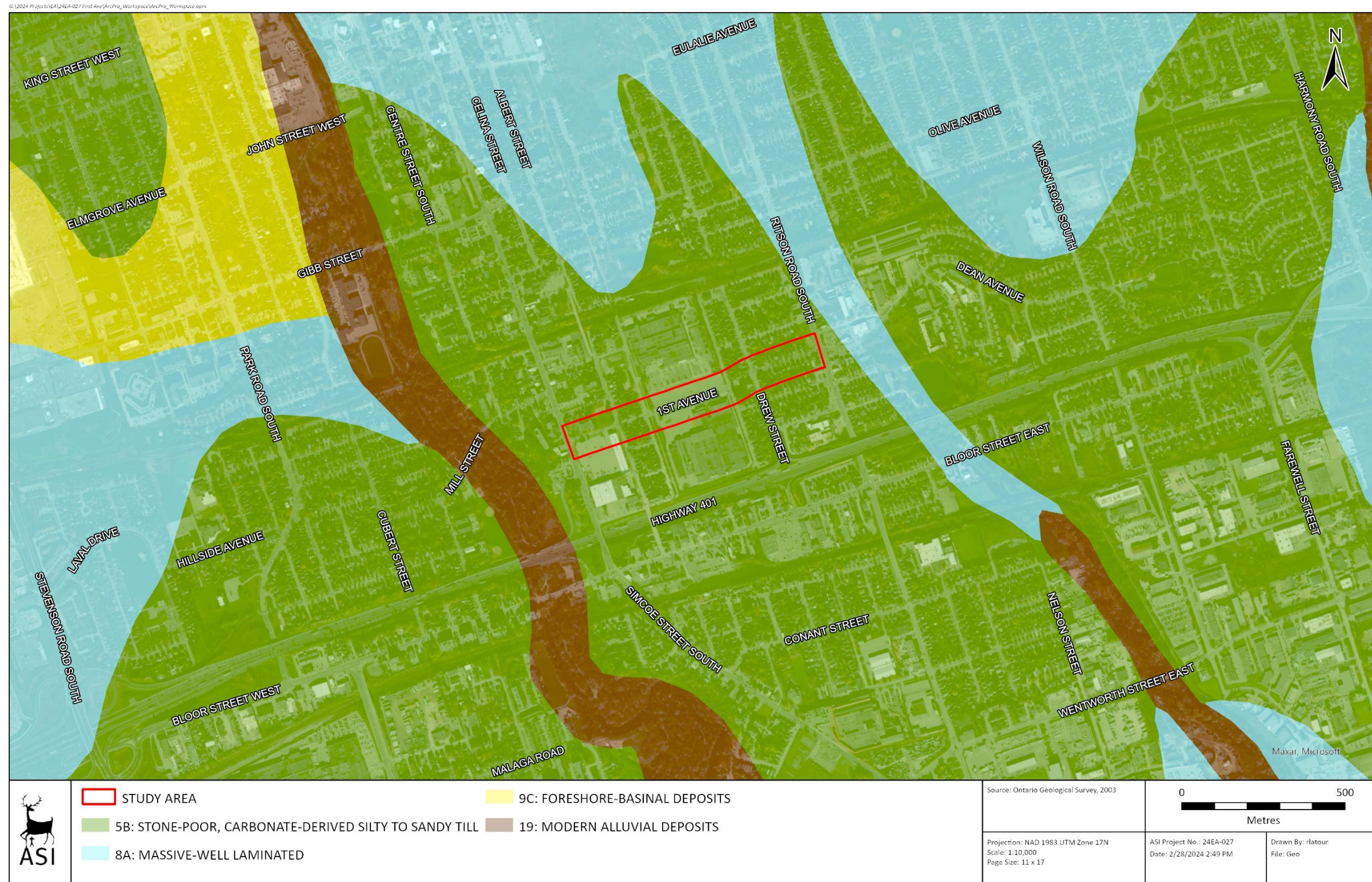


Figure 9: Study Area – Surficial Geology.



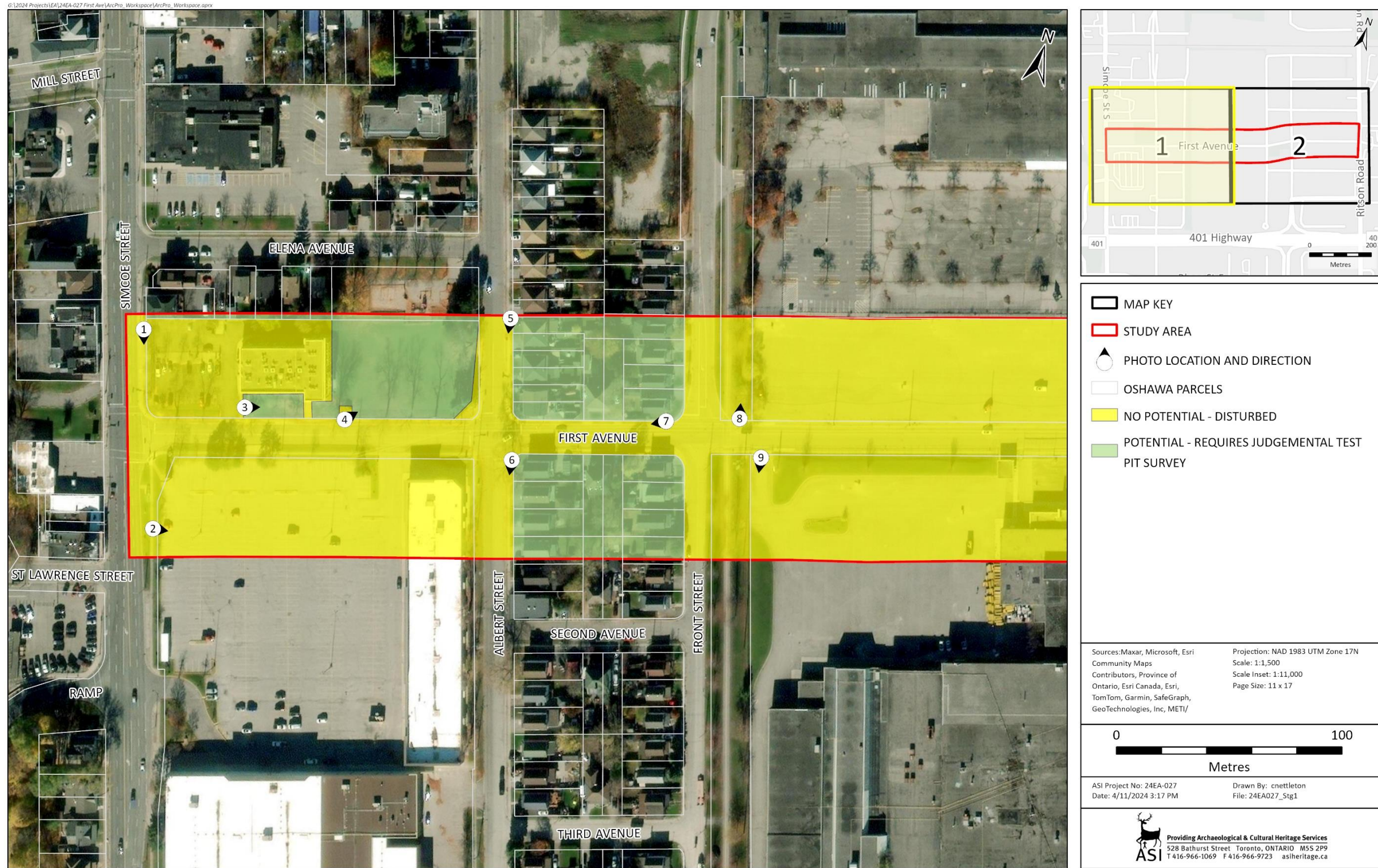


Figure 10: First Avenue/McNaughton Avenue Corridor – Results of Stage 1 (Sheet 1).



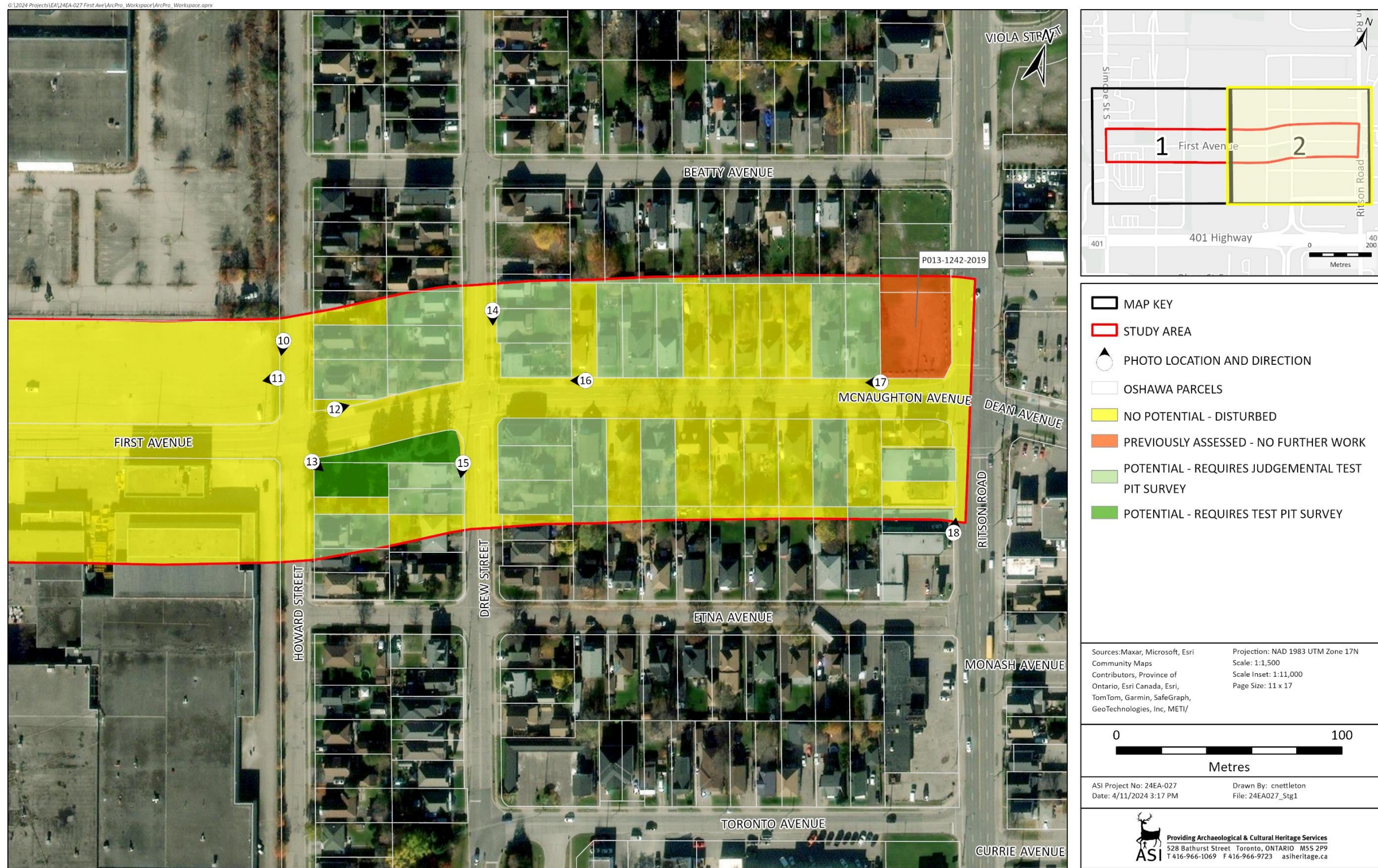


Figure 11: First Avenue/McNaughton Avenue Corridor – Results of Stage 1 (Sheet 2).

