

Stage 1 Archaeological Assessment

**Fort York Visitor Centre,
City of Toronto, Ontario**

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Archaeological Services Inc.

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EXECUTIVE SUMMARY

The Stage 1 Archaeological Resource Assessment of the proposed Fort York Visitor Centre entailed consideration of the original environmental setting of the study area, and its nineteenth- and twentieth-century development history and its archaeological record. This research has led to the conclusion that there is potential for the presence of significant Euro-Canadian archaeological resources that may be impacted by any site preparation or construction activities necessitated by the project. Accordingly, this report recommends that a Stage 2 Archaeological Resource Assessment be conducted prior to any other form of land disturbance.

Stage 1 Archaeological Assessment

Fort York Visitor Centre, City of Toronto, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by City of Toronto Cultural Assets to conduct a Stage 1 archaeological assessment of the location of the proposed Fort York Visitor Centre. The study area for this assessment is southwest of the west gate of the fort on the south side of Garrison Road and encompasses an area of approximately two hectares, although the footprint of the proposed centre will be considerably smaller (Figure 1). The study area falls within the designated Fort York Heritage Conservation District/National Historic Site and the Archaeologically Sensitive Area as defined by the City of Toronto Master Plan of Archaeological Resources.

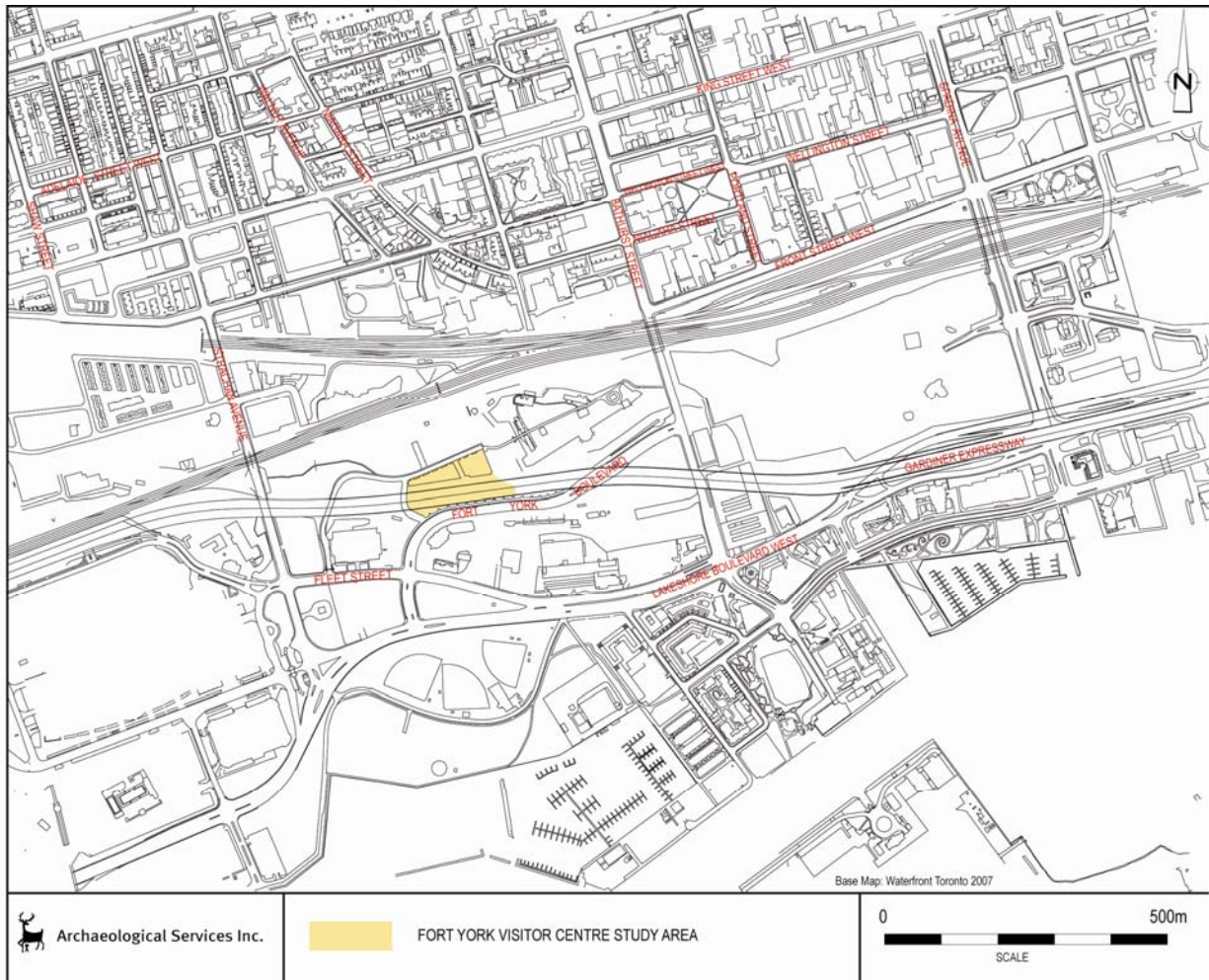


Figure 1: The location of the Fort York Visitor Centre study area.

Project confirmation and authorization to proceed was received from the City of Toronto on December 11, 2008.

This report presents the results of the Stage 1 background research and field review and makes several recommendations, based on the assessment of overall archaeological potential within the study area.

2.0 BACKGROUND RESEARCH

2.1 Physiographic Setting

The majority of the study area is comprised of the tablelands that rise above the Lake Ontario shore. The extreme southeast portion of the study area, however, may consist of made lands that were formed through lakefilling operations carried out in the mid- to late nineteenth century.

In general terms, the study area falls within the Iroquois Plain region of southern Ontario. The Iroquois Plain is the former lake bottom of glacial Lake Iroquois and, as such, the terrain generally consists of sand and clay plains dissected by a series of glacial ravines carrying creeks that drain into contemporary Lake Ontario (Chapman and Putnam 1984). Glacial Lake Iroquois came into existence by about 12,000 B.P., as the Ontario lobe of the Wisconsin glacier retreated from the Lake Ontario basin. Isostatic uplift of its outlet, combined with blockage of subsequent lower outlets by glacial ice, produced a water plain substantially higher than modern Lake Ontario. Beginning around 12,000 B.P., water levels dropped stepwise during the next few centuries in response to sill elevations at the changing outlet. By about 11,500 B.P., when the St. Lawrence River outlet became established, the initial phase of Lake Ontario began, and this low water phase appears to have lasted until at least 10,500 B.P. At this time the waters stood as much as 100 metres below current levels. However, isostatic uplift was already raising the outlet at Kingston so that by 10,000 B.P., the water level had risen to about 80 metres below present (Anderson and Lewis 1985; Karrow 1967:49; Karrow and Warner 1990). Uplift since then has continued to tilt Lake Ontario upward to the northeast, propagating a gradual transgressive expansion throughout the basin, flooding the mouths of the creeks and rivers that rim the basin –such as are preserved at the mouth of the Humber and at Grenadier Pond behind a narrow beach bar . Similar conditions likely prevailed at the mouth of Garrison Creek to the southeast of the study area.

In the vicinity of the study area, it has been estimated that the earliest Lake Ontario shoreline (circa 10,400 B.P.) was about five kilometres south of its present location. Over the following millennia, the shoreline gradually moved northward. Between about 5,000 and 4,000 B.P., the Nipissing Flood phase increased water levels to near or slightly above nineteenth century levels (Anderson and Lewis 1985; Weninger and McAndrews 1989). Lake levels subsided by three to four metres again between about 4,000 and 3,500 years ago, and by circa 3,000 B.P., the shoreline was established more or less in the location at which it stood in the early nineteenth century. East of Bathurst Street, the line of the shore varied from approximately 50 to 150 metres to the south of the present alignment of Front Street. West of Bathurst, the shore swung to the southwest. Running roughly parallel to the southern limits of the Fort York Boulevard right-of-way, it formed a slight embayment to the southwest of Fort York. The original location of the shoreline below the fort was confirmed in one locale to the immediate northeast of the armouries during a recent archaeological assessment (ASI 2002) and observed during the construction of

Fort York Boulevard (ASI 2001). Proceeding further west, the shore then curved back to the northwest, creating Humber Bay.

The forest cover of the Toronto lakeshore region became established shortly after 7,000 B.P. Under median moisture regimes and eco-climates, the climax forest was likely co-dominated by hard maple (*Acer saccharum*) and beech (*Fagus grandifolia*), in association with basswood (*Tilia americana*), red oak (*Quercus rubra*), white oak (*Quercus alba*), shagbark hickory (*Carya ovata*) and bitternut hickory (*C. cordiformis*) (Hills 1958; Burger 1993). Red maple (*Acer rubrum*), white ash (*Fraxinus americana*), yellow birch (*Betula lutea*), balsam fir (*Abies balsamea*), white cedar (*Thuja occidentalis*), and American elm (*Ulmus americana*) are other species of intermediate importance in the climax forest. White pine (*Pinus strobus*), although classed as a mid-successional species, is moderately tolerant of shade and competition. It is therefore capable of maintaining a presence in subclimax and climax communities. Konrad (1973:126), using pre-European vegetational classes based upon species mentioned in association by early nineteenth-century land surveyors, and the drainage preferences for those species, characterized the general area as having been covered by maple, oak, basswood, pine, hemlock and beech.

2.2 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled for the study area and surrounding lands, three sources of information were consulted: the site record forms for registered sites housed at the Ministry of Culture (MCL); published and unpublished documentary sources; and files located at Archaeological Services Inc.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MCL. 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. Each Borden block is referenced by a four-letter designator, and sites within a Borden block are numbered sequentially as they are found. The subject property under review is located within Borden Block *AjGu*.

The study area falls within a small portion of the lands occupied by Fort York, which is registered within the OASD as *AjGu-26*. Fort York has been defined as an Archaeologically Sensitive Area (ASA), as part of the City of Toronto's *Master Plan of Archaeological Resources*. The registered site and ASA have boundaries identical to that of the National Historic Site.

Two other archaeological sites have been documented within a radius of approximately one kilometre, both of which are related to the Euro-Canadian settlement and development of Toronto as well. Particulars concerning these sites are provided in Table 1.

Table 1: Registered Archaeological Sites within an Approximate 1km Radius of the Study Area

Borden	Site Name	Cultural Affiliation	Site Type	Researcher
AjGu-26	Fort York	Euro-Canadian	Military Fort	Spittal 2006
AjGu-32	The New Fort	Euro-Canadian	Military Fort	ASI 1994
AjGu-37	Farr	Euro-Canadian	Residential	ASI 1997

ASI=Archaeological Services Inc. Shaded entry is located within the study area

2.3 The Predevelopment Landscape and Aboriginal Archaeological Resource Potential

Water is arguably the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in southern Ontario after the Pleistocene era, proximity to water can be regarded as the primary indicator of archaeological site potential. Accordingly, distance from water is one of the most commonly used variables for predictive modelling of archaeological site location. Within the City of Toronto, care must be taken to identify watercourses that have long since been diverted into the City's storm and waste water management systems.

The Ministry of Culture primer on archaeology, land-use planning and development in Ontario (MCL 1997:12-13) stipulates that undisturbed land within 300 metres of a primary water source (lakeshore, river, large creek, etc.), and undisturbed land within 200 metres of a secondary water source (stream, spring, marsh, swamp, etc.), as well as undisturbed land within 300 metres of an ancient water source (as indicated by remnant beaches, shorecliffs, terraces, abandoned river channel features, etc.), are considered to have archaeological potential.

This basic potential model has been further refined for the City of Toronto, as part of the City's Master Plan of Archaeological Resources, currently in development. The *Interim Master Plan of Archaeological Resources for the City of Toronto* (ASI 2004) lists proximity to water as one of the indicators of potential for the presence of precontact Aboriginal archaeological sites. According to the model in development, land within 250 metres of an extant or formerly mapped river or creek, or within 250 metres of the predevelopment shoreline of Lake Ontario, has potential for the presence of precontact Aboriginal archaeological sites. In addition, this potential is extended to any floodplain land, and to land in close proximity to the Lake Iroquois strand (i.e., land above and within 200 metres of the strand, or below and within 100 metres of the strand).

As noted previously, the study area incorporates portions of the former Lake Ontario shore. A distinctive feature of the nineteenth century shore was its narrow limestone shingle beach, just wide enough for the passage of vehicles, lying below a steep embankment (HRL 1989:50). Garrison Creek was located east of the study area and emptied into Lake Ontario on the east side of modern Bathurst Street, its course forming the low sandy peninsula further to the west, on which Fort York was built. The outlet of the creek likely provided an environment in which a variety of food resources were available to any Aboriginal or early Euro-Canadian occupants of the region. Salmon, for instance, were reported in some abundance prior to alterations of the watercourses due to the clearance of the local forest cover (Scadding 1873:36). Phillpott's map of 1818 and Bonnycastle's map of 1833 appear to depict a series of minor ravines or swales on the grounds to the west of the fort, one of which likely crossed the lands within the current study area. These likely represent seasonal creeks that drained directly into Lake Ontario (Figure 2).

Despite the fact that the Toronto lakeshore in general, and, more particularly, the mouths of the creeks and rivers flowing into it, would have been extremely attractive to Aboriginal peoples, the potential for the recovery of Aboriginal material within primary context in the study area is rather remote. Evidence of the occupation of the area, prior to circa 5,000-4,000 B.P. will, in all likelihood, have been destroyed by the rising waters of the Nipissing Flood, while sites dating to between circa 3,000 B.P. and the early contact period are unlikely to have survived the historic development activities which have disturbed the original topography. Nevertheless, it should be noted that isolated Aboriginal lithic artifacts have been found during archaeological excavations within the grounds of Fort York (David Spittal, personal

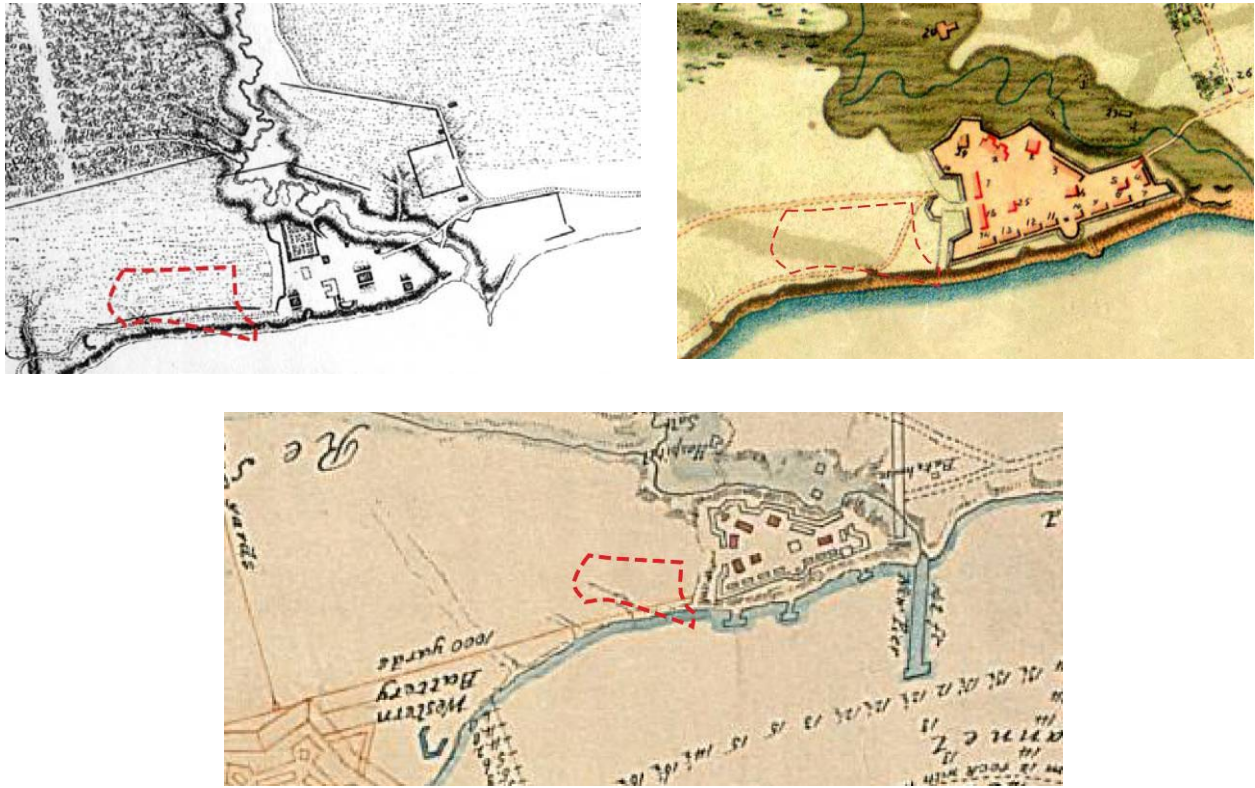


Figure 2: The study area overlaid on the *Sketch of the ground in advance of and including York, Upper Canada* by George Williams, November 1813 (upper left), the *Plan of York* surveyed and drawn by Lieut. Phillpotts, Royal Engineers, 1818 (upper right) and Sir Richard Bonnycastle's 1833 *No. 1 Plan of the Town and Harbour of York, Upper Canada, and also of the Military Reserve showing the site of the new barracks and work around them as proposed to be erected near the western battery* (lower).

communication, 2005). The age of these items is unknown. They may represent either precontact or contact period material.

2.4 Fort York and the Garrison Reserve

The Establishment of Fort York

At the time of its foundation, Fort York was located at the mouth of Toronto Harbour right at the water's edge. The fort was the central feature of the Garrison Reserve, established in 1793 when Lieutenant-Governor Simcoe founded both the Town of York and the military base of Fort York. The location of York from the outset was determined by its proposed function as the military and naval arsenal of the new province of Upper Canada. Governor Simcoe believed that a war with the United States was both inevitable and imminent (Firth 1962:xli), and, in addition to its position on the overland route to Lake Huron and the northwest fur trade, York's excellent harbour and its defensibility became important considerations. The town formed a compact plot within the area now bounded by Front, George, Duke

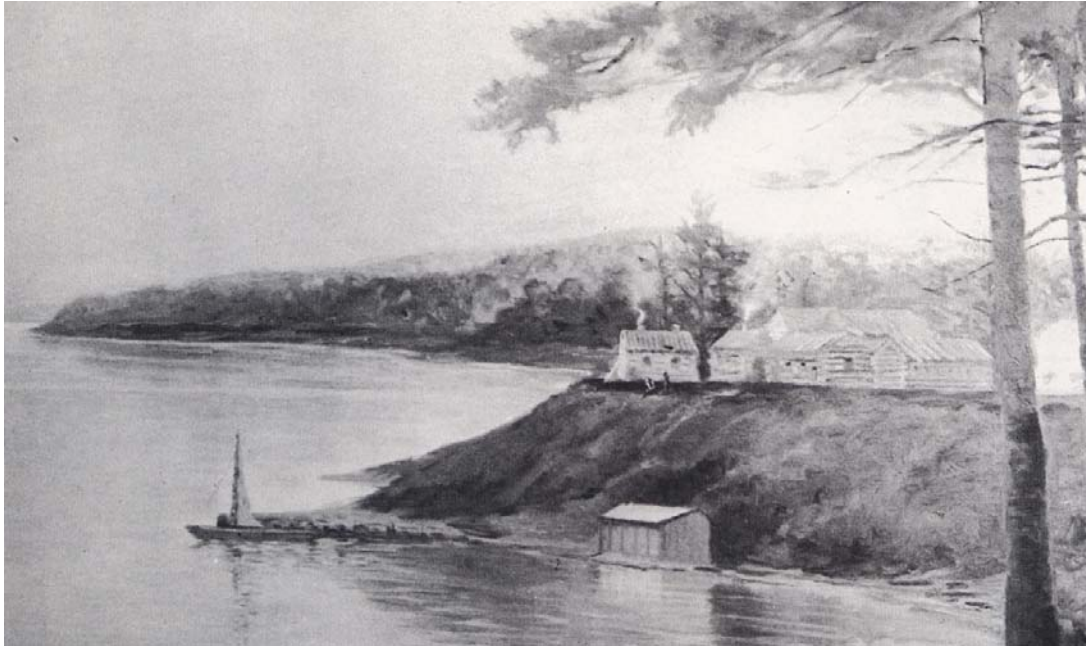


Figure 4: Elizabeth Simcoe's 1796 sketch of the Garrison. The mouth of Garrison Creek lies in the lower right foreground. Reproduced from Careless (1984:20).

Detailed mapping is not available for the early nineteenth century facilities on the east side of the creek. Indications of the east garrison's layout, however, can be found in sketches of the period. Little else in the way of fortifications was constructed at York until 1812, when Simcoe's plan to turn York into a naval establishment was revived by Sir Isaac Brock (Firth 1962:xliv). Three new batteries were installed at the Fort: one on the site of the main garrison, one near Government House, and the third in the Garrison Creek ravine (Benn 1993:44). The emplacement at Government House later formed part of the fabric of the west wall, moat and circular battery that remain at Old Fort York today.

The Battle of York

On April 27, 1813, an area extending east from approximately the location of the Boulevard Club to Fort York witnessed a battle between American and British/Canadian troops. Both sides together suffered a total of 477 casualties. The published accounts of the Battle of York describe three points of engagement where fatalities were suffered by both the British and their allies, and the invading American forces (Benn 1984, 1993, 2007; Cruikshank 1902; Firth 1962; Malcomson 2008).

The first point of engagement was the landing place of the Americans, whose squadron had arrived in Toronto Harbour on the morning of the 27th. The Americans first put ashore at present day Dowling Avenue and were met by an advance party of 40 to 50 Ojibwa and Mississauga warriors (Benn 1993:53). The warriors were overwhelmed, however, and suffered eight casualties (presumed killed) before they retreated into the woods. While a company of grenadiers arrived shortly thereafter, the British forces were still outnumbered three to one and so they subsequently withdrew eastward to the area of ruined Fort Rouillé. The Americans also suffered casualties in this initial engagement. The battle then moved eastward towards the Western Battery in the vicinity of the Princes' Gates and on to Fort York.

Meanwhile, the American squadron offshore began to move eastward to take up a position opposite the fort. The British commander, Sir Roger Sheaffe, retreated with his men to the Western Battery, west of Fort York, in the vicinity of the Princess Gates. A portable gunpowder magazine was accidentally ignited at this location, however, and approximately 30 men were killed or wounded (Benn 1993:54). Sheaffe was said to have quickly evacuated the wounded as well as the remaining soldiers in the battery back to the fort.

The fort came under tremendous fire from the American squadron and Scheaffe decided to retreat further still, right into the Town of York. Upon retreating, the grand powder magazine, located near Government House was ignited so that its stores would not fall into enemy hands. The resulting explosion killed or wounded 250 Americans troops, including their field commander, Brigadier-General Zebulon Pike (Cruikshank 1902:183; Benn 1984:56). The debris field of the magazine explosion is estimated to have been in the order of 450 metres in radius (Malcomson 2008:216-217). Archaeological excavations within the fort have resulted in the recovery of numerous distorted metal objects, such as powder barrel hoops, scattered by the explosion (David Spittal, personal communication, 2005)

Total casualties in the six-hour battle were 157 British and 320 Americans. The Mississaugas and Ojibwa withdrew into the forest, Sheaffe's professional troops retreated to Kingston, and the local militia surrendered the town. The Americans occupied York for six days. They looted homes, took or destroyed supplies, and burned various public facilities, including Government House, and many of the buildings in the Fort, as well as the Parliament buildings and its neighbouring blockhouse in the Town. On May 1st, the Americans reboarded their ships. They then rode at anchor in the harbour to wait out a storm, sailing from York on May 8th (Benn 1993:50-62).

Approximately 55 Americans, 67 British and eight allies of the Crown lost their lives during the Battle of York (Benn 1984:43). An account of the aftermath of the battle recorded by militiaman Ely Playter would seem to indicate that the Americans collected the dead during their occupation of York and buried them, as Playter wrote that "the Yankees had buried all of the Dead" (Benn 1984:51). It is not clear from this whether the dead from all points of engagement, including the landing zone were collected, or whether both British and American remains were buried during this work.

When the Americans left York, the townspeople inspected the burial job and pronounced it to be unsatisfactory. As reported by Mrs. Powell in a letter to her husband, William D. Powell, the Reverend John Strachan and others buried the remains of the British soldiers (the "brave defenders") and "assisted to secure their graves from further disturbance" (Firth 1962:311). It cannot be ascertained from her comments, however, whether the British graves were indeed distinguishable from the American graves, and if so, whether the American graves were left were they had originally been dug.

While the location of these graves was not made explicit in Mrs. Powell's letter, Strachan was also known to have interred British fatalities from the War of 1812 in the military cemetery at Victoria Square. This was because York served as the hospital centre for the Niagara Peninsula after the Battle of Stoney Creek in June of 1813 (Benn 1993:75). During periods of heavy fighting, Strachan routinely buried six to eight soldiers a day in this cemetery, located south of Wellington and east of Bathurst, close to Fort York. This cemetery remained in use from 1793 to 1860, although it is clear that not even all of the British fatalities of the battle were ultimately interred there. Over the last 150 years, the remains of battle casualties have been found during construction work within Exhibition Place and at the east end of Fort York. In 1860,

the bodies of 15 soldiers were excavated “opposite Dillon’s Tavern” when a new Bathurst Street bridge was being constructed. This location could have been either on the Front Street side of the ravine or near the East Gate of the fort. Redevelopment of the eastern portion of the fort by the Park-Blackwell Company in the early 1900s resulted in the discovery of the remains of two soldiers in the eastern rampart, and it remains possible that other remains are extant in this area.

It is not at all clear whether any casualties were “buried where they fell” in the skirmishing around the American landing point and/or during their advance to the Fort, but the possibility cannot be ruled out, particularly in areas where the casualties were heaviest, such as near the ruins of Fort Rouillé and in the vicinity of the Government House magazine (Malcomson 2008:333-334).

Rebuilding Fort York

After the destruction of most of the fort during the Battle of York, it was rebuilt between the summer of 1813 and 1815 on the west side of the creek (Benn 1993:69-70). The fortifications built on the west side of the creek more or less took the form commemorated today at Old Fort York. The main garrison consisted of seven soldiers’ barracks, three officers’ quarters, two blockhouses, two magazines, one guardhouse, a cookhouse and an engineers’ office, and store surrounded by palisades and earthen ramparts. A hospital, blacksmith’s shop, storehouses and other buildings were located to the north of the fort in the creek valley. Although there was a general shift of attention to the west of the creek, the battery in the ravine was refurbished and several ancillary features remained on the east side of the creek, including a bakehouse and two “hutts for Artillerymen and Artificers”.

As many as three small wharves were set on the shore below the fort and to the east of the study area. These are depicted as short, T-shaped structures on a variety of early nineteenth century maps. Given their diminutive size, they would have been capable of servicing only small, shallow draught, vessels. Three small structures were located in the general vicinity of the wharves, but post-date them. They may have been storage sheds, latrines or privies.

Shortly after the war and immediate post-war rebuilding of the Fort, plans were laid for improved defences including a new fort further west along the shore to complement the existing complex. Despite the opening of the New Fort (Stanley Barracks) in 1842 on the shore of the lake in what is now Exhibition Place. A road connected the old and new forts. While depicted with various alignments on historic map sources, it is likely that it passed through the study area at some point.

The Dissolution of the Military Reserve

In addition to exposing the poor state of defences at the fort, the Battle of York also demonstrated that the Military Reserve did not contribute in any great manner to defense against a land attack from the west. A substantial portion of the old Military Reserve, parts of which had been held by private individuals on licenses of occupation, was surveyed and offered for sale by the Commissioner of Crown Lands at a public sale in November 1833. The money raised from the sale of lands within the Military Reserve, expected to be as much as £43,000, was to be used for the construction of the new fortifications and a chapel for the use of both the garrison and the neighbourhood (Firth 1966:33-35).

In the immediate vicinity of the fort, the development that followed the military's relinquish of control was dominated by railway and industrial concerns. The lands directly north, south and east of Fort York were acquired by the railways in the 1850s, but quickly proved to be insufficient for their needs, initiating a series of lakefilling projects. The end result of this work was to render the fort landlocked.

The Great Western Railway entered the city from the west along the lakeshore in 1855. The company erected a locomotive terminal and freight shed on the north side of Fort York in the Garrison Creek ravine before relocating its central facilities to east of Yonge Street in the mid-1860s (HRL 1983:8).

Between 1856 and 1857, the Grand Trunk Railway constructed a cruciform-shaped engine house with turntable, a freight house, smithy, temporary shed, pumping house, carriage house and shed, wharf and a temporary passenger station to the south of Fort York (Figure 5). This work involved a major campaign of lakefilling, which involved the construction of a shorewall of 62 timber cribs (Stephen Otto, personal communication, 2008). The study area appears to incorporate a portion of this made land, the footprint of the frame-built carriage house, and a section of the rail right-of-way cut along the original shoreline. When the Grand Trunk was taken over by the Canadian Pacific, it continued to use the Fort York railway yards, rebuilding or modifying the engine house and erecting a variety of other small buildings, which tended to be short-lived. This portion of the Lake Ontario shore was expanded further southward in the 1870s and 1880s by additional crib and fill operations.

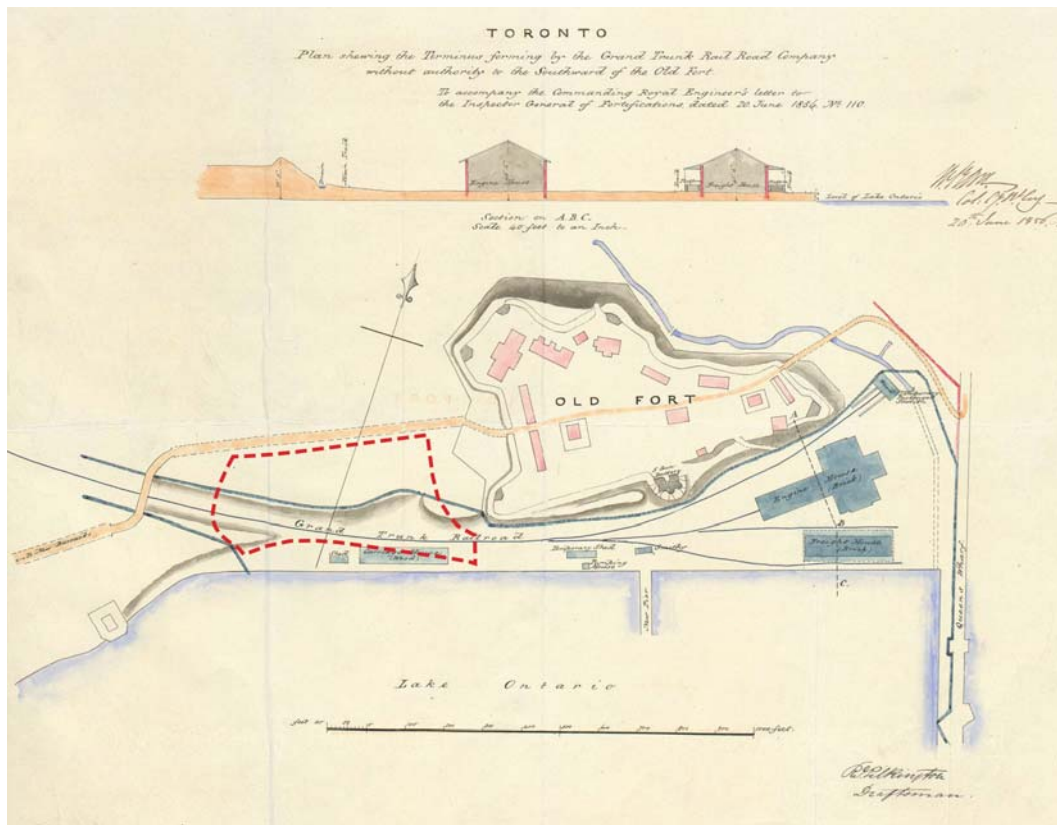


Figure 5: The study area overlaid on the *Plan of the Terminus forming by the Grand Trunk Railway Company...*, by R. Pilkington, 1856.

The Ontario, Simcoe and Huron Railway (renamed the Northern Railway in 1858) developed a freight handling complex, located approximately 150 metres to the east of the Queen's Wharf east of Fort York. These facilities were constructed on harbour lakefill undertaken after 1853.

Garrison Common

Garrison Common to the west of the fort encompasses a variety of features associated with various periods of the military's use of the site. Perhaps the earliest of these are the half-moon earthworks, which guarded the western approach to the fort. This defensive work was not manned, however, during the American attack on the fort in 1813. A second set of earthworks appears closer to the fort on several maps dating to after the War of 1812. It is unclear if this feature was ever constructed.

A Commissariat fuel yard, surrounded by a fence, was located in the area between the existing Armouries and the intersection of Fleet Street and Strachan Avenue between circa 1850-1871. Within the compound were an office building and a coal oil store, and perhaps other small structures. Much of the interior space of the compound was likely taken up by piles of coal. A small wharf was located to the southwest of the compound and likely serviced the fuel yard.

Between the Commissariat fuel yard and the fort stood a series of buildings that made up an ordnance and supply yard during the later nineteenth and early twentieth centuries. These facilities, which occupied a large portion of the present study area, included a military store, an office, a gun carriage shed and a small unidentified structure. The supply yard was surrounded by a fence, which also contained a variety of other features, such as a wood shed, privy, pump and pump tank.

Located to the north of the Commissariat Fuel Yard, the Old Military Burying Ground at Fort York was Toronto's third military cemetery, occupying an area of approximately 0.7 hectare. No register of burials is known to survive, although at least 97 soldiers, veterans, and their family members, who died between 1862 and 1911, are interred there. The actual number of graves is likely to be higher, possibly up to 200. The precise location of the graves within the cemetery, which was divided into Protestant and Roman Catholic sections, is unknown. Most of the burials took place before 1870, prior to the British military relinquishing control of Fort York to the Canadian government. The cemetery became largely neglected and overgrown shortly after 1870. By 1921, it had reached such a state of decline, that the City authorized a restoration project that included levelling the mounded, uneven surface of the grounds; collection of the broken tablets; repair of fences; construction of a cinder path across the site; and the erection of a flagpole and installation of a commemorative plaque. The broken tablets were mounted into a brick wall near the flagpole in 1961. This attempt at conservation has resulted in further deterioration of the markers due to incompatibilities between the stones and the cement used to fix them in the wall (Otto 2005). A Stage 2 assessment carried out along the extreme west side of the cemetery area, adjacent to Strachan Avenue did not result in the discovery of any burials (ASI 2006a).

The remaining military feature within the common area is a circa 1871 magazine that was located near the cemetery. It is depicted on maps as late as 1959, but was demolished around that time, when the Garrison Road bridge over the railway cut was rebuilt in its current form. The final feature of note within this general area was the waterworks engine house that supplied the Provincial Lunatic Asylum, located to the northwest of the fort, between circa 1849 and 1871.

2.5 Inventory of Historic Features

An inventory of the known historic features of the study area and immediately adjacent lands has been compiled for the purposes of this study, based on a variety of historic map sources (Figure 6, Table 2). It should be noted that only those features that fall within the study area are specifically identified on Figure 6.

Table 2: Potential Archaeological Resources within the Fort York Visitor Centre Study Area (see Figure 6)

Feature Number	Feature
1	Military store office, circa 1868-1923.
2	Gun carriage shed, circa 1868-1923.
3	Shed, circa 1868-1923.
4	Military store, circa 1868-1923.
5	Grand Trunk carriage house, circa 1856-1884.
6	Road to the West and the New Fort.

The inventoried features that occur within the study area represent the buildings that made up the ordnance and supply yard (Figure 6-1 to 4) all of which date circa 1868-1923, and possibly part of the footprint of the circa 1856 frame-built Grand Trunk carriage shed (Figure 6-5), which appears to have been demolished by 1884. In addition, portions of the Garrison Road, in its various configurations, traverse the study area (Figure 6-6).

2.6 Existing Conditions and Euro-Canadian Archaeological Potential

A field review of the study area was carried out on the morning of December 16, 2008, in the company of Mr. David Spittal of City of Toronto Cultural Assets. The purpose of the field review was to determine of areas of archaeological potential within the study area (Figure 7) and to identify those areas that have clearly been severely impacted by development and landscape alteration, negating archaeological potential. Weather conditions during the field review were overcast, windy and cold.

The northernmost third of the study area consists of the tablelands above the former nineteenth-century shore. This area is currently occupied by two parking lots. The eastern one is asphalted, while the western one is gravelled. They are separated from one another by a roughly ten metre wide swathe of lawn. While some landscaping or grading likely preceded the development of the parking lots, the depth to which such work has resulted in the destruction of soil integrity is not known. It is presumed to be relatively shallow. It should also be recognized that any previous landscape alterations within this portion of the Garrison Common may have entailed the use of soil fills from elsewhere in the immediate vicinity that could potentially incorporate lost, discarded or spent artifacts, and even human remains, from the Battle of York, as well as other items related to the military use of the area.

South of the parking lots, the terrain slopes down to level ground under the Fredrick G. Gardiner Expressway. This slope represents a potentially complex landform. It may, for example, incorporate remnants of the original shingle beach and shoreline bluffs. It almost certainly represents, in part, the Grand Trunk Railway cut, although the footprints of the circa 1868-1923 gun carriage shed, the unidentified structure and the south half of the military store fall below the top-of-slope, possibly indicating that reworking of the north bank of the railway cut took place during or following the

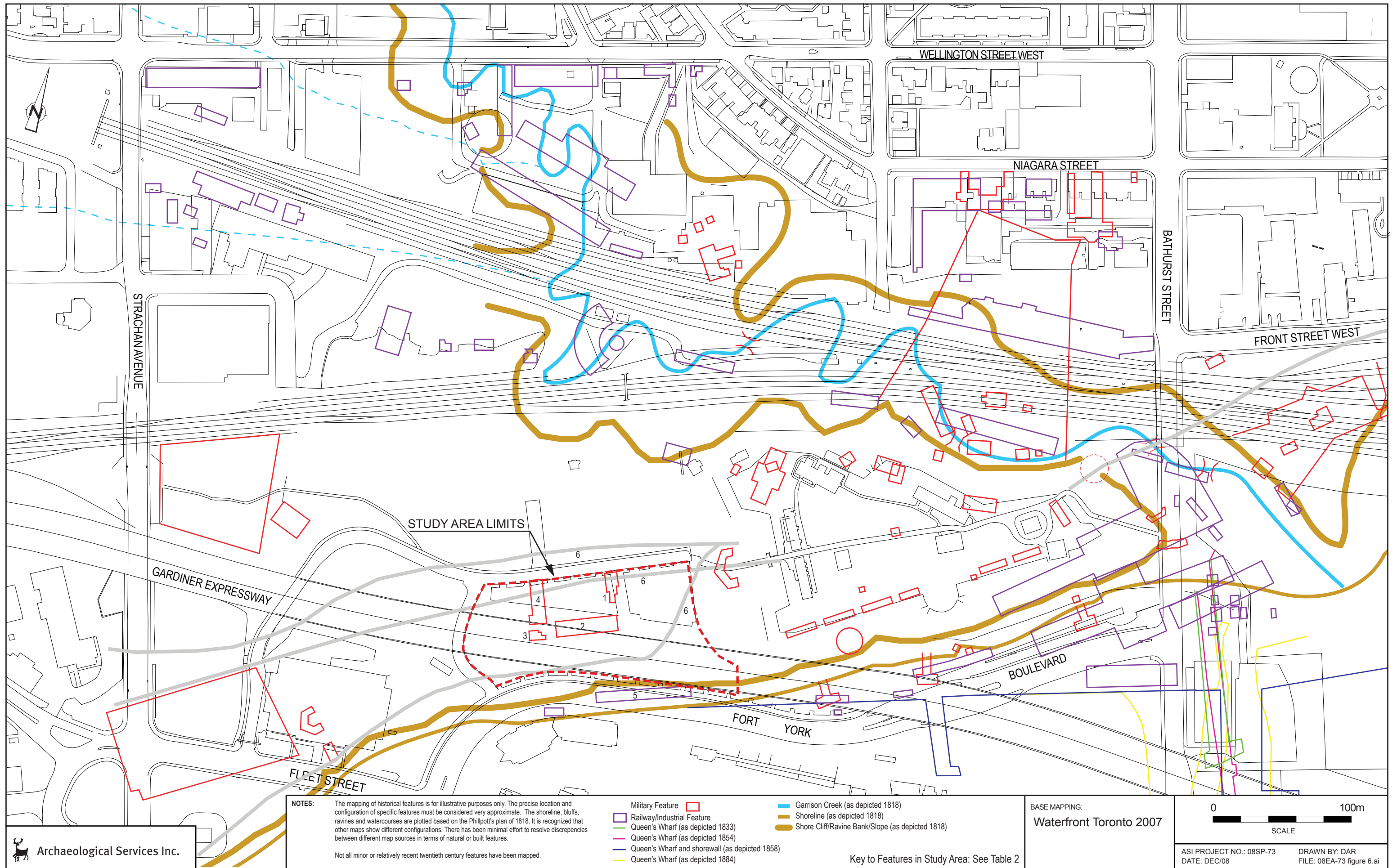
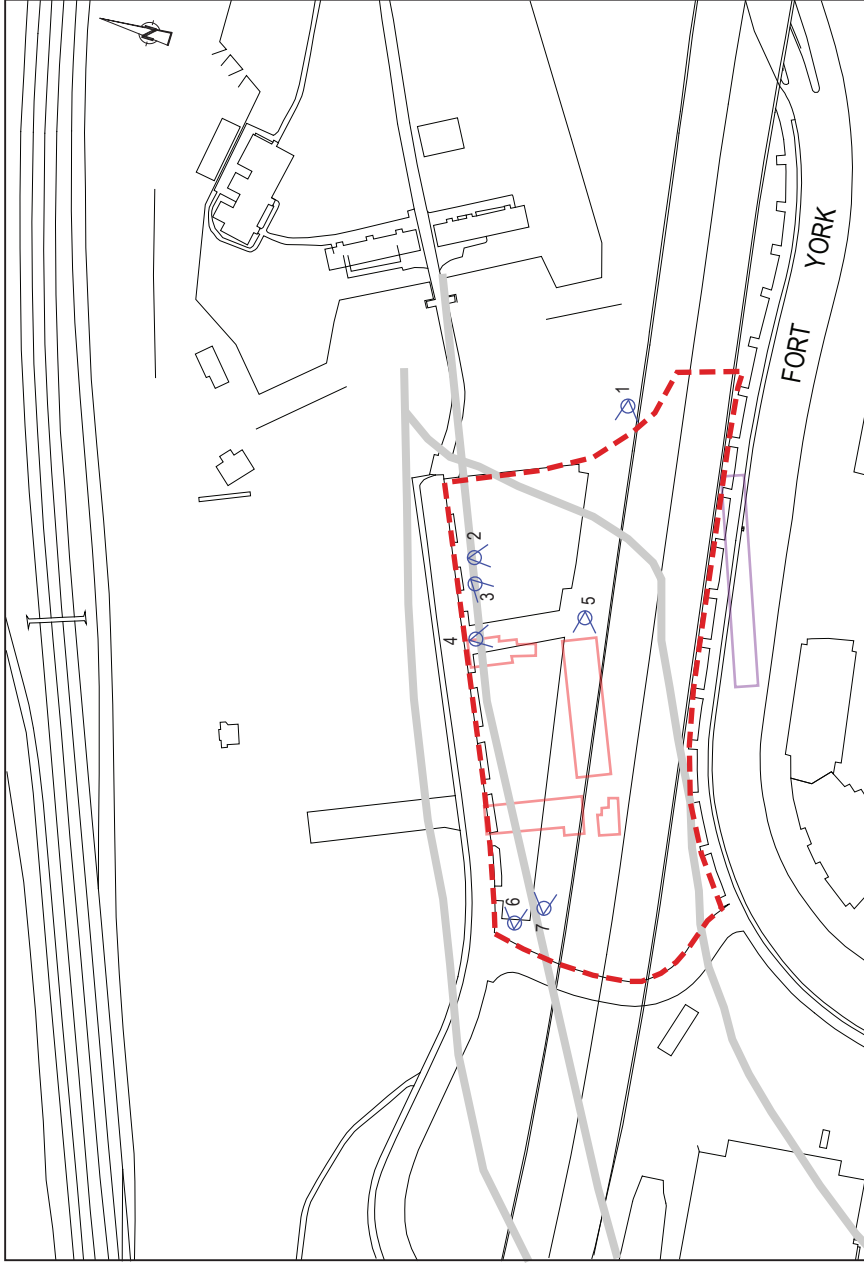


Figure 6: Inventory of Potential Archaeological Features within the Fort York and Garrison Common Area, Bathurst to Strachan. Only features within or immediately adjacent to the Fort York Visitor Centre study area are identified on this map.



4. View south of the grassed area between the two parking lots.



5. View west along the slope of the cut on the south side of the west parking lot.



6. View east across the west parking lot.



7. View east along the slope of the cut on the south side of the west parking lot.



1. View west along the slope of cut on the south side of the east parking lot.



2. View south across the east parking lot.



3. View south west from the north side of the east parking lot.

All portions of the study area are deemed to have archaeological potential.

BASE MAPPING:

Waterfront Toronto 2007

0 100m
SCALE



- Military Feature
- Railway/Industrial Feature
- Study Area Limits
- Direction and Orientation of Photo
See Notes Figure 6.

Figure 7: Stage 1 Archaeological Assessment of the Fork Visitor Centre - Existing Conditions.

demolition of the yard. It is also possible that this discrepancy may be a factor of mapping resolution. Despite these uncertainties, it is assumed that there remains the potential for the presence of subsurface remains associated with the ordnance store within the parking lot area.

There is little potential for remains of the Grand Trunk carriage house, given that most of the footprint of the building appears to fall within the existing Fort York Boulevard right-of-way and that the structure was likely built at grade.

Any consideration of the archaeological potential of the study area must obviously take the Gardiner Expressway into account. This section of the Gardiner was completed in 1962. Each pier supporting the road deck sits on a series of 36 inch diameter caissons that were excavated to bedrock while, in general, the existing grade throughout the intervening areas was maintained. This would suggest that there remains potential for the survival of intact soil strata, be they natural or artificial, throughout those portions of the study area that lie under the Gardiner.

3.0 CONCLUSIONS AND RECOMMENDATIONS

The Fort York Visitor Centre is located within the Fort York Heritage Conservation District/National Historic Site, which has been further registered in the Ontario Archeological Sites Database as the Fort York Garrison (AjGu-26), and defined as an Archaeologically Sensitive Area (ASA) through the ongoing work of the City of Toronto's *Master Plan of Archaeological Resources*.

On the basis of a general review of the overall history of the fort, examination of a variety of nineteenth and twentieth century maps and of existing conditions, it may be suggested that the study area exhibits potential for the presence of significant archaeological deposits associated with the operation of the fort as a military establishment.

In light of this conclusion, the following recommendation is made:

1. A Stage 2 archaeological assessment must be carried out prior to any land disturbing activities required for the construction of the Fort York Visitor Centre. The purpose of this work is to identify any archaeological remains that may be present, and to identify appropriate mitigation measures.

Given the complex landscape alteration regime of the study area, and the variety of types of archaeological deposits that may be expected to occur, potentially ranging from in situ and/or redeposited items related to the Battle of York (possibly including human remains), structural features or archaeological deposits associated with the longer term military occupation of Fort York, and possibly early Grand Trunk Railway era remains, the following research program is recommended for the assessment. It should be noted that this proposed strategy is essentially that of a Stage 3 assessment as defined by the Ontario Ministry of Culture, but is likely to be the most effective means of achieving a clear understanding of the archaeological potential and sensitivity of the study area. As well, it should be emphasized that this assessment must result in investigation of all parts of the study area (i.e., the tableland, slope of the cut, and the lands under the Gardiner Expressway).

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- Horizontal and vertical control over the investigations should be established through a site grid tied to a permanent datum.
 - A geophysical survey should be undertaken as a preliminary step in identifying subsurface deposits of potential interest or significance.
 - A series of one metre square test units should be excavated at regular intervals across the study area and in areas of potential interest as identified on the basis of the geophysical survey and the estimated locations of structures predicted on the basis of the historic mapping. Each grid-referenced unit should be hand excavated, stratigraphically, to sterile natural soil and the soil contents screened through six millimetre wire mesh to facilitate the recovery of artifacts. Within the parking lot portions of the study area, the asphalt and granular may be removed with a mechanical excavator under the supervision of a licensed archaeologist, but should not proceed any deeper than these modern surfaces. The overall objective of this work is to obtain a sound understanding of soil integrity, constituent artifact contents, and the potential for buried features or soil strata.
 - Depending on the results of the foregoing, and in consultation with Fort York staff, it may be useful to excavate one or more test trenches of limited size, using whatever combination of mechanical and hand techniques deemed most appropriate.
 - Any discrete built/cut features encountered during the test excavations should be documented in plan. Excavation of any such features should be undertaken only if it is determined to be essential to the overall objectives of the Stage 2 assessment and should be carried out by hand with appropriate regard to internal stratigraphy.
 - All artifacts recovered during the Stage 2 assessment should be retained, with the exception of construction materials, which may be sampled if the necessary protocols for such actions are first established through consultation with Fort York staff.
 - In addition to the maintenance of a thorough photographic record, representative scale drawings of structural elements, stratigraphy, etc. should be completed. Particular attention should be paid to issues of geomorphology and site formation process.
 - All data should be analysed and the findings presented in a comprehensive report. This report must conclude with a series of recommendations concerning any further actions that may be required (i.e., further Stage 3 level test excavations, Stage 4 mitigation through salvage excavation, archaeological monitoring of construction activities, protection and avoidance through project redesign, or a combination of these approaches).
 - Upon completion of the project, all artifacts recovered during the test excavations, and any subsequent mitigations that may prove to be necessary should be turned over to Fort York for permanent curation.

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

The following conditions also apply:

- In the event that deeply buried archaeological remains are found on the property during construction activities, Fort York staff and the consultant archaeologist should be notified immediately. Heritage Preservation Services (Policy and Research Division, City Planning), and the Regional Archaeological Review Officer, Culture Programs Unit, Ontario Ministry of Culture may subsequently be consulted as deemed necessary.
- In the event that human remains are encountered during construction, the proponent should immediately contact the consultant archaeologist, Heritage Preservation Services (Policy and Research Division, City Planning), the Regional Archaeological Review Officer, Culture Programs Unit, Ontario Ministry of Culture, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of Ministry of Government and Consumer Services, Consumer Protection Branch.
- The documentation related to this archaeological assessment will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner(s), the Ontario Ministry of Culture, and any other legitimate interest groups.

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