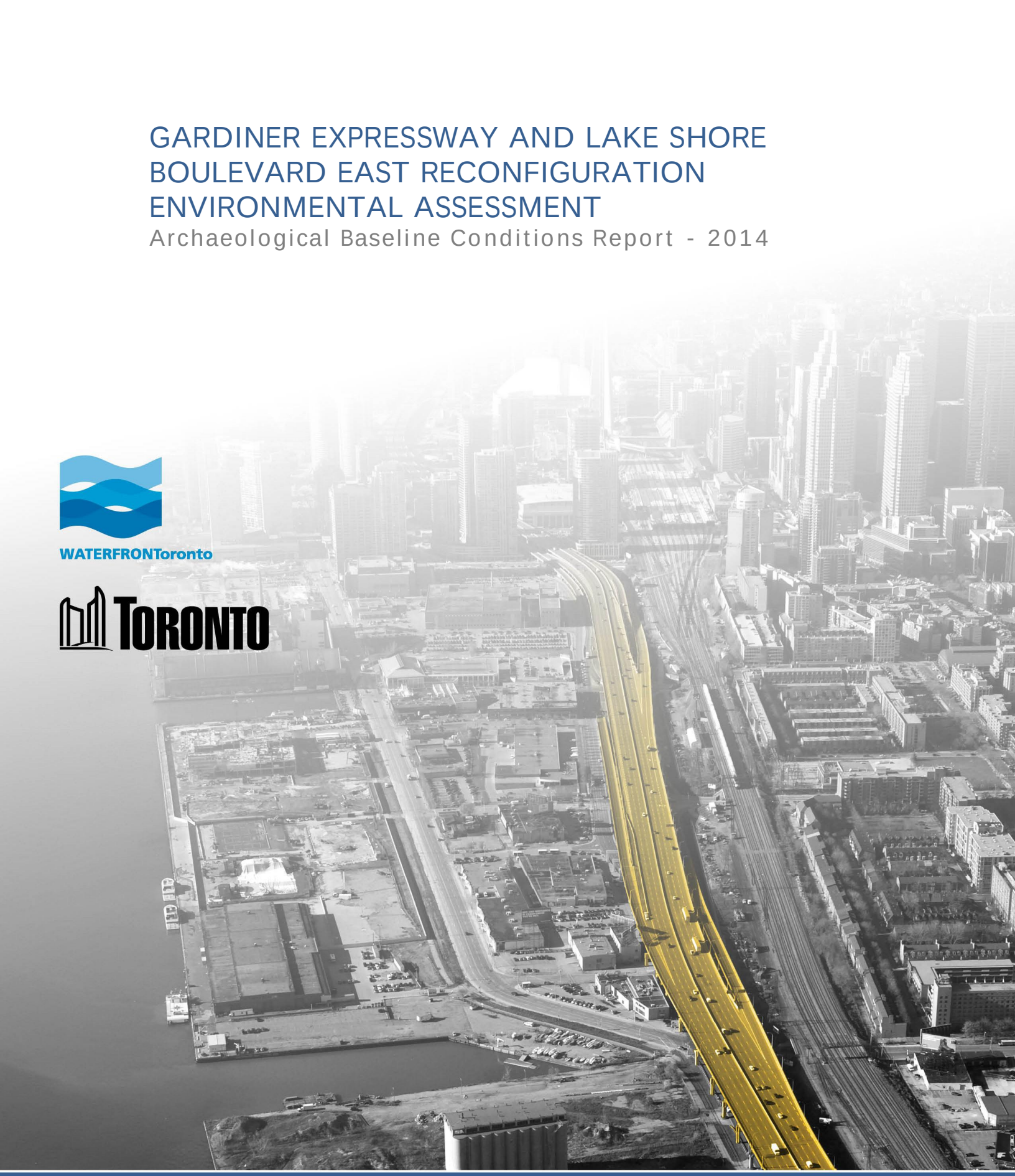
GARDINER EXPRESSWAY AND LAKE SHORE BOULEVARD EAST RECONFIGURATION ENVIRONMENTAL ASSESSMENT

Archaeological Baseline Conditions Report - 2014



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Mar 28, 2014

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RE: RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Coordinated Provincial Individual/Federal Environmental Assessment and Integrated Urban Design Study, Gardiner Expressway and Lake Shore Boulevard Reconfiguration, City of Toronto, ON", Dated Dec 20, 2011, Filed with MTCS Toronto Office on Dec 22, 2011, MTCS Project Information Form Number P057-587-2010, MTCS File Number 20RD103

Dear Mr. Pihl:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18 has been entered into the Ontario Public Register of Archaeological Reports without technical review.[1]

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to ArchaeologyReports@Ontario.ca.

cc. Archaeology Licensing Officer

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1.0 INTRODUCTION

This Report entitled *Archaeological Assessment Baseline Conditions Report*, has been prepared to document the baseline conditions in the Gardiner Expressway and Lake Shore Boulevard East Environmental Assessment (referred to as the Gardiner East EA) study area.

Waterfront Toronto and the City of Toronto (City) are jointly undertaking an Individual Environmental Assessment (EA) to determine the future of the eastern portion of the elevated Gardiner Expressway and Lake Shore Boulevard from approximately Lower Jarvis Street to approximately Leslie Street (referred to as the Gardiner East EA).

Waterfront Toronto and the City are committed to a fully-integrated study process that consists of:

1) An urban design that yields a vision or multiple visions(s) for the future of the area occupied presently by the elevated Gardiner Expressway and Lake Shore Boulevard; and,
2) An Individual Environmental Assessment (EA) pursuant to the Ontario *Environmental Assessment Act* (EAA) for proposed changes to the existing Gardiner Expressway and Lake Shore Boulevard.

The Gardiner East EA commenced in 2009 with the preparation of the Terms of Reference (ToR) for the study. The ToR set out the study process to be followed in conducting the Individual EA, including a description of how the public, stakeholders, Aboriginal communities, and agencies will be consulted throughout the process. The ToR is available as Appendix A to the EA Report and was approved by the Minister of the Environment in December 2009.

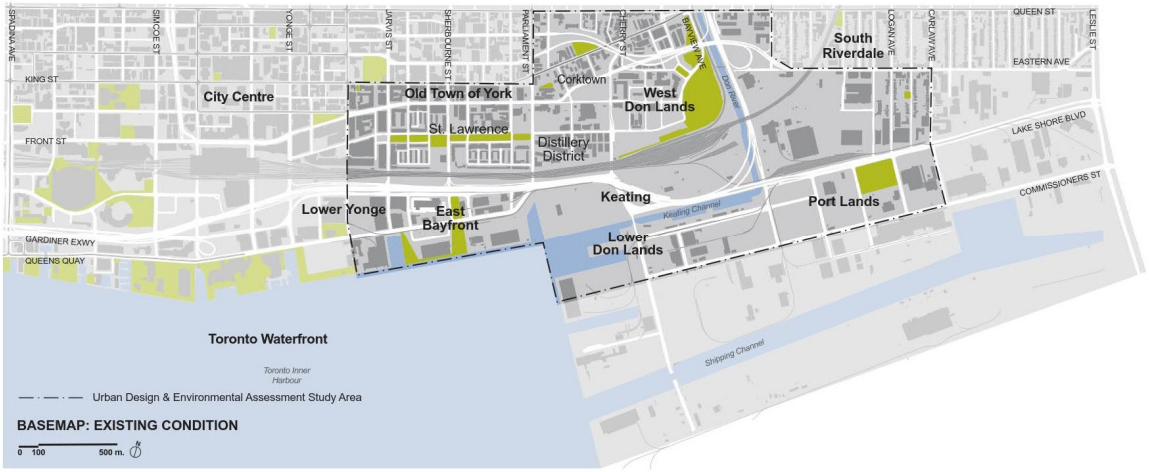
1.1 Purpose of the Baseline Conditions Report

This Report has been prepared to document the archaeological baseline conditions in the study area. The Gardiner East EA Study follows a planning approach where environmental constraints or opportunities are considered in the context of the broadly defined environment under the EAA (i.e., the natural environment as well as the social, economic and heritage and other "environments" relevant to the undertaking). This Report will form part of the supporting documentation for the Gardiner East EA Study.

1.2 Study Area

In 2009 the study area for the EA was defined in the ToR as the section of the Gardiner Expressway and Lake Shore Blvd East that extends 2.4 km from approximately Lower Jarvis Street to Logan Avenue. Since 2009 this study area has been revised to a slightly greater area in order to capture transition areas to the east and west and the Richmond/Adelaide interchange with the Don Valley Parkway (DVP). The study area now extends from approximately Lower Jarvis Street to approximately Leslie Street. This study area is referred to as the Environmental and Urban Design Study Area. It includes the lands in the vicinity of the section of the Gardiner Expressway and Lake Shore Boulevard East that are being considered for reconfiguration. These are the areas that could potentially experience disruption effects and be transformed through redevelopment opportunities. This is expected to include lands south of King Street to the waterfront. Figure 1 illustrates the study area.

Figure 1: Study Area



2.0 STUDY METHODOLOGY

2.1 Stage 1 Archaeological Assessment Process

A preliminary (overview level) Stage 1 archaeological assessment of the study area was conducted in accordance with the Ontario Heritage Act (R.S.O. 1990, O.18) and the Ministry of Tourism, Culture and Sport's *Standards and Guidelines for Consulting Archaeologists* (MTC 2011). A Stage 1 archaeological assessment comprises a review of the physical setting, previous archaeological research, and the historic Euro-Canadian land-use history for the study area, which is then used to describe the known and potential archaeological resources within the study area. The assessment involves two data-gathering processes. In the first, the locations of known archaeological sites are plotted on study area mapping and the relevant site data are compiled for reference. In the second, data are collected that can be used to model archaeological site potential within the study area. One of the indicators of potential is the presence of known archaeological sites. Other indicators include physiographic factors (such as proximity to water) and mapped historic land-use features. For the current study, the following secondary information sources were employed to determine existing archaeological conditions:

- Ministry of Tourism, Culture and Sport's Ontario Archaeological Sites Database (OASD);
- ASI project files;
- pertinent documentary sources associated with existing registered archaeological sites ;
- historical maps and atlases;
- internet sources for historical and physiographic information;
- documentary sources of physiographic information; and
- documentary sources of previous modelling studies for predicting archaeological site potential.

As data with respect to archaeological site potential were gathered, mapping was generated to show areas that have potential for the presence of archaeological resources. The following sections present the results of the background research undertaken for the Stage 1 archaeological assessment.

2.2 Physiographic Setting

The Toronto waterfront is an area in which massive landscape changes have occurred. Approximately 60% of the study area is entirely comprised of made lands, formed between the mid-nineteenth and mid-twentieth centuries.

The study area lies within the Iroquois Plain physiographic region (Chapman and Putnam 1984), which is the former bed of glacial Lake Iroquois. In the Toronto area, the Lake Iroquois strand is situated approximately 4.5 kilometres inland from the current Lake Ontario shore. Below the strand, the Quaternary sediments are dominated by outwash sands typical of nearshore deposits. The balance of the plain, towards the modern lake shore, is dominated by fine sediments of silt and clay, typical of off-shore deposits, overlying till (Chapman and Putnam 1984; Gravenor 1957).

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. 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 (Anderson and Lewis 1985; Karrow 1967:49; Karrow and Warner 1990).

The forests which stood in this portion of the city, prior to its nineteenth century development, had become established shortly after 7,000 B.P. Under median moisture regimes and eco-climates the climax forest of the downtown Toronto region 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; Burgar 1993).

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 shore cliff of up to eight metres height. The shore cliffs are depicted on numerous nineteenth century maps, as well as contemporary sketches and paintings, as are the well-defined topographic breaks in the face of the shorecliff that were cut by the numerous creeks that drained into the lake. To greater or lesser degrees, such features would have served as convenient landing points and routes inland, which in some cases at least, influenced patterns of later development.

The predominant drainage feature within the study area is the former nineteenth-century course of the Don River. The original character of the lower Don is captured in the following description by Pearson (1914):

> The river was so very serpentine that one would have to go about three miles to go in a straight line. There were long stretches of meadow land between the windings of the river, and a good deal of marsh. This, as well as the marsh between the harbour and Ashbridges Bay, was a great place for muskrats, and numbers were trapped.

Scadding's history of Toronto (1878:167) indicates that, as one progressed upstream, the marshes gave way to meadow at about the present position of Riverdale Park, approximately two kilometres inland. He too made note of the "morasses" which characterized Ashbridges Bay and the contiguous marshes through which the Don flowed into Lake Ontario (Scadding 1878:3-4). The riparian marsh he describes as "one thicket of wild willow, alder, and other aquatic shrubbery," including witch hazel, dogwood, highbush cranberry, wild grape, blue iris, reeds, and cattails (Scadding 1878:153, 159). He also refers to an island near the mouth of Castle Frank Brook where wild rice grew plentifully (Scadding 1878:167). Pearson (1914:116) mentions "many stately elms" on the river flats, as well as wild plum, butternut, gooseberry, and currants in abundance.

Large-scale engineering projects, beginning in the 1880s, have completely altered the Don system and the associated rivermouth/shoreline wetlands. It should also be noted that the channels of minor watercourses, some of which were tributaries of the Don, such as Castle Frank Brook, or which flowed directly into the lake, such as Taddle Creek and Cathedral Creek, were formerly located within the study area. These appear on various early nineteenth-century maps, such as Williams' 1813 *Sketch of the*

Ground in Advance of and Including York, Upper Canada and his 1814 *Plan of the Town and Harbour of York*, Phillpotts' 1818 *Plan of York* and Chewett's 1827 *Plan of the Town of York Corrected*, which are important sources for reconstruction of the original nineteenth-century drainage regime in downtown Toronto. The ravines associated with these minor creeks were filled, and the waters diverted into the City's sewer systems beginning in the mid-nineteenth century.

2.3 Previous Archaeological Research

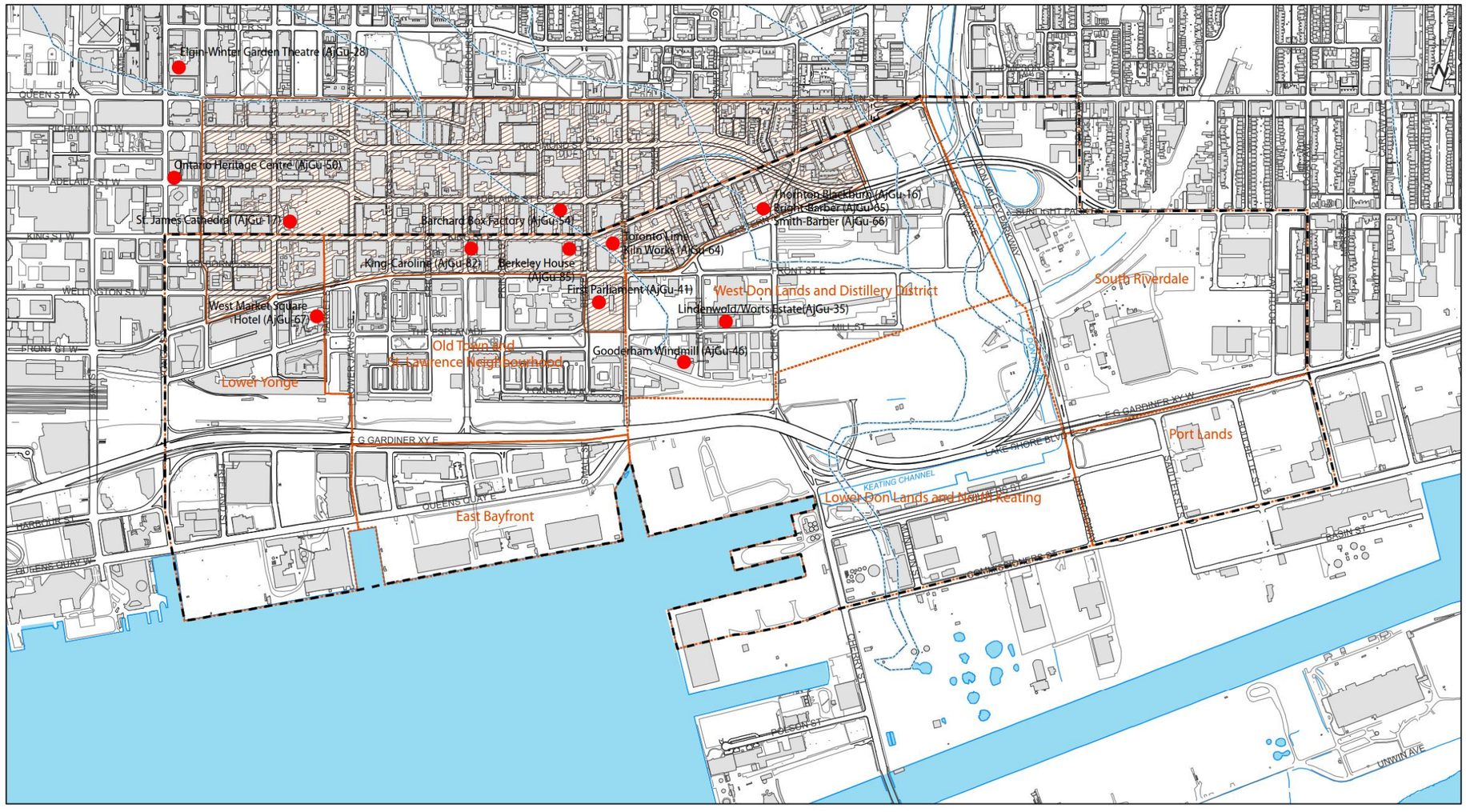
In order that an inventory of archaeological resources could be compiled for the study area, three sources of information were consulted: the site record forms for registered sites housed at the Ministry of Culture (MCL); published and unpublished documentary sources; and files located at Archaeological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

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MTCS. 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 Borden block are numbered sequentially as they are found. The study area under review is located within Borden Block AjGu.

2.3.1 Registered Archaeological Sites in the Study Area

Eleven archaeological sites have been registered within the study area (Figure 2). All are related to the nineteenth-early twentieth century development of the City of Toronto, although two sites have yielded limited evidence of pre-contact, Middle to Late Woodland period, Aboriginal occupation. Two of the sites are located within the Gooderham & Worts Distillery District National Historic Site. Another three sites have been registered within approximately 250 metres of the study area boundaries. Summary discussions of each of these sites are provided below.

Figure 2: Registered Archaeological Sites



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LEGEND
Archaeological Site
Old Town Area
Historic Water
Study Area
Precincts

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DATE: FEB 25, 2010 FILE: 08EA-363_364_Archaeological Sites

The Thornton Blackburn Site (AjGu-16)

Archaeological excavations were undertaken in the front playground of Inglenook (formerly Sackville) Public School by the Toronto Board of Education's Archaeological Research Centre (ARC) in the summer of 1985. The site was named after its longest term occupants, Thornton and Lucie Blackburn, who resided there from 1834 to 1892. The Blackburns were slaves who escaped from Kentucky and made their way to Detroit. Their capture in Detroit, after a period of residence there, led to the first racial riot in the city and their escape to Upper Canada. The Blackburns moved to Toronto in 1834 and rented property on the north side of Eastern Avenue, between Sumach and Sackville Streets, where they built a one storey frame house (1834) and a small stable (1838). The Blackburns bought the property in 1848 (Smardz 1986). Thornton was renowned as the first person to operate a cab business in Upper Canada, and both he and Lucie were well-known members of the growing community of African Americans who had fled slavery in the United States. As relatively early arrivals to Toronto, the Blackburns were in a position to render aid to new immigrants from the American South through a variety of means (Smardz Frost 2007). Thornton died in February of 1890. Lucie sold the property to the Toronto Board of Education in June of 1892 and the house and stable were razed to make way for the Sackville School playground. The date of the demolition of the Blackburn property is not known with precision. Smardz (1986:64) suggests that it may have taken place relatively quickly after the sale, in the summer of 1892. The *Goad's Atlas* maps, on the other hand, continue to depict both the house and barns as standing structures until at least 1903. It is possible that this is an error perpetuated over the various editions of the atlas.

The 1985 archaeological excavations concentrated on parts of the Blackburn house and stable. A *circa* 1834 one-storey frame structure built in the distinctive "shotgun" style commonly preferred by African Americans, the house measured 33 north-south by 24 feet east-west and consisted of three rooms: a parlour, likely at the south end, a bedroom in the middle, with a cellar below, and the kitchen at the north end, where the fireplace was located (Gerrard 1986; Smardz Frost 2007). The house was constructed directly on the ground surface on a wooden sill. The circa 1838 stable, which measured 30 east-west by 15 feet north-south, consisted of a two-storey east section and one-storey west section (Gerrard 1986). No archaeological evidence as to the internal layout of the stable was recovered, but it would seem that the building featured a wood-burning stove. Part of the yard at the rear of these structures was investigated, but no outbuildings, such as a privy, were found within the excavation area.

Portions of two semi-detached yellow brick and frame houses at 72 and 74 Eastern Avenue that were built in 1877-1878 on the lot to the east of the Blackburn's property were also investigated. For the most part the remains uncovered consisted of the demolition-rubble filled cellars and brick foundation walls (Gerrard 1986). These houses were demolished in 1965, to allow for an expansion of the school yard.

Limited indications of an Aboriginal Late Woodland period occupation (chert debitage and ceramic vessel sherds) were encountered at the site; however, all material was from secondary contexts (Jamieson 1986:293). Considerable data concerning the construction, use, and evolution of the schoolyard was recovered during the course of the investigations as well.

The ARC excavations did not result in the examination or removal of all deposits associated with the Blackburn occupation. Rear yard features may be expected to the north of the ARC excavation area. Possibly more important for the purposes of this assessment, the ARC's analysis of the settlement

patterns and the reported historical dimensions of the buildings indicates that additional structural remains associated with both the house and stable extend a short distance into the current Eastern Avenue right-of-way.

The Blackburns were designated as "Persons of National Historic Significance" by the Historic Sites and Monuments Board of Canada in 1999, and the Monuments Board also marked the site with a historical plaque in 2002.

Lindenwold/The Worts Estate (AjGu-35)

The Worts residence, located on the grounds of the Gooderham & Worts distillery, first appears on the 1851 Dennis and Fleming *Plan of the City of Toronto*. Although it is difficult to discern the house because of all of the trees laid out around it, a rectanguloid structure is identifiable. As the house was not depicted on the 1842 Cane *Topographical Plan*, a rough date for its construction is 1842-1851. The elaborate gardens on the lot no doubt were meant to define the estate and to buffer it from the surrounding industrial development. The 1855 Kingsford *Plan of the Grand Trunk Railway Right-of-Way* shows the layout of the Worts Estate in more detail. It would appear that a rectangular stable was located directly behind the house, and fence lines for the stable/work yard were indicated. Although the 1855 plan indicated that the railway was to extend along Front Street, directly in front of the Worts estate, it was in fact relocated further to the south. In the 1858 *Boulton Atla*s, the Worts house is coloured and numbered to indicate that it was a two storey brick structure. The small stable shown in 1855 had been removed and two new structures were attached to the house, a one storey wood structure, perhaps a summer kitchen or breezeway, and a two-storey, rectangular brick structure, probably a new stable range. The stable and breezeway are shown within the boundary of the stable/work yard, while a rectangular boundary associated with the entrance to the house off Front Street was likely a formal garden. Between 1858 and 1880, the configuration of the Worts estate had changed. As illustrated on the 1880 *Goad's Insurance Plan*, it appears that two side wings had been added to the original two storey brick house, and the stable range and breezeway had been removed. The house is labelled "to be pulled down," as it is completely within the industrial complex. Front Street is now labelled Mill Street. Although the 1880 plan indicated that the Worts estate house was to be destroyed, it was still illustrated in *Goad's* of 1890, as well as on 1893, 1899 and 1903 revisions. The 1910 edition, however, indicated that the house had been demolished and replaced by the Gooderham & Worts Distillery Rack Houses.

A Stage 2 and 3 archaeological assessment of a portion of the Worts residence was undertaken in 1996 (ASI 1996). The primary objective of this work was to determine whether or not the foundations or any other archaeological deposits associated with this mid- to late- nineteenth century occupation had survived the numerous land use changes that have occurred within the area. A test trench was excavated by backhoe throughout the area of the former residence located between Rack Houses D and I. It measured 25 metres in length and two metres in width and was situated in order to traverse the presumed area of the house. Where necessary, this trench was expanded, or shorter lateral trenches were excavated in order to more fully expose the features encountered. In the course of excavations, an extensive brick rubble layer, a number of possible rubble foundation trenches, a small one metre segment of fieldstone wall foundation, a section of iron gas pipe and a portion of a mid-nineteenth century brick cistern were documented (ASI 1996:8-16). This portion of the property has since been developed as a condominium tower, which incorporates the rack house. The balance of the house and the stables site are occupied by a modern office building (373 King Street East).

The Gooderham Windmill (AjGu-46)

The Gooderham Windmill, built on the distillery site in 1832, served as a prominent local landmark, effectively designating the eastern boundary of the city until the 1850s. It also formed one end of the original Windmill Line defining the limit of lakefilling along the waterfront.

The mill was constructed west of Trinity Street and south of Mill Street on top of a steep bank overlooking the broad beach of the nineteenth-century lakeshore. A painting executed by Thomas Young in 1835 illustrated it as a circular tower approximately six stories high and topped by a four-armed sail. By 1855, the sail had been removed from the grist mill tower and the mill completely surrounded by additional buildings, as shown on a plan of the proposed Grand Trunk Railway right-of-way by William Kingsford. The configuration of these buildings changed again according to the 1858 Boulton *Atlas of the City of Toronto*, which also illustrated the new railway corridor that passed south of the distillery complex and severed the old windmill from the waterfront (Otto 1994). Fill brought in for the railway created a gore of land south of Front and east of Parliament, where construction of the grey stone mill and distillery building began in 1859. This was followed by the construction of a malt house and offices along the west side of Trinity Street in 1864.

The construction of new buildings for the distillery operation effectively engulfed and ultimately obliterated the old mill tower from the waterfront landscape. Nevertheless, its presence continued to be marked on city maps and plans of the Gooderham property in the 1860s. For example, the location of "Gooderham's Windmill" remained a landmark on the 1862 Browne *Map of the City of Toronto*, although the label was applied to a rectangular building complex and not to a distinct circular structure. The *Plan of Property Belonging to Wm. Gooderham Esq. Toronto* by A.E. Williamson PLS, on the other hand, illustrated the circular "Windmill Tower," but it was overlaid partially by the walls of the offices adjoining the malt house. A laneway, known today as Distillery Lane, separated the south facade of this building and the east end of the stone distillery building. By 1884, the *Goad Insurance Plan of Toronto* illustrated the long building parallel to Trinity Street that contained the malting operation and offices, but the windmill footprint was not included (Otto 1994).

Two intact, but discontinuous, sections of the windmill foundation were documented in Distillery Lane, as a result of an archaeological investigation in 2003. The top of the foundation was documented 60 cm below the original asphalt paving. It is composed of limestone slabs that had been mortared together to form an annular foundation three feet (90 cm) wide and 30 feet (10 m) in diameter. One section of the foundation also incorporated a red brick arch that would allow the passage of material from the inside of the structure to an exterior receptacle (ASI 2003).

The windmill foundation was left in situ and covered with geo-textile before the area of investigation was backfilled with sand to protect the foundation underneath the new interlocking brick pavement installed in Distillery Lane.

The First Parliament Site (AjGu-41)

In 1795, Lieutenant Governor Simcoe ordered the first Parliament Buildings of Upper Canada to be built at York. The structures, completed in 1797, comprised two brick and two frame buildings, which were located between Front, Berkeley and Parliament streets. A Town Blockhouse was built to the immediate south of the Parliament Buildings in 1799. During the War of 1812, an American force occupied York for

a week in the spring of 1813, at the end of which time they burnt the Parliament Buildings and Town Blockhouse, among many other buildings. Soon after the 1813 invasion, the first Parliament Buildings were rebuilt as two-storey brick structures for billeting British troops. In 1817, the reconstructed upper floors of the first Parliament Buildings were being used to house newly arrived immigrants.

The second Parliament Buildings of Upper Canada, constructed between 1818 and 1820, connected the rebuilt wings of the first buildings with a two-storey brick building. The fate of the second Parliament Building was similar to that of the first buildings. On December 30, 1824, the north wing and centre block were destroyed by fire. The south wing, while damaged, remained standing.

All of the brick from the ruins of the parliament buildings had been reclaimed by 1830. The property remained vacant until the Home District Gaol was constructed from 1838 to1840. The Consumer's Gas Company purchased the property circa 1879. The gaol was demolished circa 1887 when Consumer's Gas began to expand their operations, eventually constructing a large industrial complex. The Consumer's Gas structures were demolished in 1964, when the property was developed to house an automotive centre, car and truck washes, a gas station, and car rental agency.

A series of test trenches were excavated on the site in the fall of 2000 (Dieterman and Williamson 2001). These trenches were positioned on the basis of examination of historic mapping in order to identify areas of archaeological potential/integrity within the complexly developed property.

Evidence pertaining to the presence of a late eighteenth-century structure was recovered in the form of fragmented early clay bricks above a loose-laid, limestone footing, the charred remains of wooden floor joists and floorboards, and patches of lime-sand mortar. These features represented the east wall of the southern building of the first Parliament buildings. The artifact assemblage from the layers associated with the Parliament era features were overwhelmingly dominated by creamware ceramics, manufactured in the late eighteenth and early nineteenth centuries. Thin window glass and hand wrought nails within associated strata also provide clear evidence of the early date of those deposits.

Additional investigations at the site were carried out in 2011. A Ground-Penetrating Radar (GPR) survey was undertaken within those portions of the site identified as being of greatest potential for the presence of additional Parliamentary era structural remains. The remote sensing survey was not successful in identifying any such features due to the complexity and intensity of subsequent alterations resulting from the construction and subsequent demolitions of both the Third Home District Gaol and the Consumers' Gas facilities (ASI 2012a).

A large-scale test trench strategy was then developed, targeting specific Parliament, Gaol and Consumers' Gas features. Twenty-two trenches, ranging from four to fifteen metres in length were excavated in this work. All of the test trenches uncovered large-scale fill layers, built surfaces and/or structural remains associated with the Consumers' Gas operations. Deposits associated with the Gaol, including both intact and robbed out sections of foundation, were documented in four trenches. Parliamentary era deposits were found in two of the trenches. These consisted of part of a probable robbed out structural feature, thin layers of construction and demolition fill and an original ground surface. The location of the Town Blockhouse was found to have been completely destroyed by later landscape alterations (ASI 2012a).

Toronto Lime Kiln Works (AjGu-64)

Archaeological investigations completed by the firm of Archeoworks on part of the site of the St. Lawrence Foundry, located at the southwest corner of King and Parliament streets, uncovered the remains of kilns associated with the earlier occupation of the property on the part of the Toronto Lime Works Company. A variety of other structural features, in various states of preservation, were documented as well. The archaeological deposits have been capped and remain in situ on the property (AWI 2008a, 2008b).

Bright-Barber (AjGu-65) and Smith-Barber (AjGu-66)

In 2010, Stage 2 test excavations carried out on two historical lots located to the immediate east of the Thornton Blackburn site (AjGu-16). Limited remains of a residence occupied by a number of individuals, including Jane Bright and Charles Barber, in the form of a possible builder's trench/footing/sill/base plate feature related to the west wall of an 1850s house, were thought to have been found in a trench excavated to the immediate east of the 1985 ARC excavation area. Stratigraphically, the archaeological remains lay below a twentieth-century addition associated with the row housing that succeeded the earlier dwelling in the 1870s, and which stood until the 1960s.

The probable remains of a circa 1858 building associated with a soap and candle factory operated by William Smith, Charles Barber and others, were found to the northeast of the Blackurn and Bright-Barber sites. These consisted of a substantial demolition deposit comprised of wood ash mixed with charcoal, demolition debris and mid-nineteenth-century refuse, a substantial proportion of which was burnt, suggesting that the demolition of the building, circa 1862-1863, involved razing by fire. The deposit was interpreted as the remains of the original void of a crawl space below floor level that was filled with debris upon the destruction of the building. Several associated stratigraphic deposits are tentatively interpreted as remnants of mid-nineteenth-century surfaces related to the filling of the former Goodwin's Creek ravine a short distance to the north of the excavation area prior to intensive development of the property, or other site preparation activities.

Stage 4 archaeological salvage excavation of portions of the Bright-Barber (AjGu-65) and Smith-Barber (AjGu-66) sites were then undertaken. The excavations targeting the Bright-Barber component concluded that no significant archaeological deposits were present. The Stage 2 identification of a possible builder's trench/footing/sill/base plate feature related to the west wall of the 1850s house, occupied by Jane Bright and then Charles Barber, was not borne out by the more comprehensive Stage 4 excavations. The excavations carried out at the Smith-Barber site were hampered by excessively high groundwater. Deposits associated with the existence of a circa 1840s-1860s soap and candle factory were exposed and were recorded and excavated to the degree that was possible given the adverse conditions that were encountered. Little in the way of structural remains or industrial fixtures that could be associated conclusively with this operation were uncovered, as they seemingly lay well below the watertable and were entirely inaccessible, if present at all. However, the work resulted in the collection of 6,040 artifacts. The majority of these were collected from a massive deposit of greyish-brown wood ash mixed with charcoal, red brick fragments, congealed lime and buff brick fragments that were interpreted as mid-nineteenth-century demolition fill within the area of the former structure. The site also yielded a single Middle Woodland ceramic vessel sherd (ASI 2010a, 2010b, 2011c, 2011a, 2011b).

West Market Square Hotel (AjGu-67)

The West Market Square Hotel occupied what is now 10-12 Market Street, but which originally south of the nineteenth-century lake shore and formed part of Water Lot G, which patented by Henry Hamilton in 1828. The property was first developed between the late 1830s and early 1840s when was cribbed and filled (ASI 2010d). Stage 2 test trenching and archaeological monitoring of construction required for the redevelopment of the site in 2010-2011 uncovered remains associated with the use of the property as a hotel, beginning in the 1850s, if not slightly earlier, and continuing until circa World War I. It would appear that drainage on the site, sitting as it did on lake fill was problematic and necessitated the construction and ongoing maintenance of a continuous timber deck or raft across the site. The artifact assemblage associated with the timber structure consisted of items dating between the 1830s and the early twentieth-century, with the greatest percentage of material spanning the 1840s-1880s period. It is possible that the majority of these artifacts, which consisted largely of debris from the kitchen and dining room of the hotel, were deposited during a major circa 1880 redevelopment of the hotel, although it is also conceivable that some of the material was discarded during earlier and later periods of repair to the underlying timber structure (ASI 2011c).

King-Caroline (AjGu-82)

A 2011 Stage 1 assessment of 251-255 King Street East and 37 Sherbourne Street identified a rear courtyard area as exhibiting potential for the survival of remains related to a building shown in the area on the 1818 *Plan of York* by George Phillpotts (AMAA 2011). The function and association(s) of the building were not known, but it was most likely to be a stable or workshop associated with the initial subdivision and commercial development of this portion of King Street after the War of 1812. A subsequent Stage 2-3 archaeological assessment encountered a portion of the south wall foundation or footing of the structure, together with a buried A-horizon that was clearly associated with the building. The ceramic artifacts recovered from these deposits consist of early refined white earthenwares and pearlwares that are entirely consistent with an occupation dating to the 1820s-1830s period (ASI 2012b). The site was subsequently subject to complete salvage excavation, revealing a broad range of domestic and industrial features, the latter likely being related to tanning operations (CRML 2013).

Berkeley House (AjGu-85)

A property near the southwest corner of King and Berkeley streets, just beyond the limits of the Old Town, originally formed part of the lands intended to make up the Government Reserve east of the Town, but was inadvertently granted to a settler named George Porter in 1793. He immediately began construction of a log house, which he sold to John Small Senior in 1795. This dwelling, which Small named "Berkeley House," was an important early residence in the Town of York. Some of the initial meetings of the Executive Council of Upper Canada were held there while the first Government House was under construction. The house was one of those looted by American troops during their occupation of the town in the days immediately following the Battle of York on April 27, 1813 (ASI 2012c).

Berkeley House was greatly enlarged in 1849 by Charles Coxwell Small (the younger son of John Small Senior). The facade of the 1790s structure was elevated, and a large gabled wing was added on either side. The house was now a full two storeys in height. The three sections of the house were connected by a rear wing on the south side, which was longer than the front block. The house was altered in 1874, during the tenure of Charles' son John. The Small family continued to occupy the house until 1914, at

which time it was divided into three separate residences, which were rented out as opportunity arose. The house stood vacant before it was finally demolished in 1925 and the area graded to serve as a storage yard and later a parking lot.

The test excavations, carried out in 2013 were intended to sample the entire project area with particular focus on the Berkeley House structure, of which only the west half was located within the project area, part of surrounding gardens, and the locations of a number of other enigmatic outbuildings or other structures that appear in variable locations on War of 1812 era maps. Three trenches were excavated in this process, uncovering interior and exterior masonry footings of the main block of the 1849 house, including part of a fire place, structural uprights for the rear frame wing of the house, and a buried A-horizon in the side garden area that contained pearlwares, creamwares and early refined white earthenwares that are entirely representative of the late eighteenth to early nineteenth century.

Given that the site is among the first domestic occupations in the Town of York, and was continuously occupied by the same family for almost 120 years, full scale salvage excavations were recommended (ASI 2013). These were completed in 2013 and resulted in the exposure of the balance of the house within the project area (TAI 2013)

Other Investigations

At least one other property has been subject to archaeological test and salvage excavation projects and while remains were documented, they were not formally registered within the OASD. Located at the southeast corner of Trinity and Front streets, the Alverthorpe site represented the remains of ninetheenth-century housing associated with the industrial development of the West Don Lands area (CAGI 2011; URS 2011).

2.3.2 Registered Archaeological Sites within 250 Metres of the Study Area Boundaries

An additional three sites have been registered within approximately 250 metres of the boundaries of the study area as defined for the purposes of this assessment (Figure 2).

St. James' Churchyard and Burying Ground (AjGu-17)

Archaeological investigations have been carried out within the St. James churchyard on three occasions. Archaeological salvage excavations were carried out following the discovery of human remains during construction of the access ramp at the northeast corner of the Diocese office in 1985 (Brown et al. 1985). Upon the discovery of these remains, construction work was halted and the remains were disinterred. Six adults and four sub-adults were documented in an area measuring approximately one metre by eight metres (Brown et al. 1985:11). The stratigraphy recorded during the excavation process reflects the landscape modifications that have occurred in this part of the site. At a depth of 1.85 to 2.05 metres below surface grade, a five to 10 centimetre horizon of dark organic soil (the original nineteenth century ground surface) was encountered. Below this lay sterile clay subsoil. The former topsoil had been capped, most likely following the 1849 fire by a layer of brick and clay fill, which served to raise the new ground elevation to a height of approximately 1.45 to 1.55 metres below the modern surface. Another episode of filling and landscaping, which likely took place between 1850 and 1870, further raised the grade to within 0.6 metre of the modern surface. The uppermost 0.6 metre of material consisted of sand and gravel fills that served to bed the modern asphalt surface (Brown et al. 1985:5-6).

Three, possibly four, of the adult burials had been placed in graves that were likely dug no more than one metre below the 1849 ground surface. Two of these burials may be reinterments from elsewhere on the site, as their remains were disarticulated. One of the juveniles had been buried on top of one of the adult interments, but probably not at the same time (Brown et al. 1985:7-8). The graves of one adult and two of the juveniles barely penetrated the topsoil horizon. The final adult was buried on top of the latter adult and one of the juveniles (Brown et al. 1985:7-8). While this portion of the cemetery was reportedly only used until the 1840s, the archaeologists concluded that all of the burials they documented date between 1849 and the 1880s and represent more than a single burial event (Brown et al. 1985:11).

In 1998, ASI excavated two small-scale exploratory excavations in order to determine if burials survived within other portions of the churchyard. Trench 1, measuring 11 x 3.5 metres in size, was excavated south of the Parish Hall. Trench 2, which measured 3.8 x 2.0 metres, was excavated directly south of the playground on the northeast side of the cathedral. The excavations were carried out using a backhoe equipped with a smooth bucket. In both trenches, the stratigraphy consisted of 10 centimetres of modern, imported topsoil over approximately 1.0 metre of demolition rubble and fill, which rested directly on natural subsoil (ASI 1998).

In Trench 1, three grave shafts were encountered. In one grave shaft a human cranium was exposed, while in a second, the edge of a coffin was observed, indicating that these two burials, at least, had not been disinterred. In Trench 2, three grave shafts were identified, two of which were child burials. Portions of coffins were present in two of the grave shafts. The third grave shaft did not reveal a coffin, but many bone fragments were present. Human remains, derived from previously disturbed burials were also found in the demolition rubble/fill layer. Both trenches were backfilled immediately after recording. No human remains were removed during the course of this work.

In 2002, ASI returned to the site to an area tentatively identified as the location of a new Parish House in the parking lot to the south and east of the Diocese office (ASI 2004). The investigations began with a remote sensing survey within two 15.0 to 20.0 metre long, 4.0 metre wide survey areas, using a 500 MHz radar antenna. A third, offset Acontrol area" was also investigated using both resistivity and ground penetrating radar. The results indicated that these areas were heavily disturbed to a depth of approximately 1.5 metres. The radar results gave no indication of burial anomalies within any of the survey areas; however, various utilities were identified. The results of the remote sensing were then evaluated through test trench excavation. The locations of these trenches were adjusted from the survey areas to avoid the various service lines traversing this portion of the property.

An east-west trench, which measured 20 metres in length and 2.0 metres in width, revealed approximately 1.5 metres of fill which lay atop natural A-horizon topsoils and the underlying B-horizon subsoil. Approximately 0.5 metre below the A-B horizon interface some grave shafts and the tops of some coffins were encountered. As was the case in the 1985 investigations, these graves were shallow relative to the original ground surface. There were few cases in which a grave shaft could be discerned in plan as the excavations proceeded. Ultimately eight interments were found within this trench.

The north-south trench measured 10 x 2.0 metres. The fill layer measured approximately 1.25 metres in depth, at which point the former natural A-horizon was encountered. Some grave shafts were more readily visible in this trench, although others were indistinguishable from the natural soils and were only

identified when coffin lids were encountered at a depth of 0.5 metre below the original grade. In total, seven interments were located within this trench.

In total, therefore, the two-day reconnaissance identified 15 burials within the two trenches at an average depth of 2.1 metres below the asphalt surface of the parking lot. In neither trench did this work result in disturbance of the coffins or exposure of any human remains.

Barchard Box Factory (AjGu-54)

A Stage 1 Archaeological Resource Assessment of a redevelopment property near the southwest corner of Adelaide and Berkeley streets was carried by Historic Horizon Inc. in 2006 (HHI 2006a). Their research demonstrated that the subject property formed part of David William Smith's 16.25 acre estate of Maryville, circa 1794-1804, and it was suggested that two structures associated with the estate may be located on the property. The estate buildings likely stood until circa 1840. The next occupation of the site was that of William Barchard's box factory, a development which entailed filling of the creek ravine that formerly lay in the northeast corner of the property. By 1880, Barchard's operations had expanded to occupy most of the property. The configuration of these frame-built structures remained unchanged until between 1903 and 1910, during which period all of the structures were razed and replaced with new, primarily brick, buildings. These buildings were demolished between 1923 and 1940, and the property was given over to parking.

A Stage 2 assessment of the property was completed by ASI in 2007. This work proceeded by means of the mechanical excavation of five test trenches in selected locations. No remains of Maryville era features were encountered. Limited remains associated with the later nineteenth century Barchard factory were uncovered in two trenches and a portion of a circa 1903-1910 brick structure was documented in a third trench. The remaining trenches yielded evidence of the massive filling operations carried out within the former ravine area. The artifact and stratigraphic evidence suggests that filling in the ravine continued to be necessary up to the late nineteenth century if not into the twentieth century. Drainage and use of this portion of the site during the factory era occupation was likely always to have been problematic. The filling operations involved the importation of large quantities of material to the site (ASI 2007c).

Ontario Heritage Centre (AjGu-50)

The Ontario Heritage Centre is housed in a 1908 building on the north of Adelaide Street just east of Yonge. It was registered as an archaeological site on the basis of the construction monitoring of utilities excavations at the front of the building, carried out by Ontario Heritage Foundation staff in 2006-2007, which resulted in the recovery of a small collection of early twentieth-century artifacts.

2.4 The Pre-development Landscape and Aboriginal Archaeological 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.

The Ministry of Culture *Draft Standards and Guidelines for Consultant Archaeologists* (2009: Section 1.4.1) identifies water sources, modern or ancient, as features indicative of archaeological potential and stipulates that undisturbed lands within 300 metres of such features must be included in any Stage 2 archaeological assessment.

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 City of Toronto Archaeological Managment Plan* (ASI et al. 2004) lists proximity to water as one of the indicators of potential for the presence of pre-contact 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 pre-development shoreline of Lake Ontario, has potential for the presence of pre-contact 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., lands above and within 200 metres of the strand, or below and within 100 metres of the strand).

Those portions of the study area that comprise the original nineteenth-century shoreline zone meet the basic proximity to water criterion due to their location on the Lake Ontario shore and by virtue of the current and former watercourses that traversed it to empty into the lake. The mouth of the Don, as well as the rich littoral zones along the shore, attracted seasonal fishing expeditions from communities located much further inland. During these forays, which likely required the establishment of annually occupied seasonal camps, large quantities of fish were caught and processed for consumption later in the year. The Don was a significant feature for its role as a travel corridor as well.

Nevertheless, the potential for the survival of any Aboriginal archaeological remains in primary contexts within the study area is essentially nil. As noted in Section 2.2 above, it was not until circa 3,000 B.P. that the Lake Ontario shoreline was more or less established in the location at which it stood in the 1790s. Thus, the shifting water levels of Lake Ontario are likely to have destroyed or submerged evidence of occupations along the shoreline in the Toronto waterfront area prior to circa 5,000 B.C. Moreover, the intensity of nineteenth- and twentieth-century land use in the study area is likely to have destroyed or dispersed the comparatively ephemeral archaeological deposits left by the pre-contact occupation of the 5,000 B.C.-A.D. 1800 shoreline zone, as these developments have resulted in the thorough and complete alteration of the original topography. In the comparatively few instances that pre-contact remains have been recovered during archaeological excavations in the downtown core, they have been found in secondary contexts. Isolated aboriginal lithic artifacts, for example, have been found during excavations within the grounds of Fort York (David Spittal, personal communication, 2005). The age of these items is unknown. They may represent either pre-contact or contact period material. Similarly, limited indications of a Late Woodland period occupation were found at the nineteenth-century Thornton Blackburn site at the corner of Cherry Street and Eastern Avenue, as noted in Section 2.3.1, above. Finally, an Early Archaic (circa 8,000 B.C.) projectile point was recovered from nineteenth-century landscape fills at the Toronto General Hospital site at King and John Streets. These discoveries only hint at the scale of pre-contact Aboriginal occupation and use of the shoreline.

2.5 An Overview of the Development of Toronto's Waterfront

When first established in 1793, the Town of York formed a compact plot within the area now bounded by Front, George, Duke and Berkeley streets. To the east of the town plot, lay the "Government Reserve" or "Government Park". The Park was bounded by the Don River on the east, the marsh and

harbour to the south, Parliament Street on the west and Carleton Street to the north. This land was primarily intended as a defensive buffer to shield the town in the event of an attack from the east. Plans for more extensive development of this area began as early as 1810.

To the west of the town lay the Garrison Reserve, which was centred on Fort York. The Garrison maintained control of those lands east of Garrison Creek, between the lakeshore and the present Queen and Peter streets until the 1830s. The area between the Garrison Reserve and the original Town was gradually brought into the civic sphere. In 1797, the town plot was initially expanded to York Street and then again as far as Peter Street, which abutted the military reserve. These new lands were to be occupied by a number of public buildings, including a church, school, court house, jail and market (Firth 1962:42-44, 46).

While the growth and development of the civilian town continued throughout the early nineteenth century, expanding inland to the present Queen Street by the 1830s, with additional lots having been surveyed as far north as Bloor Street, use of the waterfront remained restricted to commercial and transportation functions. This necessitated the construction of harbour infrastructure. The comparatively thin mantle of lake bottom sediments overlying bedrock along the shore prohibited a reliance on deeply-driven piles to construct shoreline features. As in many other places, freestanding timber cribs were used to build the foundations for wharves and piers. During this early period, the southern limits of lakefilling and wharf construction were defined by the Old Windmill Line, an arbitrary line, established in 1837, from the Gooderham windmill, at the foot of Parliament Street, west to a prominent headland near the site of Fort Rouillé around the foot of Dufferin Street.

The first major wharf structures, the King's, Cooper's and Merchant's wharves, were in place by *circa* 1820 at the foot of Peter, Church and Frederick streets, respectively. By 1842, seven new wharves had been added to the waterfront. These were the New Pier, later renamed the Queen's Wharf at the foot of Bathurst Street, the Commissariat Pier, King's or Navy Wharf at John Street, Rees' Pier at Simcoe Street, Tinning's Wharf at York Street, the Yonge Street Pier, as well as Browne's and MacDonald's wharves, which flanked the older Cooper's Wharf. The Commissariat Wharf and to some degree the Queen's Wharf were intended to serve the Garrison, while Rees's Pier was primarily intended as the landing place for immigrants to the City. The remainder served commercial interests in the town.

The proximity of Browne's, Cooper's and MacDonald's wharves to one another at Church Street anticipated later developments. For as wharves multiplied over the course of the next few decades, and as they were extended further and further into the lake, the landward ends of the slips between them were filled. This pattern of gradual development, known as "wharfing out," was responsible for the creation of relatively small blocks of new land, particularly between Church and Berkeley streets between the 1870s and 1880s.

As pressure on the waterfront increased during the second half of the nineteenth century, more deliberate and ambitious "crib and fill" operations were carried out to create substantial areas of new, made land[1]. In these projects, cribs that were basically identical to those used in wharves were used to

[1] The terms used to describe the areas created by the southward expansion of the waterfront, and the processes involved in their development are those defined by Seasholes (2003). While these may not correspond to civil engineering usage, they are more accurate characterizations of the activities that took place along the shore of Toronto Harbour. "Made land" is created by filling in shallow foreshores, river flats, and marshes. Such work is "landmaking" rather than "land filling" or "land reclamation" Land reclamation proceeds by diking, pumping and draining seasonally or permanently inundated lands, or those affected by

build walls around the perimeter of the area of open water that was to be filled. The fill used during this first phase of expansion included sewage, municipal waste (chiefly in the form of coal cinders), material from construction sites, and material dredged from the harbour bottom. The latter type of fill may be expected to contain fragments of derelict boats, wharf structures and other marine material.

The main proponents of these much more extensive campaigns of landmaking were the railways, which needed access to the harbour and space for their yard and station facilities. The three major railway companies, the Ontario, Simcoe and Huron Railway (later renamed the Northern Railway), the Great Western Railway and the Grand Trunk Railway, all entered Toronto in the 1850s and set about cutting down the south face of the original shorecliffs and filling along virtually the entire waterfront. The fill used to create the new land behind the crib walls of the Esplanade in the 1850s included sewage, "cellar dirt" excavated on construction sites in the town, and most importantly, material cut from the south edge of the shoreline terrace by the railways as they built their waterfront lines. Maps such as the *Boulton Atlas* of 1858 provide very useful records of the progress of landmaking during this period, but they may be somewhat misleading. On these maps large areas of neatly defined new land appear to be under-utilized. In reality much of these new lands were only minimally filled and were unsuitable for any form of development. The railways concentrated their efforts only on the construction of causeways for their track beds and the areas to be occupied by their yards and stations. Period sources frequently comment upon the incomplete state of the filling, which lead to the creation of "lagoons" or "unfilled sloughs." According to the miasmatic theories of disease prevalent at the time, such environments were seen as severe threats to human health. Given that these artificial cesspools also trapped vast amounts of raw sewage from the city's sewers, such concerns were probably not unfounded. In the end, it fell to the city to complete the filling operations in these problematic areas.

The waterfront was radically altered by the railways, as tracks, terminals, freight stations, utilities and new wharves were erected. Numerous industrial operations were attracted to the area as well, given the ready access it offered to both the rail and shipping networks. These developments also expanded westwards from the original core as the military relinquished its control of the Garrison Reserve west of Peter Street.

The first railway, the Ontario, Simcoe and Huron Railway (renamed the Northern Railway in 1858) opened from Toronto to Aurora in May of 1853. The arrival of the Northern Railway was followed by that of the Grand Trunk and the Great Western Railways over the next few years.

tides. Land filling represents the addition of material to raise the grade of existing land, be this to improve drainage or for other reasons (Seasholes 2003:2).

The Northern Railway occupied several terminals in Toronto before being absorbed into the Grand Trunk system in 1888. Its first passenger station was on the waterfront near Bay and Front Streets and the company developed a freight handling complex, located approximately 150 metres to the east of the Queen's Wharf. These facilities, which served to integrate the new railways with the existing water transportation networks, were constructed on harbour lakefill undertaken after 1853. The Northern was thus the first railway company to engage in filling Toronto's Harbour, beginning a process that would continue until the 1920s (HRL 1983:7). By the 1880s, the Northern Railway had constructed four wharves along the edge of the harbour.

The second railway to arrive in Toronto— the Great Western—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 before relocating its central facilities to east of Yonge Street in the mid-1860s (HRL 1983:8).

The Grand Trunk was the last of the pioneering railways to enter the City and ultimately grew to be the most important of the three. The railway entered Toronto from the east, along the lakeshore. Their track reached the Don River in 1855. Difficulties in negotiating rail access to the harbour via the Esplanade meant that goods and passengers had to be bussed to the company's terminal, which was located at the Queen's Wharf (HRL 1983:7). These difficulties were resolved in 1857, and the Grand Trunk obtained a 12 metre right-of-way within the public lands of the Esplanade. Despite its holdings in the vicinity of Queen's Wharf, the Grand Trunk did not initially recognize the continued importance of lake shipping in the transportation of freight. It quickly rectified this oversight, however, by building a dock, which included a grain elevator, and a yard area at the foot of Peter Street (HRL 1983:8; 1986:119). By the 1870s, the Grand Trunk had

NINETEENTH-CENTURY SHORELINE ENGINEERING

Until the early twentieth century, wharf and shorewall construction relied on timber cribwork. Contract specifications and civil engineering descriptions provide quite detailed accounts of crib construction (e.g., Bovey 1881; MPPA 1987:Appendices D and E). They were essentially frame boxes reinforced by cross members. The timbers used were generally 10 to15 inch square and could be of any length. Those portions of the structures that were underwater could be constructed of virtually any type of sound wood, whereas above the low water line white pine was preferred because of its durability. Even so, the face members that stood above the waterline, as well as any superstructures they carried, only had a life expectancy of 10 to 25 years. The cribs were assembled in shallow water and towed to their final site, where they were moored and sunk after the lake bottom had been sounded, levelled and cleared of debris. They were sunk using rock ballast. In landmaking operations, cribs were to be set in 11 feet of water, with an additional four feet remaining above the water line.

Typically, the cribs would carry a superstructure of some form, depending on the function of the feature. The first set of specifications for the construction of the Esplanade, in 1854, stipulate that "instead of the cribs being carried up separately, they are to show above water as a continuous and unbroken facing of timber." These requirements were repeated in the 1856 Esplanade specifications and, to some extent, reflect aesthetic concerns and a desire to provide a neat and well-finished structure. Early photos of the Esplanade harbour wall show these as horizontal beams that were fixed to the face of the upper portions of the cribs. The facade does not, in fact, look substantially different than the timberwork used in construction of the submerged crib foundations, as documented archaeologically. Many of the public wharves on the waterfront were also built with superstructure facades of similar quality, although sheet piling or lagging often served to create the uniform facade.

Upon the superstructure would sit any buildings, rail lines or other facilities that were required. Open spaces on the decks were frequently used for coal storage, which created a whole suite of problems. In 1882, on the Jaques and Hayes Wharf east of York Street, for example, a three to four thousand ton stockpile of coal caught fire, destroying a large part of the wharf. These open stores were a major source of air pollution, as well. Windborne clouds of coal dust spread a pall throughout the harbour and city. Correspondence of the early 1870s concerning the lighthouse keepers' residence on the Queen's Wharf indicates that the problem was so bad that the house was essentially uninhabitable.

shifted the majority of its facilities to the vicinity of Union Station, leasing its Queen's Wharf terminal to the Toronto Grey and Bruce Railway (HRL 1983:8).

By the 1860s, when the railways had completed their first phases of construction, the lakefront in the central portion of the study area had been altered significantly. The majority of railway facilities were located between Fort York and John Street, on land which was relatively inexpensive compared to more desirable areas at the foot of Yonge Street. The most dramatic change of the period was the filling of the harbourfront from Bathurst Street to Parliament associated with the development of the Esplanade (between Spadina and the Don River) as the major rail corridor, despite the fact that it had originally been intended as a public thoroughfare. While the rail companies were insistent upon utilizing the Esplanade to reach the downtown core, and proposed several schemes by which this could be accomplished, much of the task was, in the end, carried out by the City (HRL 1989:55).

The numerous tracks within the narrow area to the south of Front Street created an exceedingly busy corridor, which caused great inconvenience for traffic between the city and the harbour. In addition, Canadian Pacific became a major transcontinental carrier in the 1880s and though its lines lay mostly in the northern part of the city, it quickly acquired access to the waterfront, building a variety of facilities in the 1890s (HRL 1983:23-25) and causing further congestion.

The growing transportation system was accompanied by commercial and industrial development as factories, warehouses and service industries sprang up across the entire waterfront. These ranged from comparatively small operations to very large complexes, such as those of the Gooderham & Worts distillery and the Davies Meat Packing Company.

After many years of debate and negotiation, the southern limit within which construction and filling was permitted along the Toronto harbour front was extended to the "New Windmill Line." The federal government approved this new line in 1893. The expansion was necessary to allow for the development of deep water piers in Toronto's harbour without the need for dredging, as the Great Lakes navigation system was moving to the use of boats with drafts of greater than 10 feet (HRL 1989:57).

The City constructed a new shorewall of rock-filled timber cribs along the New Windmill line and began to fill the area with municipal waste, consisting of "all the ashes and other suitable material collected in the section bounded by College, Spadina, and Sherbourne Streets" (HRL 1989:58). This work was largely complete by 1899 and included the creation of Lake Street. Many of the older wharves were rendered redundant by this new phase of expansion and were buried. It was anticipated that this new area of landmaking would be sufficient for Toronto's needs for the next 30 years.

Extending the harbour lands to the New Windmill Line was not the only waterfront issue in the late nineteenth century. Ashbridge's Bay to the east, and the Toronto Island, became the foci of a number of development proposals between 1886 and 1909 (Reeves 1992:20). Ashbridge's Bay was largely a marshy bay at the foot of the Don River, bounded on the west by a sand spit and on the south by the peninsula which was later breached to form the Toronto Islands. In 1884, the federal government constructed a breakwater along the western side of the sandspit creating a new shape to Toronto's inner harbour, and consolidating the north-south passage to the peninsula—known erroneously as Fisherman's Island.

Similarly, the Don River, which had long presented challenges to the development and operation of the waterfront, was the focus of much attention. The river carried considerable silt, which clogged the

harbour and required ongoing dredging to maintain navigability. It was also used as a convenient and inexpensive sewer outfall, which added to the silting of the harbour and to the real and perceived unsanitary character of Ashbridge's Bay. Pollution of the waters was exacerbated after Gooderham & Worts opened a vast cattle-feeding operation on the east bank of the river in the late 1860s. City Council allocated funds, in 1886, to straighten and deepen the lower Don. The work extended downstream from Winchester Street (approximately where the Canadian Pacific Railway today crosses the Don north of Gerrard) to the Grand Trunk Railway bridge near the mouth of the river. The improvements included removing bends in the river, dredging the channel to 12 feet below lake level, and reinforcing the waterway with timber piling. On either side of the channel, 23 feet was reserved for dock space, 52 feet for railways, and 50 feet for roads. To further prevent flooding, low-lying land adjacent to the river was raised three feet above the lake high-water mark. The bulk of this work was completed in 1887. It seems to have done little good, however, as complaints about the shallowness of the east end of the harbour persisted and, in 1901, the city's engineer noted that the reinforcing piles had completely rotted away in many cases, and needed replacing.

Beginning in 1912, planning began for a renewed programme of landmaking, which was undertaken starting in 1916. It involved the construction of a concrete harbour head wall that extended between the Don River and Bay Street and marked the new southerly extension of the Toronto shoreline approximately 335 metres south of Lake Street. The area behind the wall was filled in with sediments dredged from the harbour floor, and the project was completed in stages. West of Yonge Street, this work was largely completed by 1926. The work took somewhat longer to complete between Yonge Street and Cherry streets, due to legal issues associated with filling. Once they were solved, financial problems on the part of the Harbour Commission reduced the amount of newly created land to half that which had been planned. While some work was carried out in the 1930s, the 1912 landmaking plan was not completed until the lands south of Queen's Quay were filled in 1952. The project begun in 1912 also involved reclaiming land from the Great Marsh. Bounded by concrete headwalls, the area was filled with sand dredged from the bottom of the lake.

The final major project affecting the lakeshore (prior to the construction of the Gardiner Expressway and the Leslie spit in the 1960s) was the separation of grades for road and rail traffic. Along the railway corridor, at all crossings, pedestrian and carriage traffic was blocked for long periods by regular train movement and the switching of trains at freight sheds. Although several bridges were built to take traffic over the railway corridor, including the York Street bridge, these were only a temporary solution. In the early twentieth century, plans were developed to raise the railway corridor above the roads by placing it on top of an embankment. The design, adopted during the 1920s, incorporated an embankment created from fill that rose approximately 17 feet above the grade of the existing track. Generally, the embankments were constructed from temporary wooden trestles with a rail line on top, and the fill was dumped from the railway cars (HRL 1989:64).

The grade separation, known as the "High Line" was designed to take place between Bathurst Street and the Don River. While Spadina Avenue and Bathurst Street crossed the rail corridors by means of bridges, the major thoroughfares to the east utilized road subways. This design required a major campaign of filling along the waterfront, in order to raise the tracks approximately five metres above the existing grade. The harbour fill that was used to raise the elevation of the railway corridors was composed of material from borrow pits located in Scarborough, as well as dredged from the harbour (HRL 1989:64). Much of this work was undertaken by the Toronto Harbour Commission, which also extended the shoreline somewhat south of the area required by the railways, in order to provide additional, new

industrial land. These costly and time-consuming operations were not completed until 1929 (HRL 1983:57-58).

2.6 Data Gaps

While inventories of features of potential archaeological value have been compiled as part of this assessment and certain general principles with respect to the character of such resources have been outlined for the various parts of the study area, the precise identification of zones of archaeological potential/integrity within these heavily urbanized lands is hampered by the complexity and variability of individual parcels or properties in terms of their development histories. This difficulty is exacerbated by the currently undefined scope of any impacts that may arise from the Gardiner Expressway and Lake Shore Boulevard Reconfiguration project, and the sheer size of the study area itself. These data gaps can be addressed through the completion of detailed and comprehensive Stage 1 archaeological assessment at the preliminary or detailed design stage of the undertaking.

3.0 DESCRIPTION OF BASELINE CONDITIONS

For the purposes of the describing the archaeological baseline conditions, the study area has been broken down into analytical precincts. Those that comprise, more or less, the original landmass of the Toronto waterfront area are:

- The Old Town and St. Lawrence Neighbourhood, which includes the lands between King and Front streets and between Jarvis and Parliament streets. This area also extends south to the Gardiner Expressway/Lake Shore Boulevard to capture the early phases of the Toronto Harbour's shoreline development.
- The West Don Lands Precinct and Distillery District, which is an irregular area roughly bounded by sections of Front Street/Eastern Avenue, Cherry Street, King Street, the Gardiner Expressway/Lake Shore Boulevard and the Don River itself. It also includes a small part of Corktown, between Parliament, Front /Eastern, Cherry and King Streets.
- South Riverdale/Riverside, which lies on the east side of the Don River. The boundaries for this area follow Queen Street east to Broadview Avenue, south along Broadview to Eastern Avenue, east along Eastern to Logan Avenue and south along Logan to the Canadian National Railway lines.

The Lower Yonge area consists equally of original and made lands. This zone consists of the area between King Street and the modern lakeshore, from Yonge Street to Jarvis Street.

The precincts that consist largely or entirely of made lands are:

- The East Bayfront, which incorporates the area south of the Gardiner Expressway/Lake Shore Boulevard between Jarvis Street and Parliament Street.
- The Lower Don Lands, North Keating and Port Lands, which extend from Lake Shore Boulevard, east of Parliament Street, south to the north shore of the Outer Harbour.

Brief historical summaries are provided for each precinct. These are not comprehensive accounts of the land use histories of the areas. Rather, they are intended to describe the various agents of change that are represented by known or potential material remains. Most are derived from previous large-scale archaeological planning and management studies, such as the ongoing *City of Toronto Archaeological Management Plan* (ASI *et al*. 2004), and Waterfront Toronto's *Archaeological Conservation and Management Strategy* (ASI *et al*. 2008). The historical research conducted for these studies consisted of extensive reviews of secondary sources; little original archival research was conducted.

The inventories include all identified features of potential archaeological concern that are located, whole or in part, within the study area, on the basis of the preceding studies. The accompanying mapping plots the general location of many of these features (Figures 3-5).

Figure 3: Historical Features as Mapped by the Waterfront Toronto Archeological Conservation and Management Strategy

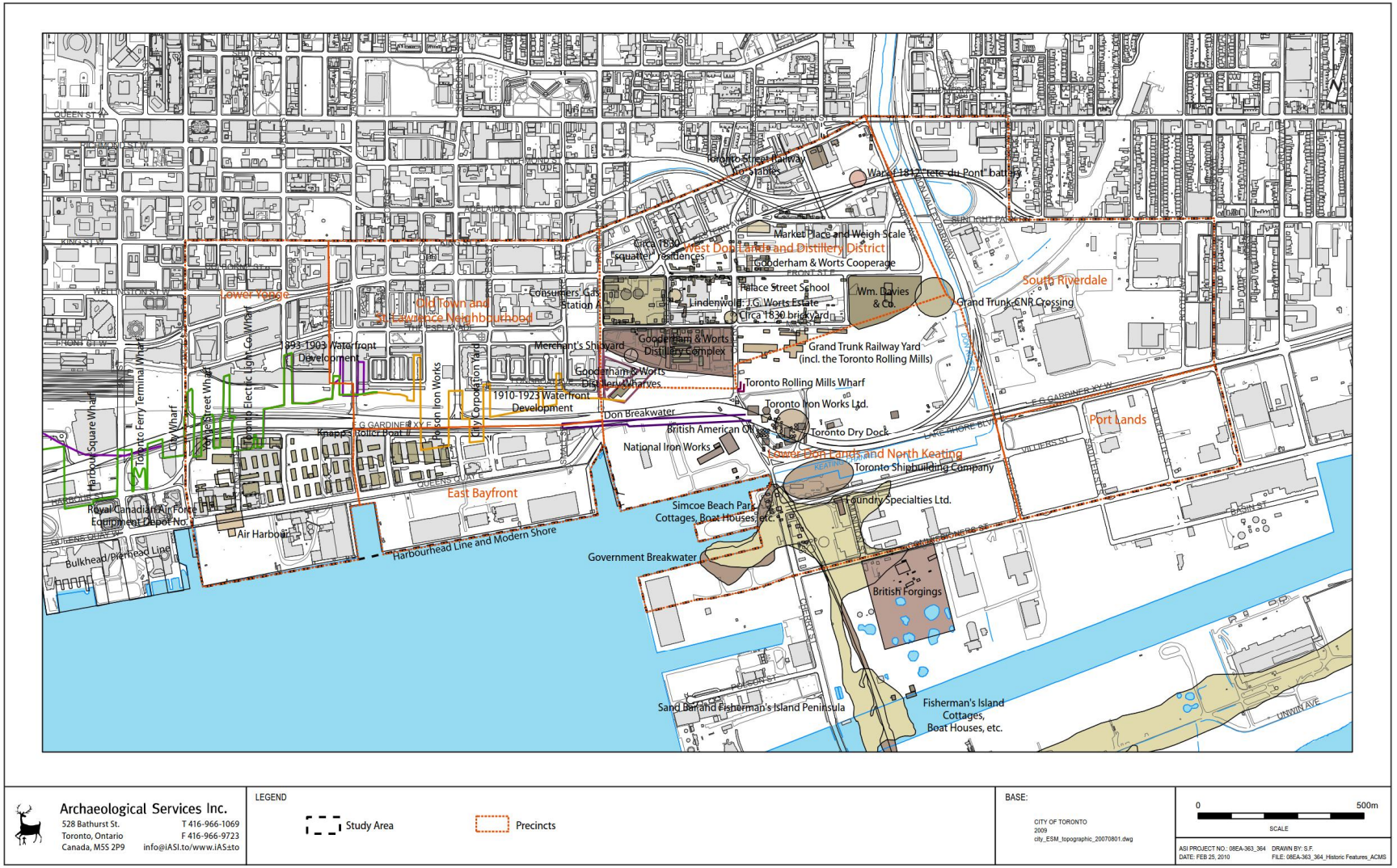


Figure 4: Historical Features as Mapped by the City of Toronto Archaeological Management Plan

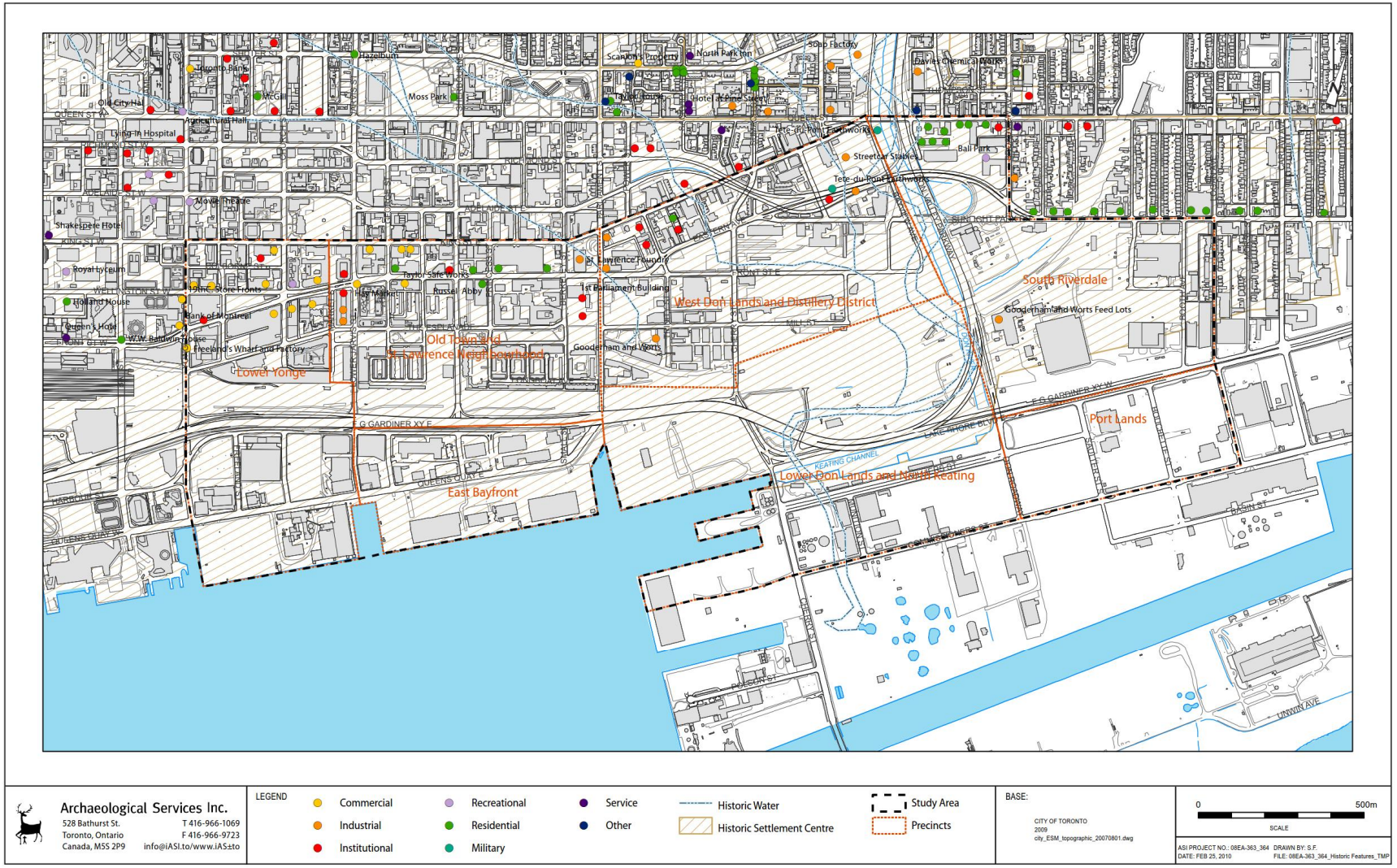
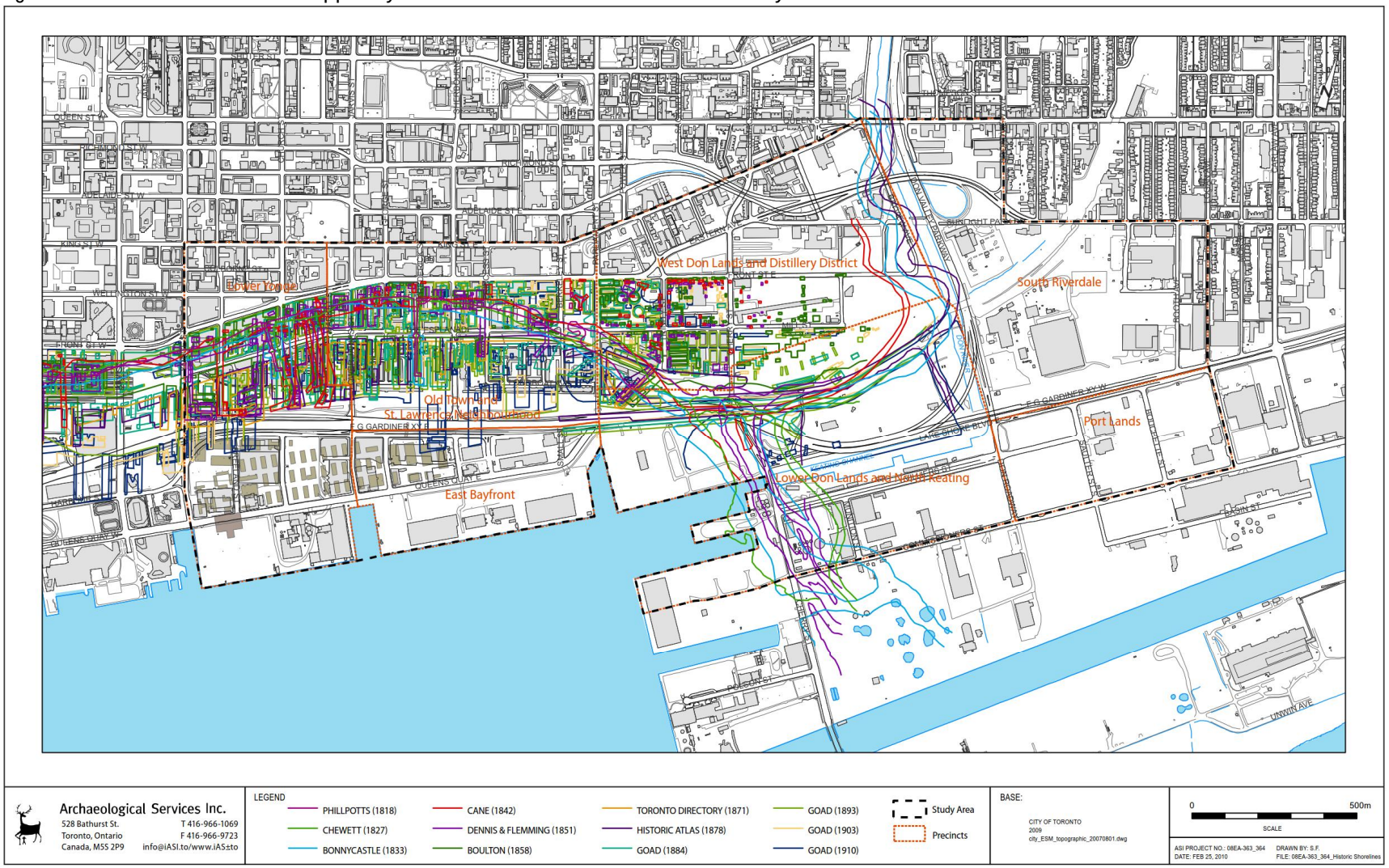


Figure 5: Historical Shorelines as Mapped by the Waterfront Toronto ACMS and the City of Toronto AMP



3.1 Gardiner Expressway and Lake Shore Boulevard

The existing Gardiner Expressway and Lake Shore Boulevard corridor cuts across several of the analytical precincts employed herein. Accordingly, to avoid redundancy, entries in the respective precinct inventories which fall within the current Gardiner-Lake Shore corridor—whole or in part—have been indicated in bold type.

3.1.1 South Riverdale/Riverside

3.1.1.1 South Riverdale/Riverside Summary Historical Context

Most of the South Riverdale portion of the study area remained primarily agricultural for much of the nineteenth century. This "hinterland" was linked to York/Toronto by the Kingston Road bridge across the river at Queen Street. A bridge had been constructed over the Don as early as 1804-1806. The bridge was destroyed by British forces upon their retreat from the town during the Battle of York in 1813. It was replaced by 1814 and protected by earthworks and batteries (see Section 3.1.6.1), but again seems to have been destroyed or dismantled as, for a time, ferry service was provided from one side of the Don to the other. In April 1822, a public subscription was taken up for the construction of a new wooden bridge across the river. This structure, known as "Angell's Bridge" after its engineer, contained at least five arches. It was apparently not completed until June of 1823. This bridge seems to have stood until 1850, when it was washed away by an early spring freshet. It was succeeded by several later bridges of wood, iron and finally reinforced concrete construction.

Even by 1850, the area was little developed. The 1851 Dennis and Fleming *Topographical Plan* shows only a single structure south of Queen Street. By 1858, the *Boulton Atlas* shows that some streets had been laid out on the east side of the river as some larger parcels were surveyed and sold for residential development. These were Eastern Avenue, then called Park Street, Front Street which was then known as Palace Street, and a now disused portion of Mill Street which was then called Front Street East. The Grand Trunk Railway had been constructed by that time and crossed the Don as it does today between Mill and Front Streets. New bridges provided crossing points at Eastern Avenue and for the GTR line. This map also shows a cluster of several structures on the south side of Queen Street between the Don River and Broadview Avenue.

By 1861, as the population of the City of Toronto began to increase, available land on the east side of the Don River began to be developed for both residential and industrial purposes. Tremaine's *Map of the County of York, Canada West* shows a heavy black outline on both sides of Queen Street extending the entire width of the study area, which indicated that the street was heavily developed. This map also shows that a more extensive network of streets had been surveyed.

In 1868-1869, a series of "Winter Reconnaissance" maps of the City of Toronto and the surrounding countryside were produced by the Royal Engineers. In addition to the structures noted along the south side of Queen Street, the existence of a "stoneware pottery" was also indicated on the east side of Broadview Avenue, as well as a "cattle byre" on the south side of the railway immediately after it crossed the Don River. The pottery existed into the late nineteenth, and was depicted in the 1884 edition of *Goad's Atlas*, set amid a growing residential neighbourhood. The cattle byre represents the early stages of the transfer of the Gooderham & Worts cattle feedlots to the east side of the river. These operations reached a massive scale in the following decades, and were long deemed to be a nuisance by

the local inhabitants, since the manure was discharged into the Don River and into Ashbridges' Bay, and was considered to be a serious health risk.

By 1876, waterworks had been constructed along Queen Street on the east side of the Don River as far as McGee Street. Fire hydrants had been provided along Lewis, Saulter and McGee Streets between Queen Street and Eastern Avenue. The 1878 Miles & Co. *Illustrated Historical Atlas* mapping shows that Eastern Avenue (South Park Street) had been opened across the width of the study area. However, no cross streets had yet been built between McGee and Logan.

By the early 1890s, part of the land on the east side of the Don River between Queen Street and the GTR had been expropriated by the City of Toronto, and formed part of the Don Improvement Plan, which involved straightening the channel of the Don River. By 1893, most of the study area between Lewis Street and Logan Avenue had been heavily subdivided for residential purposes and built upon. Standing out among these residential neighbourhoods was the Toronto Baseball Ground.

The land between the Eastern Avenue and the GTR line was slower to develop. Although it had been surveyed into building lots it, appears to have remained as vacant and undeveloped land up to 1893. The land lying between the railway and Logan Avenue, on the south side of Eastern Avenue, contained some residential buildings in 1893 although it appears to have been of increasing importance as an industrial area. Shops and warehouses extended across what was described on earlier nineteenth century maps as "marsh lands" and right to the shore of Ashbridges' Bay. The waters of the bay were, at that time, sufficiently deep that small sailing vessels could navigate in this area.

By 1889, there had emerged a growing movement, in conjunction with straightening the Don River, to also improve the shoreline and harbour facilities at Ashbridges' Bay. The Bay had been neglected for many years and had started to silt up, and was also a sewage discharge site. As a result there were growing concerns over health related issues among the residents of South Riverdale. Various design proposals were submitted to City council during the 1880s and 1890s, which showed possible layouts for streets, industrial building sites, wharves and channels. Many of these proposed designs called for a park reservation, named "Simcoe Park" on one design and "Central Park" on another, replete with a waterfront hotel and ferry service provided from Leslie Street. In some of these plans, part of Ashbridges' Bay was to remain open water, whereas other plans called for the in-filling of much of the Bay. In 1911, following the creation of the Toronto Harbour Commission, work on improvements to the Bay and former marsh areas was undertaken. Part of the mandate of the newly established Commission was to provide an improved harbour, which would in turn create increased work, better wages, cheaper shipping for goods and, in general, a more prosperous city. The work of dredging and land reclamation appears to have been undertaken starting in 1912. Keating Channel was being dredged out by 1914, and much of the surrounding land was created through the dumping of fill and garbage from other parts of the city. Much of this work had been completed by 1920. Much of this land bordering along the Bay was occupied by industrial concerns.

3.1.1.2 South Riverdale/Riverside Inventory

The inventory of potential resources within the South Riverdale portion of the study area (Figures 3-5) is based upon background research compiled for the *City of Toronto Archaeological Management Plan*, with additions for the purposes of this study. It does not include residential or industrial features whose origins lie exclusively in the later part of the nineteenth or early twentieth centuries.

None of the inventoried features is located within the existing Gardiner Expressway-Lake Shore Boulevard corridor.

South Riverdale/Riverside Inventory	
Mid-nineteenth Century Residential Structures	The Dennis and Fleming *Topographical Plan* of 1851 shows a single residential structure on the south side of Queen Street just east of the Don River. The *Boulton Atlas* of 1858 shows the appearance of additional structures along this general stretch of Queen. Redevelopment of the area has likely destroyed remains of these occupations.
Gooderham and Worts Cattle Sheds	In the late 1860s Gooderham & Worts opened a vast cattle-feeding operation on the east bank of the river. The Goad's Atlas of 1884 depicts seven large barns and a scattering of smaller buildings south of Front Street between the river and Saulter Street. These stood until at least 1910.
Toronto Baseball Ground	This was the first stadium built specifically for baseball in Toronto. It was completed in 1886 at a cost of $7,000 and was located on eight acres of land south of Queen Street and adjacent to the east bank of the Don River. The main entrance to the stadium was on Queen Street, but there were also exits for visitors in carriages on Eastern Avenue, Kingston Road and Scadding Street (now Broadview Avenue). The grandstand, located south of Queen Street and facing south, had a capacity of 2,000. The seats had arms, cushions, and comfortable backs. The stadium was bounded by a fence on the south, east, and west sides, but there were also doors on all three sides to enable players to retrieve balls hit over the fences. The first game was played at this stadium on May 22, 1886. Toronto had a professional baseball franchise from 1886 until 1890 and again after 1895. This park remained the home stadium of the Toronto team until it moved to a stadium on the Toronto Islands in the late 1890s. The stadium was initially known as the Toronto Baseball Grounds but was later referred to as "Big Wood Smith's place over the Don." The stadium, however, was best known as Sunlight Park, because it was located near the Sunlight Soap Works (Cauz 1977:17). The stadium disappeared around 1906, replaced by a roller rink. The site of the roller rink became a Coca-Cola plant in 1922-1923. The Coca-Cola plant remained in operation until the mid-1960s or early 1970s (ASI 2007d).

3.1.2 West Don Lands and Distillery District

3.1.2.1 West Don Lands and Distillery District Summary Historical Context

The major portion of this part of the study area originally formed part of the "Government Reserve" or "Government Park" which encompassed parts of Lot 16 and Park Lots 1 and 2 in Concession 1 from the Bay, in the Township of York. The Park was bounded by the Don River on the east, the marsh and harbour to the south, Parliament Street on the west and Carleton Street to the north. This land was primarily intended as a defensive buffer to shield the town in the event of an attack from the east. The first legislative (Parliament) buildings for the new capital were constructed near the periphery of this reserve, and it was proposed further that the official residence of the lieutenant-governor be erected within "the Park." The Park was, however, used as a recreational retreat by the early inhabitants of York since the woods were free of heavy underbrush and crossed by a few trails, which were used for walking and riding. Moreover, some residents found this a convenient place for grazing their livestock during the spring and summer. The first "Patent Plan" for York (circa 1800) showed this tract labelled as the "Government Lease."

In December 1810, Lieutenant Governor Francis Gore proposed that the reserve, which contained 386 acres, be laid out into building lots. The survey was completed by Samuel Wilmot by February 1811, laying out the reserve into rectangular lots with roads laid out at right angles from Parliament Street. The Wilmot survey showed that the reserve was crossed by a number of small creeks, and Kingston Road passed over them via two small bridges, while another bridge crossed the Don River. The areas directly below the banks of the Don were made up by a "natural meadow which may be mowed" (Wilmot 1811). The Don River bridge was destroyed by British forces upon their retreat from the town during the Battle of York in April of 1813. It was replaced by 1814 and was protected from potential enemy attack by a breastwork situated on the east side of the river and supported by the batteries on the west side of the river[2]. These "tete du Pont" fortifications are clearly shown on the 1814 Williams *Plan of the Town and Harbour of York* and the Phillpotts *Plan of York*, surveyed in 1818.

Wilmot's original survey was abandoned in favour of a modified plan and new proposal whereby lots were to be sold or leased within the reserve in order to raise money for the support of a much needed hospital. In order to alienate this land it was necessary to patent it to a board of hospital trustees comprised of William Dummer Powell, James Baby and the Rev. John Strachan. This transfer was done by an order-in-council in April, 1819. Christopher Widmer was later added as another trustee. Roughly contemporary plans of the town of York show that this tract of land was undeveloped, the only notable features being a section of the Kingston Road and a trail or road which extended between the mouth of the Don and the Kingston Road along the east side of Taddle Creek (Phillpotts 1818).

By June 1830, the south end of this reserve had been laid out into lots by surveyor J.G. Chewett. His survey showed that a number of small plots of land had been occupied and fenced in by squatters. A few brickyards were shown in this area, notably on the east side of Trinity Street between Front and Mill streets, and also near the northwest corner of Cherry and Mill streets. The area south of Eastern Avenue was traversed by a number of trails or paths that did not correspond to the formally surveyed street grid, and at least five structures encroached into the southerly limit of Front Street in the block between Trinity and Cherry streets (Chewett 1830).

[2] Note that with the straightening of the Don River in the 1890s, the course of the river was shifted eastward, so that former locations of all of the defences fell on the west side of the river.

Much of this land remained undeveloped into the 1830s, and it was gradually surveyed for building purposes by the trustees as the City of Toronto expanded eastward towards the Don River. The Bonnycastle map of 1833 shows the area south of Lot or Queen Street laid out into streets with the remark "recently laid out in streets and now building upon." The earliest structures were erected along Cherry, Palace and King Streets. Perhaps the earliest surviving building within the study area is the Cherry Street Hotel, originally built as a school house in 1859. The upper end of the West Don Lands precinct developed somewhat earlier than the lower end, and King Street contained industrial buildings such as carriage works and small shops and businesses. Both sides of Eastern Avenue remained vacant land throughout much of the nineteenth century, and part of the area was not developed until after 1890 because it formed part of the original channel of the Don River.

The area, in general, consisted of low-lying land, which formed the floodplain of the Don River. This floodplain extended northwards to where King Street meets the river today, and roughly followed the diagonal alignment of King Street on its western edge. This area was considered unhealthy due to its proximity to the marshes at the mouth of the Don River and the dumping of effluent in the adjacent Ashbridge's Bay. The river carried considerable silt, which clogged the harbour to the south and required ongoing dredging to maintain navigability. As development of the area proceeded, the river was also used as a convenient and inexpensive sewer outfall, which added to the silting of the harbour and to the real and perceived unsanitary character of the marshes. Pollution of the waters was exacerbated after 1872 when Gooderham & Worts opened a vast cattle-feeding operation on the east bank of the Don.

The lands within the study area became more attractive to businesses and for residential purposes following the Don Improvement project in the mid-1880s and in the decades which followed. City Council allocated funds, in 1886, to straighten and deepen the lower Don. The work extended downstream from Winchester Street (approximately where the Canadian Pacific Railway today crosses the Don River, north of Gerrard Street) to the Grand Trunk Railway bridge near the mouth of the river. Improvements within the West Don Lands consisted of removing bends in the river, dredging the channel to 12 feet below lake level, and reinforcing the waterway with timber piling. On either side of the channel, 23 feet was reserved for dock space, 52 feet for railways, and 50 feet for roads. To prevent further flooding, low-lying land adjacent to the river was raised three feet above the lake high-water mark. The bulk of this work was completed in 1887. It seems to have done little good, however, as complaints about the shallowness of the east end of the harbour persisted and, in 1901, the city engineer noted that the reinforcing piles had completely rotted away in many cases, and needed replacing.

Three major industrial concerns played a key role in shaping the development of the West Don Lands. In 1832, James Worts and William Gooderham constructed a mill west of Trinity Street and south of Mill Street on top of a steep bank overlooking a broad beach on what was once the lakeshore (Otto 1994:8). By 1837, Gooderham & Worts were distilling alcohol from surplus and low-grade grain and a building for that purpose was constructed on the west side of Trinity Street. As the business prospered, and technologies changed, more buildings and wharves were added to the complex, which grew to include portions of the study area. These included rack and barrel warehouses on the north side of Mill Street, and a large cooperage for manufacturing new barrels that operated until at least 1890 on the north side of Front Street near Cherry.

Similarly, the Toronto Gas Light & Water Company, which was founded in 1841, established its original building at the foot of Prince's Street, a block east of the west limits of the study area. This company was purchased by The Consumers' Gas Company of Toronto following its incorporation in 1848. In 1855, Consumers' Gas constructed a new gas works on a three-acre site on the east side of Parliament, south of Front Street. This was expanded between 1883 and 1890 to include most of the block of land between Parliament, Trinity, Front and Mill streets as well as lands west of Parliament, and became known as Station A of the Consumers' Gas Company.

However, the largest industrial land user in the Don Lands precinct was the pork packing plant of the Davies Meat Packing Company. The company established its first slaughterhouse at Front and Frederick streets in 1861, later relocating to a site at the end of Front Street at the Don River. This plant expanded enormously until it occupied most of the property east of Overend Street. In 1927, it became Canada Packers.

In addition, numerous iron-working mills were established in the precinct from a very early date. The first of these may have been the Don Foundry at modern 511 King Street, which was in operation by 1853. The St. Lawrence Foundry, established, in 1851, on the block bounded by Berkeley, King, Front and Parliament, was another large iron-working mill; in 1873 the company opened a railway car wheel foundry at the northwest corner of Front and Cherry streets, which was sold to the Toronto Car Wheel Company the following year. In 1857, the prominent railway contractor, Casimir Gzowski, in partnership with D.L. Macpherson and the Pomeroy Brothers of Pittsfield, Massachusetts, established the Toronto Rolling Mills at the southwest corner of Mill and Water streets, to re-profile worn rails of the Grand Trunk Railway. Gzowski initially obtained a ten-year contract, which must have been extended since the plant remained open until 1873. Alternatively, the facility may have tried to branch out into other iron products. The building and plant were demolished shortly after its closure.

When Eastern Avenue was developed between St. Lawrence Street and the Don River it became home to businesses connected with the burgeoning city, such as lumber yards and paving companies. By the twentieth century, these sites had been partly taken over and had to share their space with scrap metal and paper dealers, and oil and soap manufacturers among others.

Industrial development was soon accompanied by the establishment of railway corridors and yards along the lake shore to the south of the precinct. Rail yards, repair and service shops, and sidings to serve the factories became a prominent feature of the development of the area. The Grand Trunk Railway occupied all the land south of Mill Street to the Don River. Over the years, this area contained cattle yards, a railway shop and the original site of the Don Station, as well as the company's mainline from Toronto to Montreal. The company also built a wharf along the north bank of the Don, east of Cherry Street, served by a railway spur. By 1910, all of these facilities had been removed, and the area became a local yard and freight sheds for the Grand Trunk Railway. The Grand Trunk Belt Line, built in 1892, turned northward from the mainline at Overend Street. When the mainline was elevated during the viaduct construction of the 1920s, a new connection to the Belt Line was built between the Canada Packers abattoir and the Don River.

Residential development was concentrated north of Mill Street, providing housing for the workers employed by various industries. Many of these people were Irish immigrants from County Cork, leading to the neighbourhood being called Corktown. Originally a low-density mix of industry and workers' cottages, Corktown's population grew and the area was traversed by numerous small laneways that

were built to squeeze additional housing into the area. An extensive photographic record undertaken in 1906-1907 by the City documents the poor-quality housing that characterized the area. At the other end of the spectrum, both William Gooderham and James Worts initially constructed their residences in the area, near their distillery. Worts' stately mansion, Lindenwold, was located on the north side of Mill Street, east of Trinity Street. By *circa* 1910, it had been demolished and replaced by the distillery's Rack House. Gooderham's residence, consisting of the main house and several outbuildings, was located south of Mill Street between Parliament and Trinity. These features gradually disappeared between the 1860s and 1890s to make room for new factory buildings.

The area changed dramatically when the Canadian Pacific and Canadian Northern (today Canadian National) railways acquired permission to use the Don valley and harbour front to build access lines to Union Station. In 1903, the Canadian Pacific Railway purchased all the housing south of Front and north of the Grand Trunk. In 1905 the Canadian Northern Railway applied to have access to Toronto over the same route, and it purchased the residential and industrial properties bounded by Trinity, Eastern, Olive, and Front in the following year. Thus, within a few years almost all of the land that is today the West Don Lands became railway yards. Together, the two railways purchased and then demolished over 200 houses for about $500,000. The Canadian Northern also acquired the municipal St. Lawrence Park for about $14,000.

With completion of the railway yards prior to 1914, the basic pattern of land use within the study area was established for the next 50 years. Railway yards occupied most of the land while Canada Packers and Consumers Gas were the major industrial concerns. Other industries were scattered through the precinct. By the late twentieth century, the transportation and industrial functions of the area declined and much of the land had become derelict.

3.1.2.2 West Don Lands and Distillery District Inventory

The inventory of potential resources within the West Don Lands portion of the study area (Figures 3-5) is based upon background research compiled for the Waterfront Toronto *Archaeological Conservation and Management Strategy* (ASI *et al*. 2008) and several preceding archaeological assessments of major portions of the precinct. Archaeological monitoring of construction related to the Flood Protection Landform and associated works has demonstrated that other areas are entirely devoid of potential as a result of previous large-scale landscape alterations.

The inventory, and any evaluation of archaeological potential within the West Don Lands and Distillery District, is not—and cannot be—exhaustive. The removal of industry from the area, the demolition of some of the commercial and institutional buildings, and the infilling of rear yards and courtyards, often in fairly passive ways (e.g., the creation of parking lots) have left a fragmented, but often well-preserved archaeological record. The archaeological remains may range from the buried remains of built features that have survived one or more redevelopment events by virtue of the massive scale at which they were constructed (in terms of the areas they covered, or the depths to which they extended) to comparatively small-scale domestic deposits that have been sealed by later grade alterations, such as the filling that often takes place in areas given over to parking lots. The precise identification of areas of archaeological potential/integrity within the West Don Lands and Distillery District requires a cautious approach, ideally one undertaken on a property-by-property basis, whereby detailed reconstructions of the development history of a given parcel leads to a clear understanding of the types of activities that took place there and the likelihood that any significant archaeological deposits have survived. Such work is beyond the scope of this project. *The absence of an inventoried feature on any given property within the* West

Don Lands and Distillery District *portion of the study area should not be taken to mean that that property does not exhibit archaeological potential. Likewise, the survival of the remains of any of the inventoried features is dependent upon subsequent development effects.*

None of the inventoried features is located within the existing Gardiner Expressway-Lake Shore Boulevard corridor.

West Don Lands and Distillery District Inventory	
War of 1812 "tete-du-Pont" Earthworks and Batteries	The general locations are known for the War of 1812 "tete du Pont" earthwork fortifications, formerly on the east side of the Don River, and the southernmost of the pair of western flanking batteries that supported the main earthworks (Williams 1814; Phillpotts 1818). It is not known whether traces of these features remain *in situ*, or if they were destroyed by the straightening of the Don River and subsequent developments on the lot. The area appears largely open and undeveloped on the 1876 *Bird's Eye View of Toronto*. By the 1920s the *Goad's Atlas* shows use of these lands for storage and stockpiling of material that was loaded and offloaded from a spur line. The area was occupied by industrial concerns between the 1930s and 1950s, as can be seen on the 1931 *Goad's Atlas* maps that were revised to 1938 and 1951, which illustrate the appearance of many structures of various sizes and longevity A large structure, built sometime between 1950s and the 1970s but since demolished, covered much of the area, which is otherwise occupied by heavily graded terrain. Based on the land-use history of the general area, it was concluded that any remains of the "tete-du-Pont" earthworks and battery, have likely been destroyed (ASI 2005). Nevertheless, it was noted that construction activities associated with the flood protection landform in the immediate area should be subject to archaeological monitoring during any cutting operations that may occur in the area. This conclusion was re-iterated in the 2008 *Waterfront Toronto Archaeological Conservation and Management Strategy* (ACMS).
Merchant's Shipyard	The 1813 Williams plan of Toronto depicts a "Merchant's Shipyard" on the east shore of Toronto's bay between the mouths of Taddle Creek and the Don River on the lands later occupied by the Gooderham & Worts Distillery. The feature does not appear on his 1814 plan, suggesting that it was only a temporary war-time facility. It is highly unlikely that physical remains of this feature have survived the long sequence of shoreline reconfigurations in this area. Nevertheless the 2008 ACMS recommended archaeological monitoring during any construction/redevelopment activities in the area.
Circa 1830 Brickyard	J.G. Chewett's survey of 1830 shows a brickyard near the northwest corner of Cherry and Mill streets. Typically, short-lived, early nineteenth century brickyards featured few permanent or large scale fixtures. The only traces of these works that may potentially have survived are the quarry pits themselves, assuming they were excavated to any great depth. They would, in any case, likely have been filled before later developments took place. This fill would likely be dominated by imported material and debris. Accordingly, the 2008 ACMS did not recommend any form of archaeological mitigation.
Circa 1830 Brickyard	J.G. Chewett's survey of 1830 shows a brickyard on the east side of Trinity Street between Front and Mill streets. Typically, short-lived, early-nineteenth-century brickyards featured few permanent or large scale fixtures. The only traces of these works that potentially may have survived are the quarry pits themselves, assuming they were excavated to any great depth. They would in any case, likely have been filled before later developments took place. This fill would likely be dominated by imported material and debris. Accordingly, the 2008 ACMS did not recommend any form of archaeological mitigation.
Circa 1830-1835 Residences	J.G. Chewett's survey of 1830 shows that a number of small plots of land had been occupied and fenced in by squatters along Front Street between Trinity and Cherry streets. These were succeeded by a long sequence of nineteenth and twentieth century residential housing developments as well as later twentieth century commercial developments. In addition to the "squatters" cabins, William Hawkin's 1835 Plan of building lots shows a log cabin partly within the Mill Street road allowance just east of Trinity. Another structure on the southwest corner of Trinity and Mill may be William Gooderham's house. As outlined in ASI (2006) there is no potential for the survival of significant deposits associated with the earliest phases of occupation along this stretch of Front Street. Nevertheless the 2008 ACMS recommended

West Don Lands and Distillery District Inventory	
	archaeological monitoring during any construction/redevelopment activities in the areas of these features.
Market Place and Weigh Scale	The gore or apex of land on the south side of Eastern Avenue, east of Cherry Street and opposite Sumach Street, may have functioned as a market place as early as 1834, as it appears on Chewett's *City of Toronto and Liberties* map of that year. Among the maps consulted for this study, only the 1880-1890 *Goad's Atlas* plates illustrate the configuration of buildings on this plot, which consisted of a series of one-and two-storey frame structures located, for the most part, along the peripheries of the market place. The 1880 Goad map also identifies "City Weigh Scales." After 1890, the market was demolished and replaced by the short-lived St. Lawrence Square Park. This park then disappeared into the morass of railway yards and, later still, became the site of a foundry that still occupies the property. Even though weigh scales were massively-built, it is unlikely that any remains associated with the feature survive, given the repeated and extensive redevelopments in the area, and the character of the current modern structures present on the property. Likewise it is unlikely that any other features associated with the operation of the market remain. These conclusions are consistent with those outlined in ASI (2006) and the 2008 ACMS did not recommend any form of archaeological mitigation.
Circa 1842 Structures	Multiple structures (residential, commercial, small-scale industrial) are depicted on the 1842 Cane *Topographical Plan*. Detailed land use histories of the majority of the relevant properties have been compiled during the course of previous archaeological assessments within the West Don Lands (ASI 2004, 2005, 2006). The archaeological potential for the balance of these buildings has been considered at a general level in terms of later land-use changes and occupations. In no case is there potential for the survival of significant archaeological deposits or features associated with these occupations. Accordingly, the 2008 ACMS did not recommend any form of archaeological mitigation in any of these cases.
Circa 1850 Structures	Four structures on the south side of the intersection of King and Queen streets adjacent to the Don River are depicted on the 1851 Dennis and Fleming *Topographical Plan*. Two of these buildings face King Street, and two or three structures lay further east directly on the west bank of the river. These buildings do not appear on later mapping. Four structures, each with a detached outbuilding, had been erected in the same general area by 1884. These structures were all cleared from the site between 1903 and 1910. The general location of the 1851 buildings had been re-built upon by 1923. Various spur lines traversed the area as well. Consequently, it was concluded that there was no potential for the survival of significant archaeological deposits or features associated with these occupations (ASI 2006) and the 2008 ACMS did not recommend any form of archaeological mitigation in any of these cases.
Circa 1858 Structures	Multiple structures (residential, commercial, small scale industrial) are depicted in the 1858 *Boulton Atlas*. Land use histories for the majority of the relevant properties have been compiled during the course of previous archaeological assessments within the West Don Lands (ASI 2004, 2005, 2006). The archaeological potential for the balance of these buildings has been considered at a general level in terms of later land use changes and occupations. In no case is there potential for the survival of significant archaeological deposits or features associated with these occupations. Accordingly, the 2008 ACMS did not recommend any form of archaeological mitigation in any of these cases.
Grand Trunk Railway Yard (incl. the Toronto Rolling Mills)	By the 1860s, the Grand Trunk Railway, which became Canadian National Railway, had acquired virtually all the land south of Mill Street to the Don River. Over the years, this area contained cattle yards, frame-constructed freight sheds, a brick-built railway shop and a brick and frame-built station, as well as the company's mainline from Toronto to Montreal. A related facility was the Toronto Rolling Mills, which was in operation between 1857 and 1873, after which time it was demolished. While the mill was furnished with a large steam hammer that would have required massive foundations (ASI and HRL 2004:Figure 5), some vestiges of which may survive, the former site of the operation has been redeveloped numerous times as a result of reconfigurations to the railway yards south of Mill Street. The Grand Trunk station had been demolished by 1884 and by 1910, all of the remaining facilities had been removed or were substantially modified, and the area became a local yard and freight sheds. The Grand Trunk Belt Line, built in 1892, turned northward from the mainline at Overend Street. When the mainline was elevated during the viaduct construction of the 1920s, a new connection to the Belt Line was built between the Canada Packers abattoir and

West Don Lands and Distillery District Inventory	
	the Don River. ASI (2006) concluded that it is unlikely that significant vestiges of the complex have survived the demolition activities. Monitoring of excavations undertaken along the Mill Street frontage in the location of one of the structures depicted on 1858-1903 maps confirmed that the area has been thoroughly disturbed (ASI 2009).
Toronto Rolling Mills Wharf	A small waterfront wharf was constructed to service the Toronto Rolling Mills as depicted on the 1862 Browne and Browne *Plan of the City of Toronto*. It was also intended to reduce silting from the Don River. In this latter capacity it was succeeded by the Don Breakwater in 1870. Remnants may survive buried in fill if the structure was not removed during reconfiguration of the Don River channel (ASI and HRL 2004). Accordingly, the 2008 ACMS recommended archaeological monitoring during any construction or redevelopment activities in the area.
Wm. Davies Co. Plant	The Wm. Davies Co. pork packing plant was the largest industrial land user in the precinct, apart from railways. The company established its first slaughterhouse at Front and Frederick streets in 1861, later relocating to the site at the end of Front Street at the Don River. This plant expanded enormously until it occupied most of the property east of Overend Street. In 1927, Wm. Davies Co. merged with several other companies to become Canada Packers. The Don plant was sold shortly thereafter and most of the buildings demolished. The remaining structures were demolished in the 1990s. Core buildings of the processing plant are depicted on 1878 *Historical Atlas*. Few traces of these early features are likely to have survived redevelopment and expansion of the plant or its ultimate demolition. A published report of a cemetery on the grounds of the plant (Bliss 1992), standing as a hindrance to expansion of the company's operations on the Don in the early 1900s, is erroneous. No cemetery was located in the area. The incident cited by Bliss took place within the context of a proposed merger between the Davies Company and the Harris Abattoir Co., whose plant was located in west Toronto. Part of these plans involved the Davies Company relocating some of their operations to the south of the Western Cattle Market stockyards near the southeast corner of Strachan Avenue and Wellington Street West to the west of Fort York. In order to do so, the Davies Company petitioned the federal government for lands that included the Strachan Avenue Military Burying Ground. The request was denied, in part because of the presence of the cemetery. Ultimately this particular planned merger between the two companies was abandoned and the Davies Company remained on their Don River site (ASI 2005). The 2008 ACMS did not recommend any form of archaeological mitigation with respect to the complex. Limited monitoring was undertaken during the construction of the Flood Protection Landform. No significant archaeological remains were present.
Gooderham & Worts Cooperage	Numerous structures are depicted within this block of land on mid-nineteenth century maps. Those that appear on the 1858 *Boulton Atlas* are identified as being of frame construction. The *Goad's Atlas* maps indicate that these lands formed part of the Gooderham & Worts Cooperage complex between 1880 and 1903. The structures included a brick cooper's shop, a brick moulding shop and frame storage and ancillary buildings surrounded by work yards. This site was cleared by the Canadian Northern Ontario Railway between 1903 and 1910, and by 1923, railway sidings, an ice house, and a series of freight transfer sheds owned by the CNR occupied this location. These were demolished over the course of the twentieth century, although a long freight shed survived on the site until 2006-2007. ASI (2006) concluded that it is unlikely that significant vestiges of the cooperage have survived the demolition of the complex (ASI 2006). Likewise the 2008 ACMS did not recommend any form of archaeological mitigation.
Toronto Street Railway Co. Stables	The Toronto Street Railway was one of Toronto's first urban transit services, being granted the first franchise for a street railway by the City in 1861. It came to own a large building plus outdoor storage yard on the south side of King Street at St. Lawrence Street. Along with the Toronto Civic Railways, the Toronto Street Railway Company was acquired by the City, and merged into The Toronto Transportation Commission in 1921. The land use history of this property was previously subject to detailed research (ASI 2005). The first major occupations included *circa* 1858-1880 commercial establishments (grocery store/hotel). The stable operations began *circa* 1887. The site was reconfigured by *circa* 1884, and reconfigured

West Don Lands and Distillery District Inventory	
	repeatedly 1903-2003. It was concluded that the modern building present on the site was a remnant of the *circa* 1903-1923 Toronto Railway barn. The building has been demolished. Accordingly, the 2008 ACMS did not recommend any form of archaeological mitigation.
Undetermined Structure	A large structure of indeterminate use is depicted on the very generalized Wadsworth and Unwin 1872 map of the city. The building does not appear on any other map source consulted for this study. As plotted on the 1872 map, the structure spans nearly the entire width of two building lots and encompassed the foot prints of earlier buildings which were likely cleared from the site, assuming the 1872 structure was a real feature. In any case, by the time of the compilation of the 1884 *Goad Atlas*, the configuration of buildings in this area is sufficiently different to suggest that the these lands had been redeveloped with detached and semi-detached frame structures. These, in turn, were razed by 1893 to make way for a Grand Trunk Railway spur line into the Consumers' Gas plant. ASI (2006) concluded that it is unlikely that significant vestiges of the nineteenth century occupations in this area have survived. Accordingly the 2008 ACMS did not recommend any form of archaeological mitigation.
Palace Street School	In 1857, the land on which the building stands was purchased for use as the Palace Street School, which was designed by Toronto architect Joseph Sheard. Additions were designed for the building by William Irving in 1869. The school continued in operation until at least 1890 when the lot was sold to brewer Robert Davies. In 1890, it was the site of the D'Arcy Hotel. Further additions were designed for the structure by David Roberts Jr. (1890) and Sproatt and Rolph (1891). The building was listed in the City directory of 1895 as the Cherry Street Hotel. It was vacant in 1900, and it appears to have operated as the Eastern Star Hotel in 1905. In 1906 it was re-named the Cherry Street Hotel. It later became a warehouse, and then the Canary Restaurant in 1965, which is still standing today. The structure is listed in the Inventory of Heritage Properties maintained by the City of Toronto's Heritage Preservation Services on the basis of its architectural merits. ASI (2005) concluded that the extant building retains elements of the original school within its fabric; however, it is unlikely that significant exterior archaeological deposits dating from the early phases of the occupation have survived subsequent structural alterations and additions. Given the multiple functions of the structure over the past century, no significant research questions concerning the building or its use are likely to be addressed by archaeological investigation of any remaining subsurface deposits exterior to the current building on the property. The 2008 ACMS did not recommend any form of archaeological mitigation.
Consumers' Gas Station A	In 1855, Consumers' Gas constructed a new gas works on a three-acre site on the east side of Parliament, south of Front Street. This was expanded between 1883 and 1890 to include most of the block of land between Parliament, Trinity, Front and Mill streets as well as lands west of Parliament, and became known as Station A of the Consumers' Gas Company. Five large gas storage tanks stood on the site until at least 1923. As these features entailed the excavation of a deep subsurface pit (Theil 2002:20, 22), it is likely that the construction of these tanks resulted in the removal of any subsurface remains of the earlier occupations. Typically, the soils around these tanks are highly contaminated (Pyne 1989:59, 62). As noted in ASI (2006), the Consumers Gas A Plant was a major industrial activity, and the main structure has been preserved and reused. The site of the original gas works was extensively rebuilt in 1883-1890. The gas industry is reasonably well documented, as are the post-1883 changes. Although remains of the 1850s gas works would be of interest, they have probably disappeared in the rebuilding. As well, the potential toxicity of the land would make any archaeological investigation a high-risk proposition. Accordingly the 2008 ACMS did not recommend any form of archaeological mitigation.
Gooderham & Worts Distillery Complex	Perhaps the most well-known industrial activity in the precinct was the Gooderham & Worts Distillery, founded, in 1832, when James Worts and William Gooderham constructed a mill west of Trinity Street and south of Mill Street on top of a steep bank overlooking a broad beach on what was once the lakeshore (Otto 1994:8). The Gooderham Windmill, built in 1832, served as a prominent local landmark, effectively designating the eastern boundary of the city until the 1850s. It also formed one end of the original Windmill Line defining the limit of lakefilling along the waterfront. The foundation of the windmill was documented through an archaeological assessment (ASI 2003). By 1837, Gooderham & Worts were distilling alcohol from surplus and low-grade grain and a building for that purpose was constructed on

West Don Lands and Distillery District Inventory	
	the west side of Trinity Street. The original distillery burned to the ground in 1842. After 1856, the rebuilt distillery was cut off from the harbour by the Grand Trunk Railway, whose tracks came to form the southern boundary of the complex (though the Gooderham's wharf continued to function). Subsequently, however, major lakefilling schemes in the 1920s altered the flow of the river, pushed the harbour further south, and subsumed the wharf in fill. After 1859, new mill and distillery buildings filled the site, followed by a malt house and company office in 1864. The operation continued to expand steadily and by 1873 distilling and storage facilities had expanded to the east side of Trinity. Many warehouses were required to support the company's massive output. At its peak, the property extended to its present western boundary at Parliament Street and east to Cherry Street by 1887. Cattle sheds were moved to the mouth of the Don River to make way for these new land developments. Given the scale of the redevelopment work at the site in the last decade, there is probably little potential for the survival of associated archaeological remains; nevertheless, any impacts proposed within the National Historic Site should be reviewed with respect to archaeology.
Gooderham & Worts Distillery Wharves	*Circa* 1850-1884, two wharves served the distillery industrial complex. The orientations of the two wharves created a triangular basin. By 1855, the east wharf supported a grain elevator and store houses. Test trenches were excavated in 2000 to determine the location of harbour crib walls along the north edge of the basin, south of the stone distillery building in the main Gooderham & Worts complex. A test excavation was also undertaken on a section of cribbing to determine the construction methods (ASI 2000). A complex layout of crib structures exists in the area to the south of the stone distillery. The excavated crib was very roughly built. It seems that a timber structure was used in the lower levels and that a rock embankment was raised above the water level. The test trenches suggest that cribbing ended somewhere in the vicinity of Trinity Street. The character of the shoreline seemed to be at variance with the way the distillery had been depicted in art. All paintings made from the waterfront show a very level and neat crib structure. The reality seems to be a much more crudely built facility, although other sections observed during the redevelopment of the distillery complex entailed the use of much finer carpentry. Additional remains of the shore wall and wharf cribbing may be expected to have survived buried in the later lake fills. Accordingly, the 2008 ACMS recommended archaeological monitoring during any construction/redevelopment activities in the areas of these features.
Grand Trunk-CNR Crossing	The first, single-track bridge across the Don was completed by the Grand Trunk in 1857. A second track was completed across the river in 1884. An entirely new bridge was completed in 1892. This structure was replaced by the present Canadian National bridge in the 1920s. The 1857 and 1884 bridges were completely replaced by the 1892 structure. The abutment for this later bridge survived until it was demolished in 2006. Several railway structures (signal cabins, water pump, etc.) were located on the east and west bank of the Don until the 1920s grade separation was built. It is unlikely that significant vestiges of these features have survived. Accordingly the 2008 ACMS did not recommend any form of archaeological mitigation.
Late 19th-Early 20th-century Structures	Multiple structures (residential, commercial and industrial) are depicted in the 1884-1923 Goad's atlases. Residential development was concentrated north of Mill Street, providing housing for the workers employed by various industries. There is little potential, however, for the survival of significant archaeological remains associated with the domestic properties. This conclusion is based on consideration of the general type of housing stock within the area, which, as can be seen from the City's photographic record, was characterized by frame buildings built on footings or shallow timber sleepers. Such ephemeral structural elements and any shallow features or deposits in the surrounding yards are far more fragile than the more massive structural remains of which only vestiges were found to survive at the less extensively redeveloped site of the Lindenwold Estate. As later nineteenth century industry developed within the study area, lands held by small owners and proprietors were gradually taken over. Many properties were eventually consolidated within the large tracts of land assembled by larger operations such as the railways and related industries (e.g. the Dominion Wheel & Foundries). Many of the earlier structures were razed to make space for factories, warehouses and spur lines to service the industries within the West Don Lands. Aside from the major industrial concerns, other commercial enterprises in the area included

West Don Lands and Distillery District Inventory	
	carriage makers, machinists, lumber yards, paving companies, scrap metal and paper dealers, and oil and soap manufacturers, etc. While subsurface remains of the later industrial activities will be ubiquitous throughout the study area, archaeological remains of this period of the precinct's history are not considered to be of potential high heritage value (ASI and HRL 2004, ASI 2005, 2006). Accordingly the 2008 ACMS did not recommend any form of archaeological mitigation. These features have not been mapped for the purposes of this study.

3.1.3 North Keating, Lower Don Lands, and Port Lands Precinct

3.1.3.1 Lower Don Lands and North Keating Summary Historical Context

The North Keating and Lower Don area in its natural state was an area of shifting channels, small islands, sandbars, and marshland. The sandbar that defined the boundary between Toronto Harbour and Ashbridge's Bay joined the mainland in the vicinity of Cherry Street. A trail from Toronto to the outer sandbar crossed this area, and a few summer cottages and boathouses had begun to appear on maps of the late nineteenth century.

During much of the late nineteenth century, the city spent considerable energy in addressing the issue of silting at the mouth of the Don River. In 1870, a long, timber crib breakwater was built on the south side of the river—roughly at the foot of Cherry Street into the harbour to a point below Berkeley Street. By 1878, the *Globe* noted that the Don channel still needed to be frequently dredged. Additionally, although the docks along the Don generated adequate revenue, they were expensive to maintain because of the large volumes of silt carried by the river. Therefore, in 1886 the rotted remains of the breakwater were abandoned, and the following year the City embarked on channelizing the river upstream of the Grand Trunk Railway Bridge. No work was undertaken at that time south of the bridge, as it had not yet been decided whether the mouth of the Don should be in the harbour to ease navigation, or in Ashbridge's Bay to take the loading of silt and sewage.

The sewage problem finally drove the City's engineering department, in 1893, to dredge a channel—later known as the Keating Channel—from Toronto harbour to Coatsworth's Cut at the end of Ashbridge's Bay, some 3 1/3 miles in length. Approximately four years later, the Don River was extended south to join this cut in a design intended to produce a current that would flush effluent out of the bay. In addition, land reclamation commenced to expand the small triangle of land between the old Don and the Keating Channel. This seems to have been driven, at least in part, by the dumping of municipal garbage, as the City Engineer's *Annual Report* of 1901 noted the expense of hauling street cleaning and garbage to the marsh due to lack of dumping grounds in the central city. This new land was seen as a good location for factory sites, and by 1913 two concerns—the National Iron Works on the west side of Cherry Street and the British American Oil Co. on the east—were established in the area. While the old mouth of the Don was not filled directly by these processes, it seems to have gradually silted in over time, although it did not disappear totally until the completion of the Harbour Commissions' land fill operations in 1912. In 1906, the connecting channel was replaced with an alignment to the east, creating a straighter route from the railway bridge.

In spite of these efforts, it appears that the Keating Channel proved to be no more effective than earlier attempts. The 1901 City Engineer's *Report* noted that the east end of the harbour was so filled with debris coming down the Don River that it could not be used for regular navigation. The following year, the Federal Department of Public Works indicated that it would not dredge the harbour until the City did something to stop the flow of debris down the Don into the harbour. This threat galvanized City council

to provide funding for interceptor sewers, and a treatment plant on Ashbridge's Bay. This work was completed in 1909. The final changes to the Don River occurred when permanent concrete retaining walls were constructed in both the Keating Channel and Don River by the Harbour Commission in 1914.

The earliest industrial establishment in the Lower Don Lands precinct appears to have been the Toronto Dry Dock Company. By the mid 1870s, shipping interests were promoting a dry dock for Toronto, since at that time the nearest repair facilities were at Port Dalhousie on the Welland Canal, or in Kingston. Therefore, in 1881, a company was formed and obtained a 21-year lease on a plot of land 600 feet by 677 feet on the south side of the Don River, near the foot of Cherry Street. The intent was to construct a dry dock 60 feet wide and 280 feet long, which would have handled any vessel capable of using the Welland or St. Lawrence River canals. Although the dock was to have been completed in 1882, newspaper accounts in 1884 indicated that the works had already been abandoned, as it became apparent that frequent silt deposition made dock operations unfeasible. The company had spent a total of $26,600 on the dry dock – in 1901, the City contemplated buying the property for $5,000.

3.1.3.2 Port Lands Summary Historical Context

At the beginning of the nineteenth century, the marsh around Ashbridge's Bay was perceived to be an unhealthy environment, as the source of pestilence and disease. By the late nineteenth century it was a dumping ground for municipal waste and sewage—uses which were incompatible with the growing use of the area for cottages and recreation.

The boundary between Toronto Harbour and Ashbridge's Bay was a narrow sandbar that extended south from the foot of Cherry Street, broken only by the mouth of the Don River. The isthmus was formed over many centuries by sands eroded from the Scarborough Bluffs which were carried westward to meet silt deposited by the Don River. The Don River had as many as five mouths in the area and the isthmus was bisected by two of them. Since at least the 1830s, a carriage path crossed the Ashbridge's Bay bar, to meet the headland and continued to Gibraltar Point at the western tip of the peninsula. A bridge was constructed across the Don River to enable people from the city to reach Lake Shore Avenue. Until 1852, this headland was a continuous land mass. However, a number of severe storms between 1852 and 1858 eroded the peninsula. This necessitated frequent repair to the small breaches that developed until a storm completely separated the peninsula from the mainland in 1858. This latest breach was not repaired. In fact, it became a new entry point to the harbour, known as the Eastern Gap.

In an earlier time, Fisherman's Island, as the east-west peninsula was later known, was likely used by aboriginal peoples for hunting and fishing. An appealing location, combined with an abundant source of fish, soon lured Europeans across the isthmus to the peninsula (which ran roughly east to west encompassing the present day Toronto Islands) until the mid-nineteenth century storms broke through the peninsula, isolating the Toronto Islands.

Apart from issues related to the dumping of sewage, the main concern with the Ashbridge's Bay marsh was its apparent tendency to migrate into Toronto harbour. In 1850, Sanford Fleming determined that 12 hectares had been added to the western section of the sandbars over the previous 50 years. In dealing with these issues, the famous American civil engineer, James Eads, prepared a report on the preservation of the Toronto Harbour in 1881. With regard to Ashbridge's Bay, he recommended that a double row of sheet piling be constructed between the harbour and the sandbar. This project was undertaken, but heavy storms in the spring of 1882 caused such damage to the work in progress that

the length of the piling had to be considerably increased. The work was completed over the course of the next year. Eads had also recommended that the Eastern Gap should be made permanently navigable with the construction of breakwaters. This work was completed in 1882 as well.

By the early years of the twentieth century, development on the peninsula was intensifying. Cottages replaced many of the shacks and boathouses of the area's largely transient residents. By 1911, two small foundries were located on either side of Keating's Channel, and a factory was being built in the middle of the north-south sand spit.

Small-scale fishing enterprises lined some sections of the harbour edge while on the sandbar and outer headland there were two clusters of cottages. Whereas most of the cottages appear to have been built by squatters, about 20 cottages on the outer bar are shown as having been located on surveyed lots that were leased. On the lakefront of Fisherman's Island was a wide boardwalk (Stinson 1990:8). In the late 1920s, however, the residents of the cottages had their leases expropriated and their cottages either were demolished or relocated. This coincided with the Toronto Harbour Commission's lake filling operations.

The largest industrial complex to be developed within the Port Lands area was that of British Forgings Limited, although it was a short-lived operation. It was the first large plant built on the land newly reclaimed from Ashbridge's Bay. It housed the largest electric steel plant in the world, and was constructed in the remarkably short time of six months. Work began in February 1917 on a 127-acre site to build the steel mill to produce forgings from scrap steel for the war effort. Steel production commenced in August and the company produced 9,000 tons per month until the end of the war. The plant closed at the end of the war, but was reopened by the Welsh steel company Baldwins Ltd. in 1919. Although Baldwins added new facilities to the plant, the operation was not successful and the plant was closed again in 1926. It remained abandoned and was dismantled over the following few years.

The 1912 waterfront plan had anticipated that warehousing and heavy industry would become the predominant uses of the reclaimed Ashbridge's Bay area and, at first, the British Forgings plant seemed to fulfil these expectations for the Lower Don and Port Lands areas. However, between the wars, most of the land was used for storage of fuel and building materials. By 1931, 41 industries operated in the Port Industrial District, but most of the land was physically occupied by coal storage yards. British-American Petroleum, Imperial Oil and McColl-Frontenac established tank farms and oil refineries in the 1920s. However, changes in petroleum marketing dictated that this would be a short-lived industry. The Hearn thermal electric power station, built in 1950, continued the demand for coal storage in the Port Lands. As with East Bayfront, the Harbour Commissioners anticipated a growth in ship traffic in the 1950s and built extensive dock facilities. Water traffic never developed on the scale expected.

3.1.3.3 Lower Don Lands, North Keating and Port Lands Inventory

The inventory of potential resources within the North Keating, Lower Don Lands and Port Lands portion of the study area (Figures 3-5) is based upon background research compiled for the Waterfront Toronto *Archaeological Conservation and Management Strategy* (ASI *et al*. 2008) and several preceding archaeological assessments that included all or parts of the precinct.

Bolded entries in the inventory fall within the current Gardiner Expressway-Lake Shore Boulevard East corridor, whole or in part.

Lower Don Lands, North Keating and Port Lands Inventory	
Government Breakwater	Built by the Dominion government in 1882 to prevent the movement of the Ashbridge's Bay marsh into the harbour, the structure consisted of a double row of sheet piling, which served as retaining walls for rock fill. Heavy storms in the spring of 1882 caused such severe damage that the length of the piling had to be considerably increased. The work was completed in 1882-1883. The feature followed a curving line from the Don breakwater to Fisherman's Island, bending west to the edge of the East Gap. The breakwater did not follow the natural line of the spit, though the top formed a dirt pathway that later supported horse-drawn wagons, automobiles and the hydro lines of the local cottagers. The breakwater regularized a path system that had probably existed since earliest times. Under pressure to improve the sanitary conditions in Ashbridge's Bay, the breakwater was breached in 1893, beginning implementation of a new plan for the whole marsh area put forward by City Engineer, E.H. Keating (Stinson 1990:9). The result was the Keating Channel. In areas, deeply buried remains of the structure may survive within the later fill deposits (ASI and HRL 2004). Accordingly, the 2008 ACMS recommended archaeological monitoring during any construction/redevelopment activities in the area.
Don Breakwater	See Section 3.1.5.2 East Bayfront Inventory
Toronto Dry Dock	The Toronto Dry Dock was planned as a 60 foot wide and 280 foot long facility capable of servicing any vessel using the Welland or St. Lawrence River canals. Although the dock was to have been completed in 1882, newspaper accounts in 1884 indicated that the works had already been abandoned, as it became apparent that frequent silt deposition made dock operations unfeasible. The precise location of the dry dock is not known; lacking the same permanence as a pier, most cartographers left it unplotted. Based on its position on the 1896 City of Toronto Ashbridge's Bay Reclamation Plan, it is likely located near the foot of Cherry Street between the curve of Lake Shore boulevard and the northern end of the Cherry St. bridge which spans the Keating channel. Photographs of the abandoned site appear to indicate that it was built of timber cribs. Portions of the cribbing and other associated features may survive, although the site was heavily redeveloped by the British American Oil Co. (ASI and HRL 2004). Accordingly, the 2008 ACMS recommended archaeological monitoring during any construction/redevelopment activities in the area.
Simcoe Beach Park Cottages, Boat Houses, etc.	Small-scale fishing enterprises lined some sections of the harbour edge, while on the sand bar and outer headland, there were several clusters of cottages. Whereas most of the cottages appear to have been built by squatters, about 20 cottages on the outer bar (Simcoe Beach) are shown as having been located on surveyed lots that were leased. In the late 1920s, however, the leases were terminated and the cottages were either demolished or relocated. Investigation of the Transitional Sports Field property (ASI 2007b) established that the there was no potential for the survival of any related features, at least in that locale. The photographic record suggests that the cottages were, for the most part, frame buildings built on footings or shallow timber sleepers. Such ephemeral structural elements and any shallow features or deposits in the surrounding properties are unlikely to have survived the impacts of the later filling operations or development activities. Accordingly, the 2008 ACMS did not recommend any archaeological interventions.
National Iron Works	The National Iron Works complex appears on maps by 1910 on lands being created at the former mouth of the Don River. The site, which was acquired by the company from the City in 1909, had been a sandy spit prior to large scale filling. The original facility, which consisted of a large production plant, was expanded considerably over subsequent years. All buildings were demolished in the 1980s. Stinson and Moir (1991) noted that the foundations of many of the buildings likely remain buried on the site and recommended that these remains be exposed and preserved for interpretation. This recommendation was reiterated in ASI and HRL (2004), wherein it was noted that such work need not be accompanied by archaeological investigation. These recommendations were also included in the 2008 ACMS.
British Forgings	Construction of the plant required that 10 feet of fill be added to the site to raise the grade above the height achieved during the pre-war filling programme. Thousands of foundation piles for the structures were driven eight feet below the finished grade to support the concrete foundations of the buildings. There is an extensive photographic record of the site (Stinson 1990), which vividly conveys the massive size of the steel works, however, mapping

Lower Don Lands, North Keating and Port Lands Inventory	
	of the layout of the complex was not located during this study. A few "ruins" are depicted on the 1931 Goad's Atlas maps of the area. Stinson (1990) noted that the foundations of many of the buildings remain buried on the site and recommended that these remains be exposed and preserved for interpretation. This recommendation was reiterated in ASI and HRL (2004), wherein it was noted that such work need not be accompanied by archaeological investigation. These recommendations were also included in the 2008 ACMS.
Toronto Shipbuilding Company	During the First World War, the Toronto Shipbuilding Company established a shipyard on the south side of the Don Diversion Channel. There they built two 3,200 ton wooden-hulled vessels. The site was later taken over by the Milne's Coal Co. for use as coal storage yards. It may be possible to expose and preserve some remains for interpretation. Such work need not be accompanied by archaeological investigation, as noted in the 2008 ACMS.
Foundry Specialties Ltd.	The Foundry Specialties Ltd. site represents the location of one of the two earliest foundries established in the new Port Lands. The firm acquired the property in 1904 and erected a steel shed for their works. This was replaced by a brick structure when the operations were taken over by Queen City Foundry. This new building was destroyed by fire in 1917, but was replaced by an almost identical building under the auspices of Bond Engineering, which occupied the site into the 1960s. The site has since been occupied by a variety of other businesses. The use of the site to the present suggests that discrete archaeological remains associated with the earliest development and operations of the foundry are unlikely to survive. Accordingly, the 2008 ACMS did not recommend any archaeological interventions.
Toronto Iron Works Ltd.	Founded in 1907, the Toronto Ironworks Ltd. foundry was located on the east side of Cherry Street north of the Keating Channel. The site appears on the 1910 Goads Atlas maps, during which period the buildings multiplied. On the 1931 edition, however, it is noted that the works are "silent." Few traces may be expected to have survived subsequent demolition and development of the area. Accordingly, the 2008 ACMS did not recommend any archaeological interventions.
British American Oil	The British American Oil Co. was the first of the many refineries that were established in the precinct. The circa 1913 core of the facility has been included within this inventory for this reason. By 1931, the complex had expanded from its original site west as far as Cherry Street. Stinson and Moir (1991) noted that the foundations of many of the buildings likely remain buried on the site and recommended that these remains be exposed and preserved for interpretation. This recommendation was reiterated in ASI and HRL (2004), wherein it was noted that such work need not be accompanied by archaeological investigation. These recommendations were also included in the 2008 ACMS.

3.1.4 Old Town and St. Lawrence Neighbourhood[3]

3.1.4.1 Old Town and St. Lawrence Neighbourhood Summary Historic Context

The earliest known proposed plan for a town site at Toronto was drawn up by Captain Gother Mann on orders received from Lord Dorchester and was dated December 6, 1788. This plan, which was never realized, showed a regular square grid of lots and streets surrounded by "common ground reserved." Six concessions laid out in rectangular farm lots were planned in the rear of the town between the Humber and Don Rivers This town plot was further west and north than the actual Old Town, and would have been situated roughly between present day Spadina Avenue and Toronto Street and north as far as Gerrard Street.

In 1793 new plans for the Town of York were prepared by Alexander Aitkin, comprised of ten blocks bounded by George, Duke, Parliament and Front Streets. The areas between Parliament Street and the Don River, and from Peter Street to the Humber were reserved for the use of Government and the Garrison. Lands north of Queen Street were laid out in 100 acre Park Lots which were offered to members of the Executive Council and other government officials as compensation for the expense of having to move to York and sell prior improvements which were made while the government sat at Niagara. One of the first references made to a town plot at York is found in a letter from Peter Russell to his sister, Elizabeth Russell, dated 1 September 1793. Russell wrote:

> The Town occupies a flat, about 50 yards from the Water- the Situation I believe healthy, as the ground is perfectly dry- & consists for the present of four ranges of Squares- each containing five Squares- & each Square two rows of Houses, four in each row- The Ranges of Squares are bounded by broad Streets & the front houses are to be 46 feet in length and to be built after a uniform Model with Columns facing the Water...no attempt has been yet made by any intended Inhabitant, except Mr. Robinson, who is making p[repar]ations for erecting a small back House.

Richard Cartwright added to this information in a letter of October 1793 when he wrote that all houses to be erected on Front Street were required to be of two stories and of the required architectural style which Russell described above, but that the frontage of houses on the second (King?) and other back streets could be slightly narrower. "It is only in the back Streets and Allies that the Tinkers and Taylors will be allowed to consult their own Taste and Circumstances in the Structure of their Habitations...Seriously our good Governor is a little wild in his projects."

Some lots on the streets not facing the water were actually reserved for various trades. In December 1799 a list was made of reserves on Lot, Hospital, Russell Square and Newgate Streets which were to be granted to tinsmiths, blacksmiths, sadlers, wheelwrights, coopers, shoemakers and bakers.

By February 1796 the construction of Government House had been undertaken since it had been determined that York was to be the provisional seat of government until a final decision was to be made in the matter. By June 1797 the original plan for the Town of York was amended based upon the instructions of the President, Peter Russell. This plan contained much of the land within the study area, bounded by Lot (Queen) Street to the north, Toronto Street on the west, Front and Palace Streets to the south and Ontario Street to the east. Some of the original streets were renamed on this plan, and the

[3] The St. Lawrence Neighbourhood and the Lower Yonge Precinct incorporate parts of the "Old Town" of York

south end of Yonge Street had not yet been laid out. Large reserves were laid out for the hospital, school, gaol and gaoler, church and parson, court house and sheriff, market and the clerk. The process of granting lots to actual settlers had commenced prior to the summer of 1797 although preference for the choice front lots was shown to "the higher Officers of Government." The westerly extension of the Town of York, known as "New Town" in order to distinguish it from the original ten blocks laid out by Aitken in 1793, met with the "disapprobation" of John Elmsley and some of the other members of the Executive Council who wished to see the development of a compact town.

Most of the lots within the "Old Town" of York were patented at an early date between August 1796 and the War of 1812. Lots granted in the late 1810s and into the 1830s and even later were mainly issued to the trustees of religious congregations or for public buildings. These grants included the Presbyterian church on Duchess Street (April 1825), the Anglican church and burial ground (St. James, September 1820), the Jail and Court House (April 1819), the Catholic church (June 1832), and the Church of Scotland (King and Simcoe Streets, April 1846).

The construction of substantial structures within the town of York seems to have been slow until after the time of the War of 1812. For instance a record of the town in 1815 listed only 44 houses in the area bounded by Peter, Front, Jarvis and Queen Streets. This enumeration did not include outbuildings such as barns and stables, nor does it appear to have included any shops or taverns. The architectural development of the town of York appears to have been a rather haphazard affair as late as the mid-nineteenth century, a fact demonstrated by the famous photographic *Panorama* of 1857 which showed the city as a curious amalgam of substantial brick and stone structures situated in the same blocks alongside frame and rough cast dwellings, sheds, shops, lumber yards and vacant lots.

The Abstract Index books at the Toronto Land Registry office show that the original large blocks of land into which the Old Town had been surveyed in the 1790s had been granted not only to members of the "Family Compact" but also to absentee Loyalist owners from the Niagara District. Men such as William Crooks, Alexander McNabb and Charles Fields were Loyalists/early inhabitants in the towns of Niagara and Queenston, while other Niagara District patentees were named on the town plot west of Yonge Street. These early freeholders divided their land into smaller aliquot parcels which they either leased or sold to small shopkeepers and tradesmen or were developed for residential purposes.

There was no attempt within the Old Town to redevelop the original survey with subsequent plans of subdivision until 1836, when J.G. Chewett surveyed part of the block between Lot (Queen), Richmond, Church and Upper George (Victoria) Streets. For much of the 19th century there were few actual overlaying plans of subdivision within the core of the Old Town, due to the fact that cheaper land was more readily available for redevelopment further away from the main downtown mercantile and business district. Hence many of the first registered plans of subdivision were laid out on the Park Lots, the Hospital or Government Reserve and the west end of town towards the Garrison.

Conveniences that are taken for granted today, such as basic sanitation, were uncommon in the town prior to the 1830s. In July 1802 the Magistrates in Quarter Sessions ordered that butchers bury the offal of slaughtered cattle or remove it from the town Aso that it may cease to be (what it now is) a public nuisance" and joiners, cabinet makers and woodworkers were ordered to burn their wood shavings twice during the week to prevent fires. Efforts were not made to construct proper sewers until at least thirty years later. In August 1834 Thomas Roy recommended the construction of a main sewer along King Street by means of which "the mud and filth from the streets of Toronto" might be washed into the

Don River and thereby increase the pasturage at Ashbridge's Bay rather than being washed directly into the Harbour.

Visitors to York/Toronto and settlers who arrived during the post War of 1812 period were often quite disappointed upon their first arrival in the town. For example in 1847 Conyngham Taylor wrote:

> Everything appeared flat, dull, uninteresting, and especially unfinished. Not a single point of attractiveness could we discover in or about the place, although we were quite taken with the people.

Parts of the "Old Town" retained a rural rather than a suburban character far into the nineteenth century. Taylor in 1847 observed that:

> Along Church Street, any summer's afternoon, especially in a swamp at the north-east corner of the present beautiful Normal School grounds, could be heard the music of a frogs' concert, accompanied at a short distance with the tintinabulation of the bells on the necks of the cows which roamed through the browny-green pastures and amongst the thick bush which prevailed east of Church and north of Queen Streets. These sounds were further augmented by the cackling of flocks of geese, which, in their amphibious character, had their choice of both native elements.

Similarly in 1851 W.H. Smith recorded the recollections of an early settler who "had many a day's good duck shooting in a pond formerly situated on the very spot where the cathedral now stands, or rather where it *did* stand before the fire."

A significant number of commercial and other structures were destroyed in the Great Fire of 1849, also referred to as the Cathedral Fire of 1849. This fire totally destroyed St. James' as well as the commercial buildings east along King Street to Jarvis, while structures on the east side of Jarvis south of Adelaide were partially destroyed. Old City Hall and the *Mirror* office on the south side of King Street at Jarvis were also partially destroyed.

Reconstruction in the wake of the fire tended to be on a grander scale. The earliest of the many brick and stone edifices that comprise the late Victorian building fabric of the Old town area, such as St. Lawrence Hall, which was opened in 1851, date to this period. The later nineteenth-century district was characterized by a mix of commercial, institutional, residential and industrial uses.

A significant portion of the Old Town and St. Lawrence Neighbourhood area consists of made land along the harbour frontage. The basic processes leading to the creation of such lands are outlined in Section 2.5 above. Arguably the most interesting of the occupants of these new lands, which were developed between the 1850s and the 1920s, was the Polson Iron Works. The Polson firm established its boiler works at the foot of Frederick Street in 1883 and started ship building in 1893. Until the end of the First World War, the company was a successful builder of numerous vessels, but changes in the business of ship-building in Canada led to its sudden closure in 1919. The company is perhaps best remembered for building the experimental "Knapp's Roller Boat."

3.1.4.2 Old Town and St. Lawrence Neighbourhood Inventory

The inventory of potential resources within the Old Town and St. Lawrence Neighbourhood portion of the study area (Figures 3-5) is based largely upon background research compiled for the *City of Toronto Archaeological Managment Plan* and for the most part is restricted to occupation that date to, or had their origins in, the first half of the nineteenth century. The inventory includes buildings that remain standing today, and which may have associated archaeological deposits as well as features that are no longer visible, but for which secondary source references are, in most cases, sufficiently detailed to permit some degree of accuracy in attempting to plot them on modern mapping. Archaeological deposits associated with these latter inventory entries may, or may not, survive. The inventory also includes large scale waterfront features that date to the second half of the nineteenth century as lake filling operations pushed the water's edge south of the original shoreline. These latter features have been inventoried in accordance with the *Waterfront Toronto Archaeological Conservation and Management Plan*.

The inventory, and any evaluation of archaeological potential within the Old Town and St. Lawrence Neighbourhood, is not—and cannot be—exhaustive. The removal of industry from the area, the demolition of some of the commercial and institutional buildings, and the infilling of rear yards and courtyards, often in fairly passive ways (e.g., the creation of parking lots) have left a fragmented, but often well-preserved archaeological record. The archaeological remains may range from the buried remains of built features that have survived one or more redevelopment events by virtue of the massive scale at which they were constructed (in terms of the areas they covered, or the depths to which they extended) to comparatively small-scale domestic deposits that have been sealed by later grade alterations, such as the filling that often takes place in areas given over to parking lots. The precise identification of areas of archaeological potential/integrity within the Old Town and St. Lawrence Neighbourhood requires a cautious approach, ideally one undertaken on a property-by-property basis, whereby detailed reconstructions of the development history of a given parcel leads to a clear understanding of the types of activities that took place there and the likelihood that any significant archaeological deposits have survived. Such work is beyond the scope of this project. *The absence of an inventoried feature on any given property within the Old Town and St. Lawrence Neighbourhood portion of the study area should not be taken to mean that that property does not exhibit archaeological potential. Likewise, the survival of the remains of any of the inventoried features is dependent upon subsequent development effects.*

Bolded entries in the inventory fall within the current Gardiner Expressway-Lake Shore Boulevard East corridor, whole or in part.

Old Town and St. Lawrence Neighbourhood Inventory	
Institutional	
Little Trinity Church	This small red- and yellow-brick church was erected between 1843 and 1845 and stands today at the southwest corner of King and Trinity Streets (425 King East.) It was shown on several period maps including the *Boulton Atlas*. It is commemorated on site by a Provincial Heritage Plaque. The Little Trinity Rectory (1853) stands next to the church at 417 King East. The streets surrounding Little Trinity became one of the first "ethnic" neighbourhoods in Toronto, known as "Irish Town" or "Corktown."
Newsboy's Lodging and Industrial Home	This home for orphans and street children was established on land owned by the Hon. George W. Allan at 43 Frederick Street (east side) between King and Front sometime prior to 1870. The structure was a two story brick edifice 44' x 32'. This home remained in operation until at least 1883. This site was also that of York's first post office in a "small unpretentious

Old Town and St. Lawrence Neighbourhood Inventory	
	log house."
British Wesleyan Methodist Chapel	This one storey frame chapel was built by the British Wesleyan Methodists on George Street in 1832, which appears to have replaced an earlier chapel on the same site constructed prior around 1819. The location is not stated.
Hotels, Taverns and Inns	
Snider's Tavern	The 1833 *City Directory* lists the Snider's Tavern at Caroline (now Sherbourne) and King streets. The specific location is not stated.
Wellington Inn	The 1833 *City Directory* lists the Wellington Inn at New (now Jarvis) and Wellington streets. The specific location is not stated.
Farmers' and Mechanics' Inn	The 1833 *City Directory* lists the Farmers' and Mechanics' Inn at King and Princess streets. The specific location is not stated.
Crown Inn	The 1833 *City Directory* lists the Crown Inn at King and George streets. The specific location is not stated.
York Hotel/Jordan's York Hotel/Jordan's York City Hotel	York Hotel/Jordan's York Hotel/Jordan's York City Hotel was a 1½ storey frame and clapboard structure with six dormers and double chimneys built around 1805 on the south side of King Street west of Ontario Street. Paul Marian (Merrian) was one of the first bakers in the early town of York and he built a circular brick public bake oven behind the future hotel site prior to 1804. This oven was still operational as late as 1838-1839 when it was used to bake bread for the troops and militia. The hotel contained a dining room and ball room and public dinners and "fashionable assemblies" were held there. The hotel was managed by John Jordan, who married Jane, the widow of Paul Marian, in 1809. The hotel was used for the sitting of one session of parliament and the Court of King's Bench following the destruction of the legislative buildings in 1813, and was also used for a time by a Methodist Sunday School. Jane Marian operated the hotel following the death of her second husband in 1819, and leased the property to John Martin (1829) and Morris Lawrence (1833-7). The foundations of the structure began to sink in the 1820s, and by 1846 it was demolished. The yard surrounding the structure was paved with flat lake stones. The site is currently used by commercial buildings.
Crown Inn	A Crown Inn stood at the southeast corner of King and Jarvis Streets in 1826. It was built by Joshua Beard. One of the first tenants in the building was Thomas Moore who had opened a tailoring shop and the Crown Inn at this location by 1830. The upper floor was occupied by the offices of George Gurnett's newspaper, the *Courier of Upper Canada*, between 1829 and 1837. In the 1840s the Crown Inn closed and the space was occupied by William Henderson's Grocery, while the upstairs was rented by the Mirror and later still by the Courier newspapers. This corner is now occupied by a condominium development.
Black Horse Hotel	The Black Horse Hotel was operated in a two storey stucco-covered frame structure with rear brick stables that was located at the northeast corner of Front and George Streets. It was built by George Munro about 1820 and used as his family residence. Munro was an avid gardener and the yard surrounding this house was reported to have been "handsomely laid out, planted in part with choice fruit trees and blooming in other parts with flowers." When Munro moved from this house to a new residence at Wellington Street in the early 1860s, the premises were taken over by Mr. Rolph who opened the Black Horse. It remained as an inn until the mid-1890s.
Loder's Tavern	Loder's Tavern was a two storey brick building at 192 King Street (north side, between George and Frederick) that was built in the late 1830s. It became Mrs. Loder's tavern in 1844, and was later occupied by a milliner, plumber and flour merchant. The adjoining building was built at the same time and served for a time as a tavern with a ballroom extension at the rear, and later still as a furniture store.
Abner Miles Tavern	The Abner Miles Tavern was undoubtedly one of the first taverns established in the town of York and was located at the southwest corner of King and Sherbourne Streets between circa 1798 and 1803. By 1806 this business had been taken over by Thomas Stoyell (d. 1832.) Stoyell also ran a brewery at the southeast corner of Sherbourne and Richmond, and a meat market at the northeast corner of King and Ontario Streets.
Dr. Forests' Hotel	Dr. Forests' Hotel was "a commodious and well-known inn of that time," which stood on the north side of King Street east of Sherbourne in the late 1820s and early 1830s.
Roaches' Hotel	This was built at the northwest corner of Front and George Streets on land owned by a

Old Town and St. Lawrence Neighbourhood Inventory	
	Frenchman named François Belcour. Belcour was a baker who came to York around 1800 but died in 1808. His widow lived here until 1810 but was lost on a ship wreck on Lake Erie shortly thereafter. The *Canada Directory* of 1852 listed Roach's Hotel at King and George Streets and managed by John Roach.
Residential Sites	
First St. James Rectory	The first St. James Rectory was a two storey stone house at the south-east corner of King and George streets occupied by George O'Kill Stuart between 1801 and 1811. This also housed the Home District Grammar School of 1807, and a heritage plaque commemorates the site which is now occupied by a late nineteenth-century commercial front.
Joseph Cawthra House	The Joseph Cawthra house was a 1½ storey frame house was built at the northwest corner of Frederick and Front Streets in 1804 by William Willcocks. It was first occupied by William Warren Baldwin and his wife until 1807, and a school was briefly housed there. The house was home to William Lyon Mackenzie in 1825-26 and he published the *Colonial Advocate* at this location. By 1837 the house had been purchased by Joseph Cawthra who had previously resided in a wooden building at the northwest corner of King and Sherbourne Streets. Cawthra died at the Frederick and Front house in 1842, this structure being later destroyed by fire. This location is now a condominium, although it is commemorated by a Toronto Historical Board plaque on site.
Captain Edward Oates House	The home of Captain Oates, who was master of the ship *Duke of Richmond*, was located at the corner of King and Sherbourne Streets between 1817 and 1827. Oates was appointed Collector of Customs at Port Dalhousie where he died.
Russell Abbey	Russell Abbey was a one storey Georgian frame structure designed by William Berczy and built at the northwest corner of Front and Princes streets for the Hon. Peter Russell in 1797. He died there in 1808, and following the death of his sister, Elizabeth Russell, in 1822, the home passed to their cousins Margaret Phoebe Baldwin and Maria Willcocks. The home was occupied by Bishop Alexander Macdonell in the 1820s, then by Dr. Bradley, an emigration agent, in the 1850s and finally by an African-American shoemaker named "Speaker" Truss in the 1860s who acquired a reputation for his fine style of dress.
Widmer House	The Widmer house was a two storey red brick home built for Dr. Christopher Widmer at the northeast corner of Front and Ontario Streets (174 Front) around 1833. This was the second house on the lot; his earlier residence, a two story white frame house probably built shortly after the War of 1812, stood until the late nineteenth century at the opposite end of the lot near King and Ontario streets. Widmer had been an army surgeon during the War of 1812 and one of the founders of the Toronto General Hospital.
John Small "Berkeley" House	The John Small "Berkeley" house was a 13 room Georgian home built for John Small, Clerk of the Executive Council of Upper Canada, around 1796 or 1797 at the southwest corner of King and Berkeley Streets (355-359 King East.) The site was previously occupied by a log house built by George Cooper in 1795, although it is not clear whether parts of Cooper's original cabin were contained within the later edifice. Small's home was constructed out of hewn timber with a central portico and two gabled wings. The home passed to Small's son and was later occupied by a variety of tenants. It was demolished in 1925. The site has been subject to Stage 4 archaeological excavation (se Section 2.3.1).
Alexander Legge House	The Alexander Legge house was a two storey frame house built at the northeast corner of Princess and Front streets at an early date. Legge was a carpenter by trade and settled in York in 1799. He later became a successful grocer and general merchant and married Grace Cawthra. After his death in 1855 the house was occupied by a Mr. Collier. The building stood as number 200 Front East as late as 1893.
William Smith Jr. House	This house stood at the corner of King and Sherbourne Streets and was occupied by the Smith family between circa 1820 and 1832. Parts of the house were later used as retail space. It is unclear whether this was the same structure as the home built by William Smith described by Robertson as "the first man to take up a building lot after the laying out of the town plot." This house was said to been standing nearly a century later in 1894.
Joshua Beard House	The Joshua Beard house stood somewhere on King Street east of George Street and was occupied by Deputy Sheriff Beard who was later owner of Beard's Foundry.
Charles Fothergill House	The Charles Fothergill house stood on King Street near the Beard house. Fathergill resided here during the 1820s and 1830s.

Old Town and St. Lawrence Neighbourhood Inventory	
George Munro House	This frame, log and rough cast structure was said to have been built at the north-east corner of Front and George Streets as early as 1800. It was still standing in 1896 at 114 Front East. It was used as a farmer's hotel for a time and later as tenement housing.
Industrial Sites	
St. Lawrence Foundry	The St. Lawrence Foundry was situated at 136 Palace Street (Front Street East) bounded by King, Berkeley and Parliament streets. The foundry was established by Scotsman William J. Hamilton in 1856 as a partnership called William Hamilton and Son. Property within this block was gradually acquired until the Foundry operation filled the block by 1871. This company produced castings for buildings and manufactured passenger and freight cars for various railways. A subsidiary branch of this firm, the St. Lawrence Car Wheel Foundry, was opened to the south at Front and Cherry streets. Around 1900 this business was sold to the Canada Foundry Company, and later became part of Canadian General Electric. The structure was vacant in 1917 and demolished at a later time. A portion of the site has been subject to archaeological excavation (see Section 2.3.1)
J & J Taylor Safe Works/Toronto Safe Works	The J & J Taylor Safe Works/Toronto Safe Works were situated at 139-145 Front Street East at Frederick Street. The firm was established in 1855 and specialized in castings, structural elements, boats and fireproof safes. The firm expanded in 1867, 1877 and 1883. The company had access to their own wharf on Frederick Street as well as railway access. With land expropriations to the south required for construction of the railway viaduct, the company closed operations in 1924-25. Much of the factory has been demolished but part of the Safe Works Building survives on Front Street.
William Smith Jr. House	The William Smith Jr. house stood at the corner of King and Sherbourne streets and was occupied by the Smith family between ca. 1820 and 1832. Parts of the house were later used as retail space. It is unclear whether this was the same structure as the home built by the William Smith described above.
Mrs. Gamble's House	Mrs. Gamble's house was built near the southwest corner of King and Sherbourne streets. The specific location is not identified. Mrs. Gamble was the widow of Dr. Gamble.
Public Buildings	
Weigh House/Scales Building/Hay Market	A Weigh House/Scales Building/Hay Market stood directly in the intersection of Front Street East and Jarvis Street from 1834 until sometime into the 1940s. It was shown on several period maps as a local landmark, first described by Bonnycastle as a "weighing machine" in 1834, and was clearly shown in the various renditions of *Goad's Atlas*. A photograph taken in 1938 shows that this was a one storey red brick structure with a stone foundation and lintels and two chimneys on the gable ends. It is unclear whether any traces of this structure remain buried at this intersection due to late twentieth century road construction following the demolition of the structure.
Office of the Attorney General	The Office of the Attorney General of Upper Canada during the tenure of John Beverley Robinson (1815-1828) was located in a two storey brick building at the northwest corner of Front and Sherborne Streets. In 1828 or 1829 it was sold to Mr. Meredith who converted it to a private residence.
First and Second Parliament	In 1797, the First Parliament buildings were built as two brick and two frame buildings, on part of the Government Reserve between Front, Berkeley and Parliament streets. A Town Blockhouse was built to the immediate south of the Parliament Buildings in 1799. Following their destruction during the Battle of York, they were rebuilt as two-storey brick structures and used to billet troops. The second Parliament buildings were constructed between 1818 and 1820, and connected the rebuilt wings of the older buildings with a two-storey brick building. In December of 1824, the north wing and centre block were destroyed by fire. The south wing, while damaged, remained standing until 1830, when it was demolished. The property remained vacant until the Home District Gaol was constructed from 1838 to 1840. The Consumer's Gas Company purchased the property *circa* 1879. The gaol was demolished *circa* 1887 when Consumer's Gas began to expand their operations, eventually constructing a large industrial complex. The Consumer's Gas structures were demolished in 1964. Archaeological remains from all three major periods of the development of the site are

Old Town and St. Lawrence Neighbourhood Inventory	
	known to be present (see Section 2.3.1).
Schools	
Home District School	The Home District School was opened in June 1807 by the Rev. George O'Kill Stuart in a stone addition built on the west side of his frame house at the south-east corner of King and George streets (189 King.) The house was bought by George Duggan prior to 1820 who maintained his general store and residence there. The school has been commemorated by a heritage plaque donated by the York Pioneers on site.
Enoch Turner Schoolhouse	The red and yellow brick Enoch Turner Schoolhouse was the first free school in the city. It was erected in 1848 at the rear of Little Trinity Church on the west side of Trinity Street south of King (106 Trinity Street.) It was clearly shown in the *Boulton's Atlas,* although it was not specifically named as a schoolhouse. It is the oldest surviving school building within the City of Toronto and serves as a museum. It is commemorated on site with a Provincial Heritage Plaque.
Stores and Other Businesses	In the first decades of development in the Old Town of York, the main business thoroughfare was George Street. By the late 1820s, 1830s, and beyond, the mercantile and business district had shifted westwards along King Street towards Church. By the second quarter of the nineteenth century, King Street was solidly lined with two, three, and four storey brick and frame commercial buildings.
Coffin Block	This structure, so named because of its' unusual tapered shape, was built in the 1830s at the intersection of Front and Wellington Streets and designed by architect John Ewart. Space in the building was occupied by William Weller's stagecoach booking office (1830-35), Isaac Buchanan and Company's Wholesale Warehouse (1837), confectioner James Scott, Bannerman's Restaurant, and the Wellington Hotel annex (ca. 1840.) This structure was demolished in 1891 and replaced by the Gooderham and Worts "Flatiron" building.
Boulton's Store/William Proudfoot's Wines and Spirits	A store had been built by D'Arcy Boulton at the southwest corner of King and Frederick Streets around 1810 to which William Proudfoot was added as a partner in 1816. This business alliance dissolved in 1825 which left Proudfoot as the sole owner and proprietor. Proudfoot closed his business in 1835 and then served as the president of the Bank of Upper Canada until 1861. The Boulton store was of frame construction with a veneer of white-painted brick on the façade.
First Bank of Upper Canada	This structure was built in 1818 as a shop for William Allan at the southeast corner of King and Frederick streets. Space for the bank was leased here from Allan between 1822 and 1827, after which time it was removed to its new location at George and Adelaide streets. This structure contained a vault with an iron door in the western part of the cellar. This spot was subsequently occupied by William Gamble's wholesale business as well as many other businesses but it was ultimately demolished in 1915.
The Canada Company	The office of the Canada Company, established by the novelist John Galt in 1825-26, was located on the east side of Frederick Street between King and Front streets in 1837. The building was designed by architect John George Howard.
Bank of British North America	This bank was established in 1837 and conducted business in a brick building at the southeast corner of King and Frederick streets until 1843 when a new office was constructed at the northeast corner of Yonge and Wellington streets.
94-100 Front Street East	The red and yellow brick commercial structure at the northeast corner of Front and Jarvis streets was built in the mid to late 1830s.
169-185 King Street	The shops built at 169-185 King East were built between 1834 and 1843 and are among the oldest commercial buildings extant in Toronto. They are believed to have been built by Jacob Latham.
Harbour Features	
Pre-Esplanade Harbour Features	Within the portion of the early Town of York/Toronto incorporated in this precinct, the first major wharf to be constructed was the *Merchant's Wharf,* located at the foot of Frederick Street. This structure appears on maps dating between 1818 and 1833 and extended from the shore as far south as the current railway corridor. By 1851, much of the natural shoreline between Yonge and Berkeley streets had been modified through the construction of irregular sections of shorewalling that, in places, extended the shore south towards the Windmill Line. Relatively small wharves existed

Old Town and St. Lawrence Neighbourhood Inventory	
	between Jarvis and George streets, in the vicinity of Frederick Street and near or at the foot of Princess and Berkeley streets.
Post-Esplanade Harbour Features	By 1858 the shoreline had been shifted further south through extension of the Esplanade crib wall (roughly along the line of the current Esplanade right-of-way). New, long, wharves were built at the foot of Lower Market and Jarvis streets, and on the harbourfront between Jarvis and George, between George and Frederick and between Frederick and Sherbourne. These extended south almost as far as the current north limit of the present rail corridor. The heads of many of the pre-Esplanade wharves continued to project south of the Esplanade wall. Many of these were widened in the third quarter of the nineteenth century and new wharves were established in the remaining areas of open water, with the result that the whole harbourfront between Jarvis and Berkeley was occupied by wharves separated from one another by narrow slips. By the early 1900s most of these slips had disappeared due to continuing widening of the existing structures and further extension of the heads of the wharves southward. · *Polson Iron Works (Wharves 36 and 37):* Founded in 1883 by father and son railway engineers, William and Franklin Bates Polson, the Polson Iron Works Company, located on the harbour shore between Frederick and Sherbourne streets, built an assortment of marine engines, boilers, and general-purpose motors. After establishing an Owen Sound shipyard in 1888, the firm became involved in the shipbuilding industry, producing several well-known vessels (Stinson and Moir 1991). Although the Owen Sound shipyard was operating at full production in the 1890s, the Polsons were caught in an economic depression and the company's bankrupt Toronto operation was purchased in 1893 by Frank and James Polson. At this time it appears that all shipbuilding operations were transferred from Georgian Bay to the Toronto works. The 1893 and 1903 Goad's maps show the configuration of the site on two 430 foot (130 metre) wharves separated from one another by a slip. By 1907, the yards employed around 500 men. The *Goad's Atlas* of 1910 shows an expanded and reorganized complex on a single wharf that took almost all of the shore between Frederick and Sherbourne and stretched from the rail lines of the Esplanade south approximately 1,050 feet (320 metres) into the harbour. These changes reflect, in part, the 1906 acquisition of the municipal wharf to the east of Frederick Street. The Polson Iron Works operation produced a variety of vessels, including launches, car ferries and passenger ferries such as the Segwun and the Trillium. In addition, the country's first home-built, steam-powered warship, the Vigilant, was built and launched at this site, as well as a number of hydraulic dredges. At first, business was steady, as Toronto established itself as an early centre for the construction of steel-hulled ships on the Canadian side of the Great Lakes. However, overall, shipbuilding in Canada declined substantially after 1900 and the entire industry had difficulty competing with larger and more economical operations in the United States and the United Kingdom. Although construction of Navy trawlers and munitions freighters during World War I kept the company afloat (and even led to an expansion of existing yards) demand for their vessels disappeared with the 1918 Armistice and by March of 1919 the firm had declared bankruptcy (Stinson and Moir 1991). Much of the property lay dormant until the buildings were demolished and the site was subsumed by lake fill, mainly sand dredged form the harbour, between 1926 and 1928. South of Lake Shore Boulevard, any remains of the complex, other than the foundation cribs of the wharves (that is those parts below the former waterline), are unlikely to have survived later developments. It may be assumed that the wharves featured timber cribbing ballasted with rock and miscellaneous fills. It is less likely that remains of the superstructure (i.e., the active working surface of

Old Town and St. Lawrence Neighbourhood Inventory	
	the facility) are preserved. There is, however, greater potential for the survival of those portions of the site located north of the road and rail corridors, between Lower Sherbourne and Frederick Streets, where the site has not been built over by modern developments. Should the area be impacted by the current project, further archaeological assessment is required, although the scale and character of such work remains to be determined. · *City Corporation Yard Wharf:* The City Corporation wharf (also known as Wharves 38 and 39) extends south through the Gardiner Expressway-Lake Shore Boulevard corridor into the East Bayfront precinct. The wharf stood to the east of the Polson Iron Works. The principal purpose of this facility was to carry street sweepings for dumping at the Toronto Islands. In 1906, the Polson's purchased this property to expand their shipbuilding facilities. The site was subsumed by lake fill between 1926 and 1928. Substantial portions of the foundation cribs may be expected to have survived. It may be assumed that the wharf featured timber cribbing ballasted with rock and miscellaneous fills. It is less likely that remains of the superstructure (i.e., the active working surface of the facility) are preserved. With respect to these wharves, the 2008 ACMS recommended archaeological monitoring during any construction/redevelopment activities that might result in impacts to any portions of these wharves.
Knapp's Roller Boat	Polson's is perhaps best remembered for building the experimental "Knapp's Roller Boat." This unique cylindrical ship, designed by Prescott lawyer Frederick Knapp, was launched in 1897. The ship was not a success and was substantially rebuilt on several occasions, but for the most part lay moored at Polson's docks, until she was stripped of her fittings and abandoned, to be buried by lakefill in the late 1920s. Detailed research (ASI 2007a, ASI et al. 2008), suggests that the buried remains of Knapp's Roller Boat lie between Lake Shore Boulevard, the Gardiner Expressway, Richardson Street and Lower Sherbourne Street, north of the property currently known as 215 Lake Shore Boulevard East. The remains could conceivably lie four to seven metres below modern grade. The 2008 ACMS recommended documentation of any remains of the vessel prior to and possibly during any construction activity in the area.

3.1.5 East Bayfront Precinct

3.1.5.1 East Bayfront Summary Historical Context

The lands that make up the East Bayfront precinct are exclusively the product of twentieth-century landmaking operations. A small portion of this made land, north of the current Parliament Street Slip, was the product of re-engineering the mouth of the Don River at the turn of the twentieth century. Equally small areas represent the extension of the ends of the Polson Iron Works and City Corporation Yard wharves on either side of Sherbourne Street a short distance south of the current line of Lake Shore Boulevard (see Section 3.1.4).

The East Bayfront area was part of the lakefill area designated by the 1912 Harbour Plan, the most distinctive component of which was the railway viaduct extending from Bathurst Street to the Don River, completed in 1929. This earth-filled viaduct provided for the elimination of rail and road crossings. From Yonge Street to Cherry Street the viaduct was built straight across the open water of the harbour, cutting off all the wharves extending south from the Esplanade.

Whereas the 1912 land expansion plan was completed at Ashbridge's Bay and in the area west of Yonge Street during the 1920s, the portion from Yonge to Cherry was virtually dormant during the 1920s due to legal issues associated with waterfront access on the part of the established businesses. Once they were solved, financial problems on the part of the Harbour Commission reduced the amount of newly created land to half that which had been planned. This work extended the shore to the Bulkhead or Pierhead Line, a rock levee and timber bulkhead wall located along the south side of the modern alignment of Queen's Quay.

This section of the harbour grew in importance in the 1950s as a result of the projected completion of the St. Lawrence Seaway. The Harbour Commission anticipated a huge increase in port activity. The 1912 landfill plan was finally completed when all of East Bayfront south of Queen's Quay was filled in to the limits defined by the Harbourhead Line in 1952. Marine Terminal 28 was completed in 1958 while Marine Terminal 29 and the Redpath Sugar Refinery opened in 1959. Despite the enthusiasm with which these new developments were completed, ocean shipping never developed as a significant business in Toronto harbour.

3.1.5.2 East Bayfront Inventory

The inventory of potential resources within the East Bayfront portion of the study area is based upon background research compiled for the Waterfront Toronto *Archaeological Conservation and Management Strategy* and several preceding archaeological assessments that included all or parts of the precinct (ASI 2005, 2005, ASI et al. 2008, ASI and HRL 2004).

Bolded entries in the inventory fall within the current Gardiner Expressway-Lake Shore Boulevard East corridor, whole or in part.

East Bayfront Inventory	
Don Breakwater	The 1870 breakwater, built at the mouth of the Don River, extends along the general alignment of Lake Shore Boulevard and the Gardiner between roughly Berkeley Street and Cherry Street. The structure was in ruins by 1886. Deeply buried remains may survive, although it is highly unlikely that the cribbing forms a continuous feature (ASI and HRL 2004). Accordingly, the 2008 ACMS recommended archaeological monitoring during any construction/redevelopment activities in the area.
Polson Iron Works	See Old Town and St. Lawrence Neighbourhood Inventory
Knapp's Roller Boat	See Old Town and St. Lawrence Neighbourhood Inventory
City Corporation Yard	See Old Town and St. Lawrence Neighbourhood Inventory
Bulkhead/Pierhead Line	See Lower Yonge Inventory
Royal Canadian Air Force Equipment Depot No. 1	See Lower Yonge Inventory
Harbourhead Line and Modern Shore	See Lower Yonge Inventory

3.1.6 Lower Yonge Area

3.1.6.1 Lower Yonge Summary Historical Context

North of Front Street, the Lower Yonge area, as defined for the purposes of this study, includes a substantial portion of the Old Town of York[4]. South of Front Street, the area comprises made lands associated with the construction of the Esplanade (see Sections 2.5 and 3.1.6) and later expansions, which culminated with completion of the 1912 Harbour Commission Plan in the later 1920s (see Section 2.5).

3.1.6.2 Lower Yonge Inventory

The inventory of potential resources within the Lower Yonge portion of the study area (Figures 3-5) is based largely upon background research compiled for the *City of Toronto Archaeological Managment Plan* (ASI *et al*. 2004) and for the most part is restricted to occupation that date to, or had their origins in, the first half of the nineteenth century. The inventory includes buildings that remain standing today, and which may have associated archaeological deposits as well as features that are no longer visible, but for which secondary source references are, in most cases, sufficiently detailed to permit some degree of accuracy in attempting to plot them on modern mapping. Archaeological deposits associated with these latter inventory entries may, or may not, survive. The inventory also includes large scale waterfront features that date to the second half of the nineteenth century as lake filling operations pushed the water's edge south of the original shoreline. These latter features have been inventoried in accordance with the *Waterfront Toronto Archaeological Conservation and Management Plan* (ASI *et al*. 2008).

Similar to the St. Lawrence Neighbourhood, the inventory, and any evaluation of archaeological potential within the Lower Yonge area is not—and cannot be—exhaustive.

Bolded entries in the inventory fall within the current Gardiner Expressway-Lake Shore Boulevard East corridor, whole or in part.

[4] For a full discussion of the "Old Town" of York, see Section 3.1.4 Old Town and St. Lawrence Neighbourhood

Lower Yonge Inventory	
Hotels, Taverns and Inns	
St. George and Dragon Inn	The 1833 *City Directory* lists the Snider's Tavern at Church Street and Market Lane. The specific location is not stated.
George IV Inn	The 1833 *City Directory* lists the George IV Inn at Church Street and Market Lane. The specific location is not stated.
Red Lion Inn	The 1833 *City Directory* lists the Red Lion Inn at Church Street and Market Lane. The specific location is not stated.
King's Arms	The 1833 *City Directory* lists the King's Arms at Church Street and Market Lane. The specific location is not stated.
William IV Inn (Market Square at King)	The 1833 *City Directory* lists the William IV Inn at Market Square and King Street. The specific location is not stated.
Crown Inn (Market Square at King)	The 1833 *City Directory* lists the Crown Inn at Market Square and King Street. The specific location is not stated.
White Swan Inn (west side Market Square at King)	The 1833 *City Directory* lists the White Swan Inn at Market Square and King Street. The specific location is not stated, beyond that it was on the west side of the square.
Steamboat Inn	This two storey inn was located at the northeast corner of Front and Church Streets on the original shoreline of Lake Ontario. It was built by Ulick Howard circa 1827 and designed to resemble a moored steam packet. A circus was located on the grounds of the inn for one week in June 1828, and a banquet to celebrate the election victory of John Beverly Robinson was held there in July of the same year. The stand was leased to John Bradley in 1829-1830 and to Richard Feehan in 1831. The inn acquired a reputation for its excellent food and wines. In 1842 it was known as the City Hotel. The site is now occupied by the Market Square Condominium.
Wellington Inn	See Old Town and St. Lawrence Neighbourhood Inventory
Farmer's Arms Hotel	This hotel was built on the west side of a lane (Market Street, or Stuart's Lane) leading north from the north-west corner of the Market Square by Ulick Howard and operated by him between 1820 and 1823. It was subsequently managed by Joseph Bloor.
Ontario House Hotel	This hotel was originally built at the northwest corner of Church and Wellington Streets as the home of merchant Peter MacDougall, but was converted to a hotel by John Brown in 1829. In 1830 it was operated by David Botsford and was managed by William Campbell in 1832. It was described as having "a row of lofty pillars, well-grown pines in fact, stripped and smoothly planed, reached from the ground to the eaves and supported two tiers of galleries which, running behind the columns, did not interrupt their vertical lines." It became the Wellington Hotel in 1845 under the proprietorship of Russel Inglis. The hotel was demolished in 1860 when Inglis died and the lot became home to the Bank of Toronto.
North American Hotel	This hotel was built prior to 1835 on Front Street and was managed by William Campbell.
Cooper's Arms Hotel	This small two storey frame hotel was built at the northwest corner of Scott and Wellington Streets by William Cooper in the 1820s or 1830s, and later kept by the Murphy family. It was replaced in 1880 by the Western Assurance Company offices designed by R.A. Waite
Wellington Hotel	This cut stone and red brick building was originally built near the northwest corner of Scott and Wellington Street in the 1850s as the Western Hotel. It was taken over in 1860 by R.S. Miller as the new Wellington Hotel, but put up for sale later the same year. It was taken over and redesigned for commercial purposes and taken over by the Royal Assurance Company.
Robert Beard's Hotel	At the north-east corner of Church and Colborne Streets stood a frame hotel kept by an African-American man named Snow from the early 1840s until about 1852 or 1853. The original structure was demolished in 1848, and replaced by a brick building erected by Joshua Beard. The hotel was later kept by Robert Beard in the period 1853-1857 and then Azro Russell leased the premises into the early 1860s. The building housed shops and Lodge meetings were held in the upper floor.
Bond Head Inn	This two storey white frame and green shuttered inn stood on the west side of Church Street between King and Colborne Streets. It was built about 1825 by William Cooper and was originally known as Cooper's Inn. In 1836 it was taken over by James Bell who renamed it the Sir Francis Bond Head Inn, and it was ornamented with a swinging sign which bore the likeness of the Lieutenant-Governor with the motto "Let them come if they dare!" This was in reference to the rebel forces during the Rebellion of 1837, and this inn was one of the headquarters for the government forces. The inn was subsequently managed by George L.

Lower Yonge Inventory	
	Allen as the Head Inn.
Wellington Inn	This frame structure stood on the west side of West Market Street between King and Colborne Streets, and was recognized by a large sign post which carried the likeness of the Duke of Wellington on horseback. It was kept by James Elliot from 1820 and by a Mr. Norris until 1834 after which time it was converted into stores. It was kept as a private dwelling but torn down about 1840 and replaced by a brick structure occupied by C. Martin & Co.
Frank's Hotel	This was one of the early well known inns of York, a two storey white frame structure at the corner of West Market and Colborne streets. This structure contained a ball room in the upper floor where theatrical performances and other entertainments were held, and one of the first balls in York was held here on St. Andrew's night, November 30, 1814.
Bernard Roddy's Tavern	This building stood on the west side of Church Street below King in the late 1820s and early 1830s and early circuses were said to have performed there.
White Swan Hotel	This was kept at an early date by a Mr. Hamilton on Front Street west of the Market Square towards Church. A visiting American temporarily set up the first Natural Museum here which contained stuffed birds and wax figures of famous American personalities such as Andrew Jackson. Unfortunately the figure of Jackson was "one night abstracted from the Museum by some over-patriotic youths and suspended by the neck from the limbs of one of the large trees that overlooked the harbour."
Residential Sites	
Thomas Scott House	Thomas Scott was the Attorney General and Chief Justice of Upper Canada. He resided in York between 1801 and his death in 1824. His land extended along Front Street between Church and Yonge, and his home, a small brick cottage, was located on the west side of Scott Street north of Front. It was later used as the Customs House between 1829 and 1835.
Mrs. Gamble's House	This house was built on King Street near Sherbourne where Mrs. Gamble, the widow of Dr. Gamble, died in 1859 aged 91 years. It was near the southwest corner.
Industrial Sites	
Heywood and Francis	This business had been established by 1833 at the corner of Front and Church Streets. The *York Directory* described this partnership as a "French burr millstone factory." No specific location was stated.
Military Sites	
Commissariat Storehouse	Around the time of the War of 1812 cartographic evidence shows that a Commissariat storehouse had been built on the south side of King Street between George and Frederick Streets
Public Buildings	
Court House and Jail.	These two story red brick structures were built in 1824 on King Street between Toronto and Church Streets and based upon designs submitted by both John Ewart and William Warren Baldwin. These buildings replaced the first York jail, a wooden structure which was built in 1798 at the southeast corner of King Street at Leader Lane. The first Court House was constructed in the block between Yonge, Queen, Victoria and Richmond and was called the Joshua Leach house in 1815. The new buildings of 1824 were set back about 66 feet from the street, and the open space in front of the buildings formed an ornamental public area known as "Courthouse Square." The structures were connected by a tunnel. Although this area has been heavily built up, parts of the jail have been incorporated into the south wall of the York County Court House (built in 1852-1853) and it is likely that other archaeological remains may survive in the remnants of the jail yard.
St. Lawrence Market	Although a market was established in York through a proclamation made by Peter Hunter in 1803, the first permanent market building was not built until 1820. This was a "wooden shambles" 45x30' which ran on a north-south orientation and occupied the centre of the block between Jarvis, King, Church and Market Streets. The building was enclosed by a fence made of pickets and oak ribbon, and this structure served as the market until 1831 when it was replaced by a quadrangular brick structure. Market and Town Hall designed by John Ewart and built at the northwest corner of Jarvis and Front Streets. It housed the market and York (Toronto) City Hall until 1845, but was destroyed in the Great Fire of 1849.It is possible that some remains of the early market complexes may still be extant in the court yard west of St. Lawrence Hall and the north market building. A recent Stage 1 Archaeological Assessment (HHI 2006b) has identified the potential of both these areas.

Lower Yonge Inventory	
Weigh House/Scales Building/Hay Market	See Old Town and St. Lawrence Neighbourhood Inventory
St. Lawrence Hall	This important landmark structure stands today at the southwest corner of King and Jarvis Streets. Erected in 1850-1851, it replaced the old red brick town hall and market which was partially destroyed in the Great Fire of 1849.
Farmer's Storehouse Company/Home District Farmer's Storehouse	This wooden structure, 20' x 100', was built in 1825 at the foot of Jarvis Street. It stood on the south side of Front Street on the site of the south building of St. Lawrence Market. It is unlikely that any traces of this structure remain on site, which was cleared in 1844 to make room for the Second City Hall.
Second City Hall	This Palladian red brick and cut stone structure was built at the southwest corner of Front and Jarvis Streets in 1844-1845 and designed by Henry Bowyer Lane. The site contained the earlier Home District Farmer's Storehouse of 1825 which was cleared to make way for this building. The structure housed the City Council chambers, a police station and market court. It was partly rebuilt due to structural faults in 1851 upon the designs of William Thomas and John George Howard, and was later renovated by Henry Langley. The building was further modified in 1901 with the demolition of the side wings and the addition of a glass shed designed by Siddall and Jarvis. The centre block of the 1844 structure forms part of the present day south St. Lawrence Market.
Toronto's Sixth Post Office	The sixth post office in the City was located in a long, low one storey brick building on the north side of Wellington Street west of Leader Lane where it was housed from the early 1840s to 1853.
Fourth Customs House	This office was housed in a low 1½ storey brick cottage on Scott near Wellington Street. It was situated here between 1829 and 1835 during the tenure of collector George Savage who was also an early watchmaker and jeweller on King Street.
Fifth Customs House	This office was housed in a one storey hipped roof brick cottage on the north side of Front Street somewhere in the blocks between Yonge and Church Streets. It operated between 1835 and 1841 under collectors Thomas Carfrae and William Moon Kelly.
Attorney General's Office.	The office of the Attorney General of Upper Canada during the tenure of John Beverley Robinson (1815-1828) was located in a two storey brick building at the northwest corner of Front and Sherbourne Streets. In 1828 or 1829 it was sold to Mr. Meredith who converted it to a private residence
Recreational Sites	
First Masonic Hall	This two storey wooden structure was built prior to 1820 and stood on Colborne Street near Church. It was distinguished as having the first cupola in the town of York. Meetings for the newly established Mechanic's Institute were first held in this building in 1830, and the ground floor was the location of the Market Lane School which was held here as early as 1822.
Fourth Theatre Building	The fourth theatre in York between 1834 and 1838 was "in an unoccupied barn-like building" sixty feet long built on the north side of Front Street east of Church.
Deering's Theatre	This was the sixth theatre in Toronto, built at the northeast corner of Scott and Wellington Streets in 1845. This building was later used as an immigration office but was demolished later in the 19th century.
Schools	
Market Square School	This school was established before the War of 1812 in the Market Square and was "burnt by accident in the time of the war." It stood on Colborne Street west of West Market Street.
Stores and Other Businesses	
The Toronto Exchange	This limestone Greek Revival structure, designed by James Grand, was built at 34 Wellington Street East at the northwest corner of Leader Lane in 1855 on land donated by Charles Berczy. The design of the building was slightly altered by Henry Langley in 1877 when the Imperial Bank took over space on the main floor of the structure. The building was further modified in 1894, and after being damaged by fire in the 1930s was demolished in 1940-1942.
Toronto *Leader* Office	This newspaper was published on Leader Lane between King and Colborne Streets from 1852 until 1878.
Ontario Bank	This bank was first opened in Toronto in 1860, and in 1862 new premises were designed by Joseph Sheard and William Irving. The new Italianate cut stone structure was erected at 24 Wellington Street at the northeast corner of Scott Street. The building was enlarged and renovated in 1874 and taken over by the Bank of Montreal in 1905-1906. It functioned as an

Lower Yonge Inventory	
	office building until it was demolished in 1950-1951. The site presently contains an office tower and condominium.
Victoria Row	This row of shops and offices which occupied 87-97 King Street East on the south side between Church and Henrietta was designed by John George Howard for James M. McDonell in 1840-1842. The land upon which these stores were built had been surveyed by Howard as early as 1837 and part of Colborne Street extended through, while this row of brick and cut stone buildings was erected in 1842. The row was renovated in the 1860s in the Second Empire style. Only one of the structures from this row, 87 King Street, remains standing today.
Row of Shops/Warehouses	Designed by John George Howard in 1855-1856 on the north side of Wellington Street west of Scott Street.
William and Thomas Foster House	This small frame structure was built at 191 King Street (south side) before 1828 and used as retail space. It was demolished later in the nineteenth century and replaced by a brick building used as a jewellery store.
Armstrong and Beaty Boot and Shoe Shop	This frame structure at 193 King Street was said to be the first building on this lot built sometime between 1822 and 1833. It was still standing in the 1890s and used as a tinware establishment.
MacLachlan's Slaughterhouse	This business had been established prior to the War of 1812 at the southwest corner of the market at Front Street. Around 1815 it became a tavern site.
George Gurnett's Newspaper and Printing Office	His office was situated at the corner of King Street and the Market Square from 1829 until 1833 or later where he published the *Courier* of Upper Canada. By 1837 this office had moved to the corner of King and Jarvis Streets.
Charles Robertson's Store.	This three storey brick shop was built on the south side of King Street opposite Toronto Street in 1850 and was established as a dry-goods store.
Samuel Heakes Dry-Goods Store.	This was located on the south side of King Street beside Charles Robertson's store and was in operation until 1856.
Thomas Haworth's Hardware Store	This store was located on the south side of King Street opposite Toronto Street. This shop was known by the sign of the circular saw which hung out over King Street.
Brewer and McPhail	This firm sold books and stationery on the south side of King Street on the southeast corner at Leader Lane around 1850.
Watkins and Harris	This hardware store was established at 68 King Street East in 1833 and was known by the sign of the "Anvil and Sledge." The partnership dissolved around 1850, at which time Harris opened a new business at 124 King East.
Joseph Roger's Shop	This business was located in one of the oldest surviving brick buildings in Toronto on the southeast corner of King and Church Streets (111 King East) opposite St. James' Cathedral. Rogers was a furrier and hatter in a row of buildings called the City Buildings designed by William Thomas and built around 1842. Structures in this row, which date between circa 1839 and 1842, survived the Great Fire of 1849.
Charles Klingenbrumer's Watch Shop	This early shop was built on the south side of King Street opposite the Court House between Toronto and Church Streets.
137 King East	This address once housed the *Provincial Freeman* newspaper office, edited by Mary Ann Shadd who was the first black female newspaper editor in Canada. The building has since been demolished.
124 King East	This site was originally occupied by Thomas D. Harris, ironmonger. His store was destroyed in the Great Fire of 1849 and replaced in 1850 with the structure owned by George Keith & Son. Harris' name could still be seen in the threshold, therefore the new building must have made use of elements of the previous structure
Harbour Features	
Pre-Esplanade Harbour Features	Within the portion of the early Town of York/Toronto incorporated in this precinct, the first major wharf to be constructed was the *Cooper's Wharf* at the foot of Church Street. This structure appears on maps dating between 1818 and 1833 and extended from the shore as far south as the current railway corridor. By 1851, much of the natural shoreline between Yonge and Jarvis streets had been modified through the construction of irregular sections of shorewalling that, in places, extended the shore south towards the Windmill Line. Three long wharf structures were located between Yonge and Church streets. Relatively small wharves existed between Jarvis and George streets, in the vicinity of Frederick Street and

Lower Yonge Inventory	
	near or at the foot of Princess and Berkeley streets.
Post-Esplanade Harbour Features	By the turn of the nineteenth century, the following wharves had been built far enough into the harbour to overlap with the future alignment of the Gardiner Expressway/Lake Shore Boulevard East corridor: *Yonge Street Wharf:* The heads of the Yonge Street Wharf (also known as Wharves 21 and 22) extend south through the Gardiner Expressway-Lake Shore Boulevard corridor into the East Bayfront precinct. The complex, which is the successor of the earlier Milloy's wharf located further north, consisted of two piers flanking a wide slip. These sections of the wharf date between circa 1893 and circa 1925, with the Wharf 21 pier being the earlier of the two. A warehouse-type structure ran along much of the length of both piers. The site was subsumed by lake fill between 1926 and 1928. Substantial portions of the foundation cribs may be expected to have survived. It may be assumed that the wharf featured timber cribbing ballasted with rock and miscellaneous fills. *Toronto Electric Light Co. and Dickson & Eddy Wharves:* The heads of the Toronto Electric Light Co. and the Dickson & Eddy wharves (also known as Wharves 23-26) extend south through the Gardiner Expressway-Lake Shore Boulevard corridor into the East Bayfront precinct. The earliest portion of this section of the wharf dates to circa 1893 (Wharves 23-24). The complex was expanded to the east between circa 1903 and 1910 (Wharves 25-26). Major structures occupied portions of the wharves. The site was subsumed by lake fill between 1926 and 1928. Substantial portions of the foundation cribs may be expected to have survived. It may be assumed that the wharf featured timber cribbing ballasted with rock and miscellaneous fills. It is less likely that remains of the superstructure (i.e., the active working surface of the facility) are preserved.
Air Harbour	Briefly, a seaplane base for mail and passenger traffic operated at the foot of Freeland Street. The facility originally opened in 1929, but closed two years later due to a combination of high costs and low levels of use. It was reopened in 1934 and operated until 1939 when it was superseded by the Toronto Island Airport. Its facilities included a 100x36 foot wooden ramp, floating docks, and buildings for passengers, customs and immigration, all of which were demolished when the site went out of use (Stinson and Moir 1991). While subsurface remains of this occupation may survive within portions of the study area, archaeological remains of this period of the precinct's history are not considered to be of potential high heritage value. Accordingly, the 2008 ACMS did not recommend any archaeological interventions. The site may, however, be considered to have interpretive value in any presentations of the history of the precinct.
Royal Canadian Air Force Equipment Depot No. 1	The Royal Canadian Air Force occupied a temporary base on the waterfront between 1940 and 1946. The majority of the 65 buildings that made up the base were temporary frame-built structures that were removed after the war. While subsurface remains of this occupation may survive within portions of the study area, archaeological remains of this period of the precinct's history are not considered to be of potential high heritage value. Accordingly, the 2008 ACMS did not recommend any archaeological interventions. The site may, however, be considered to have interpretive value in any presentations of the history of the precinct.
Bulkhead/Pierhead Line	The *circa* 1925 limit of lake fill operations was between Yonge and Berkeley streets. The feature was built using timber piles driven to bedrock and joined by waling and was faced, on the south side, with sheet piling which also extended to bedrock depth. Steel rods that were run to anchor piles on the inland side were used to reinforce the structure. The waters to the south of this structure were filled between the 1930s and 1950s. Substantial portions of the feature may be expected to have survived. It is probable that roughly contemporary secondary fill retaining structures, sewage outfall features, etc., survive to the north of the Bulkhead Line. From an archaeological perspective, none of these features are considered to be of potential high heritage value. Accordingly, the 2008 ACMS did not recommend any archaeological interventions.

Lower Yonge Inventory	
Harbourhead Line and Modern Shore	The modern limit of lakefilling operations was achieved in the 1950s, east of York Street. Construction involved timber piles, concrete walls and steel anchor rods. A variety of somewhat earlier and roughly contemporary secondary fill retaining structures, sewage outfall features, etc., are likely to have survived to the north of the Harbourhead Line. West of Yonge, much of the filling was completed in the 1920s behind concrete shorewalls. The 2008 ACMS did not recommend any archaeological interventions with respect to this feature.

3.2 Constraints and Opportunities

The study area comprises an extensive and heterogeneous portion of Toronto's historic urban core and waterfront. The size and complexity of the area, in terms of development history, prohibits an exhaustive analysis of the existing conditions as is normally carried out through field review as part of a Stage 1 archaeological assessment as described in the Ministry of Culture's 2009 final draft of the *Standards and Guidelines for Consultant Archaeologists* (MCL 2009), since such a review would be largely redundant and not especially informative. Surface conditions in contexts such as those that make up the study area are not a particularly reliable or useful indicator of underlying conditions with respect to archaeological integrity or potential.

Instead, a series of general statements with respect to predicting archaeological potential within the study area are provided for consideration in addition to any specific evaluations noted in the preceding inventories of the various precincts.

The evolution of the Old Town-St. Lawrence Neighbourhood and Lower Yonge areas, which represents the core of the early Town of York, involved repeated episodes of construction and demolitions, the infilling of historic rear yards and open areas with new buildings, the conversion of built up areas to open space, etc. Such alterations have been brought about by a wide variety of developments and land use changes and have left a fragmented but, in places, a potentially well-preserved archaeological record.

The archaeological remains may range from the buried vestiges of built features that have survived one or more redevelopment events by virtue of the massive scale at which they were constructed (in terms of the areas they covered, or the depths to which they extended) to comparatively small-scale domestic deposits that have been sealed by later grade alterations. Examples of the latter include the filling that often takes place in areas given over to parking lots or other open spaces, or capping by new structures that lack substantial subgrade structural elements. The discovery of the remains of the Thornton and Lucie Blackburn domestic occupation in the yard of the Inglenook Community School is an example of the former, while the conclusions of a recent Stage 1 assessment of the North St. Lawrence Market property (HHI 2006b), located just outside the study area, is a recognition of the possibility of the latter type of site formation process.

The Old Town-St. Lawrence Neighbourhood and Lower Yonge areas also encompasses the earliest phases of Toronto's evolving harbourfront and so include lands that were made through crib and fill operations and other waterfront features such as wharves. The upper portions of the wharf and shorewall features may be expected to occur at and below an elevation of approximately 75 metres ASL (the former median lake level), roughly two metres below the current grade (~77 metres ASL) of the area south of the former early nineteenth-century shoreline bluff. It is unlikely that any portions of the

cribwork that extended above the waterline or the superstructures that these foundations carried have survived. Other marine remains, such as Knapp's Roller Boat may be present, probably at greater depths below the modern surface. The boat appears to have been stranded on lakebed that varied from between 7 to 14.8 feet (2.1-4.5 metres) in depth at the bow, and 15.7 to 15.9 feet (4.8 metres) at the stern (ASI et al. 2008: Appendix A), suggesting that any surviving remains may be buried by approximately 13 to 23 feet (3.9-7.0 metres) of fill.

Portions of the West Don Lands Precinct and Distillery District zone, chiefly those areas north of Eastern Avenue, are generally comparable with the Old Town-St. Lawrence Neighbourhood in terms of primary development processes and factors of archaeological potential. The majority of the area, however, consists of lands that have been extensively altered through large-scale activities related to heavy industry, the development of extensive railway yards, and re-engineering of the lower portion of the Don River. For the most part, previous assessments within the parts of the West Don Lands thus affected have concluded that there is limited potential for the survival of significant archaeological resources associated with early to mid-nineteenth-century occupations, although specific areas of concern/sensitivity have been identified, such as reflected in the preceding inventory entries.

The South Riverdale/Riverside area is a mix in terms of the scale and intensity of landscape alterations, with the north section being largely characterized by late nineteenth-early twentieth-century residential development and the south part being dominated by industry. Similar to the West Don Lands, those portions of the precinct adjacent to the Don River have been severely affected by reengineering. Most of these developments have likely had substantial impacts to the remains of any earlier archaeological resources that may be, or have been, present, although pockets of land that represent areas of greater landscape integrity may survive.

The East Bayfront, North Keating, Lower Don and Port Lands portions of the study area consist primarily of made lands, which were filled in the later nineteenth and twentieth centuries and have been variably built-upon. The predominant type of potential archaeological resource within these areas is likely to consist of the deeply buried remains of shoreline features such as wharves and crib walls. The upper portions these structures may be expected to occur at and below an elevation of approximately 75 metres ASL (the former median lake level), roughly two metres below the current grade (~77 metres ASL) of the area. It is unlikely that any portions of the cribwork that extended above the waterline or the superstructures that it carried have survived. Other undocumented marine remains may be present, probably at greater depths below the modern surface.

4.0 SUMMARY AND CONCLUSION

The Stage 1 Archaeological Resource Assessment undertaken as part of the Coordinated Provincial Individual/Federal Environmental Assessment and Integrated Urban Design Study for the Gardiner Expressway and Lake Shore Boulevard Reconfiguration in the City of Toronto has determined that eleven archaeological sites have been registered within the general study area. These are the Thornton Blackburn site (AjGu-16), Lindenwold/the Worts Estate (AjGu-35), the Gooderham Windmill (AjGu-46), and the First Parliament site (AjGu-41), the Toronto Lime Kiln Works site (AjGu-64), the Bright-Barber (AjGu-65) and Smith-Barber (AjGu-66) sites, the West Market Square Hotel (AjGu-67), the King-Caroline site (AjGu-82), the Berkeley House (AjGu-85). All of these sites are related to the to the nineteenth-early twentieth century development of the City of Toronto, although Thornton Blackburn has yielded limited evidence, (in secondary context, of pre-contact, Late Woodland period, Aboriginal occupation and the Smith-Barber site produced a single Middle Woodland ceramic vessel sherd, again from a secondary context.

The study area incorporates part of the late eighteenth-early nineteenth-century shore of Lake Ontario as it stood at the time of the founding of York. To this day, the area is drained by the Don River, although this watercourse retains no resemblance to its original form, which was characterized by a meandering channel set in a deeply entrenched valley, and by extensive wetlands, particularly at its embouchure at the lake. Other minor watercourses also traversed the study area in the past. Some of these were tributaries of the Don, others flowed directly into the lake. These minor creeks disappeared from the evolving urban landscape beginning in the mid-nineteenth century.

By virtue of its natural features and the wide variety of resources that they supported, the study area undoubtedly attracted considerable occupation and use on the part of pre-contact and early contact period Aboriginal populations. Nevertheless, development of the area in the nineteenth and twentieth centuries has been such that there is no potential for the survival of associated archaeological resources in primary contexts.

The study area encompasses two main developmental zones: the original land mass of the Toronto waterfront that was laid out as the Town of York, and the offshore areas that were progressively filled as the waterfront was extended into the harbour throughout the nineteenth and twentieth centuries. The general manner in which these two contrasting areas evolved, in terms of landscape change and modification, and the means by which this evolution occurred, were generally different. Consequently, archaeological site formation processes differ between the two zones as well.

While inventories of features of potential archaeological value have been compiled as part of this assessment and certain general principles with respect to the character of such resources have been outlined for the various parts of the study area, the precise identification of zones of archaeological potential/integrity within these heavily urbanized lands is hampered by the complexity and variability of individual parcels or properties in terms of their development histories. This difficulty is exacerbated by the currently undefined scope of any impacts that may arise from the Gardiner Expressway and Lake Shore Boulevard Reconfiguration project, and the sheer size of the study area itself.

In light of these considerations, the following recommendation is made:

1. Should implementation of any activity associated with the Gardiner Expressway and Lake Shore Boulevard Reconfiguration project require subsurface impacts, such work should be preceded by the evaluation of the potential for the presence of any archaeological resources that may be adversely affected by such work and the identification of appropriate mitigation measures (i.e., completion of a detailed and comprehensive Stage 1 Archaeological Resource Assessment at the preliminary or detailed design stage).

The following advisory statements with respect to legislation compliance are also provided in accord with the Ontario Heritage Act and the Ontario Ministry of Tourism, Culture and Sport's *Standards and Guidelines for Consultant Archaeologists* (MTC 2011):

- A version of this report will be submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, RSO 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological 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 Minister of Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

- 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

In addition:

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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