

THE STAGE 1 ARCHAEOLOGICAL ASSESSMENT FOR THE  
PROPERTY KNOWN AS 55 PORT STREET, CITY OF MISSISSAUGA  
(PART LOTS 5 AND 6, PORT CREDIT WATER LOTS, GEO. TOWNSHIP OF TORONTO, SOUTH, COUNTY  
OF PEEL)

*Prepared for*  
Bennet MacNeil, Development Coordinator  
Fram + Slokker  
141 Lakeshore Road East  
Mississauga, ON L5G 1E8  
T. 416 747-9661 Ex. 246 | bmacneil@framgroup.com

**A. M. ARCHAEOLOGICAL ASSOCIATES**

88 Marchmount Road  
Toronto, ON M6G 2B1  
[am@archaeological.ca](mailto:am@archaeological.ca)  
416-652-2141

Original Licence Report  
Andrew Murray, P035  
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## **PROJECT PERSONNEL**

Project/ Field Director Andrew Murray, P035

Field Technician/ Report Graphics/ Preparation Andrew Murray, P035

## **EXECUTIVE SUMMARY**

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the proposed redevelopment known as 55 Port Street, City of Mississauga (Lots 9, 10 & Part Lot 11, Broken Front Concession, Geo. Township Of Toronto, South, County of Peel). The property was assessed for archaeological potential before redevelopment. This assessment was conducted as part of due diligence before any specific request by the City of Mississauga under the *Planning Act*. The assessment was conducted for Port Credit West Village Partners (PCWVP) who arranged for permission to enter the site property on December 19, 2017.

All archaeological assessment activities were performed according to the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). All work was done under the archaeological consulting license, P035, issued to Andrew Murray of A. M. Archaeological Associates under the *Ontario Heritage Act*. All records pertaining to this project will be curated at the offices of A. M. Archaeological Associates.

The 55 Port Street property is located on the south side of Port Street at Helene Street South. The property is approximately .25 hectares in area and currently has a three-storey wood frame building and an asphalt parking lot. There is currently paved parking to the west, a multi-storey residential building to the east and St. Lawrence Park on the shore of Lake Ontario.

The proximity to Lake Ontario may have indicated the potential for precontact Indigenous occupations before twentieth-century disturbances. There may also have been potential for nineteenth-century archaeological remains related to the ownership period of the Moore family. However, extensive and intensive disturbance of the property began with the redevelopment related to the C&C Yachts building in the 1980s. Additional disturbances have also been caused by subsequent additions to the property including a large pressurized gas container and related foundations and buried drainage and other services through the area of the former house.

The detailed documentary research and site visit indicate that archaeological potential has been removed from the entire 55 Port Street study area by intensive and extensive disturbance. As a result, no Stage 2 archaeological assessment is recommended.

On the basis of the above information, the following recommendation can be made:

1. The 55 Port Street study area does not have archaeological potential due to intensive and extensive disturbance. No further archaeological assessment is required.

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## 1.0 PROJECT CONTEXT

### 1.1 Development Context

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the proposed redevelopment known as 55 Port Street, City of Mississauga (Lots 9, 10 & Part Lot 11, Broken Front Concession, Geo. Township Of Toronto, South, County of Peel). The property was assessed for archaeological potential before redevelopment. This assessment was conducted as part of due diligence before any specific request by the City of Mississauga under the *Planning Act*. The assessment was conducted for Fram + Slokker who arranged for permission to enter the site property on December 19, 2017.

All archaeological assessment activities were performed according to the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). All work was done under the archaeological consulting license, P035, issued to Andrew Murray of A. M. Archaeological Associates under the *Ontario Heritage Act*. All records pertaining to this project will be curated at the offices of A. M. Archaeological Associates.

The 55 Port Street property is located on the south side of Port Street at Helene Street South. The property is approximately .25 hectares in area and currently has a three-storey wood frame building and an asphalt parking lot. There is currently paved parking to the west, a multi-storey residential building to the east and St. Lawrence Park on the shore of Lake Ontario.

### 1.2 Historic Context

#### 1.2.1 General Area

##### 1.2.1.1 Pre-contact era

The story of Port Credit begins long before the arrival of non-Native settlers. Archaeological evidence suggests that Iroquois, Algonquin and Ojibwa speaking peoples were attracted to the Credit River Valley over a period of thousands of years. The archaeological record described in *Section 1.3.2 Registered Archaeological Sites* below indicates that Indigenous people intensively used the Credit River from at least the Middle Archaic period onwards (500 B.C. – 500 A.D.).

##### 1.2.1.2 Early contact era

The French adventurer Etienne Brûlé likely visited the area in 1615 using the Lake Simcoe, Holland River, Credit River portage route known to Indigenous populations for

millennia to access Lake Ontario from the north. There is some dispute whether Brûlé utilised the Credit River versus the Humber River as part of the route, but he may have visited the Seneca village, Teiaiaagon, on the Humber River and Rouge Rivers. Another Seneca village, Ganatsekwyagon, was located on the Rouge River from 1665 to 1687.

By 1700, the Ojibwa had replaced the Iroquois from the North Shore of Lake Ontario, and a group of Ojibwa, known as the Mississauga, had settled around the mouth of the Credit River. In the 1720s, the French had established many trading posts around Lake Ontario, one of which was located at the mouth of the river. The Mississaugas referred to the river as “Missinihe” or “Trusting Water”, but the river came to be known as the Credit River, a name derived from the custom of trading on credit. After the decline of French power in the region, the British established their trade with the Mississaugas, building a trading post and Government Inn on the east bank of the mouth of the river in 1798. On August 2nd, 1805, at the mouth of the Credit River, the Mississaugas signed a land treaty with the British Crown. The Mississaugas reserved a one-mile strip of land on either side of the River that included the study area. The Mississaugas signed another treaty in 1818 and a third treaty in 1820. The result was that the Mississaugas were left with a 200-acre reserve of land. The resourcefulness of the Mississauga people under the leadership of Peter Jones (Kahkewaquonaby) meant they were successful which led to resentment by some local settlers. In an effort to assimilate the Mississaugas, the Government built a village for them, north of Port Credit in 1826, at the current site of the Mississauga Golf and Country Club. Old Port Credit Village was surveyed in 1834, and construction of a harbour began almost immediately. By 1847, it was clear that the Mississauga people had not prospered in the new location, and the Six Nations Confederacy offered the Mississauga First Nation 4,800 acres (1,900 ha) of land inside their own property as a gift of thanks to the Mississauga First Nation for their authorization for the purchase of the land in 1784. Their departure created an opportunity for commercial expansion, and Port Credit went through a period of tremendous economic growth as a harbour. This prosperity was brief and ended in the mid-1850s as a result of both a great fire, which destroyed the west end of the harbour and the construction of the Grand Trunk and Great Western Railways also diverted commerce away from the village. Port Credit became a “police village” in 1909 and was incorporated as a “village” in 1914. It acquired Town status in 1961 and was amalgamated into the City of Mississauga in 1974. In 2005, Old Port Credit Village was designated as a Heritage Conservation District.

### **1.2.1.3 Historic Euro-Canadian Settlement**

The historical European settlement of the north shore of Lake Ontario began in 1793 when John Graves Simcoe established the town of York. The early settlement was focussed on the Military Reserve near Fort York and around the area of present-day Front and Jarvis (Guillet 1946). The Township of Toronto, South was originally part of the much larger Home District which included York, Simcoe, Ontario, Peel and other Counties. Peel County was not separated until 1865 by which time it was largely settled (Lynch 1874). Toronto Township South was first surveyed by Samuel Wilmot in 1806.

### **1.2.2 Property History**

The history of the two lots of the study area is covered by an extensive group of documents at Library and Archives Canada regarding the award of the patent and the details below are from these documents unless otherwise noted (LAC 1893-1911). Water Lots 5 and 6 were purchased by John R. Moore on April 27, 1847, and paid in full on May 25, 1852, but the land patent was not issued at this time. There is no John Moore listed in Toronto Township in the 1846 directory (Brown 1846). Moore died without a will, and the lands fell to his widow Elizabeth Moore. John Moore is listed as a carpenter in the Village of Port Credit in 1850 (Armstrong 1850). However, there are no members of the family (Elizabeth, Nancy, Lorena, George and Mary Jennings) in Peel County in the 1851 Census. The legal issue of the missing land patent began to be addressed in 1893 (LAC 1893). In 1893, the solicitor of Nancy Kerr, daughter of John Moore and wife of James Kerr, describes that it was Nancy that paid for the property upon the death of her father when her mother, Elizabeth, came to live with James and Nancy Kerr. The 1861 Toronto Township Census has James Kerr, aged 32 working as a carpenter and living in a one-storey frame building with Nancy Kerr, aged 29, two children and Betsey Moore (LAC 1861). The Tremaine map of 1859 does not have a great deal of detail within Port Credit, but it does not show the study area as built up (Map 2). The 1877 map also lacks detail but shows a creek running through the study area (Map 3).

The initial inquiries regarding the patent in 1893 appear to have been unresolved, and the Department of Indian Affairs received a price inquiry from P.E. Evans for “Lots 5 and 6 situated south of Port Street and East of Hellen St on East side of River Credit” in 1900 (LAC 1900:028). The matter was still unresolved in 1904 and 1905 when another series of correspondences address the lack of a land patent. The documents indicate that Nancy Kerr had received rents and paid taxes for the lands for 38 years (roughly since 1867).

Nancy Kerr sold the lands to Captain Thomas Jennings on June 18, 1908 (Instrument 12356). Thomas Jennings was the son of Nancy's sister, Mary. Jennings subsequently conveyed the lands to Edward Culley on October 31, 1908 (Instrument 13287). Thomas Jennings made a declaration in 1910 that stated that John Moore had built a house on Lot 5 where he was living when he died. He also names all of the family members and states that Nancy Kerr had been living in Forest, Middlesex County for some time. Thomas Jennings also states that Nancy Kerr had lived in the house of John Moore for 25 years after his death. The 1866 directory does not list anyone under the Kerr name in Port Credit or Toronto Township (Mitchell 1866). Following extensive legal communications with the Department of Indian Affairs, the patent was issued to Edward Culley in 1911.

Captain Thomas Jennings commanded the steamer Chicoutimi on the Toronto to Victoria Park route on Lake Ontario in the late nineteenth century (Robinson 1896). Thomas Jennings is listed in the 1911 Census in East Hamilton as a retired sailor who immigrated in 1906. It does not appear that Culley took up residence at the property as the only two people in the 1901 and 1911 Canada Census by this name lived in either Toronto, Ward 6 or Sarnia.

The St. Lawrence Starch Company had started operations at the south end of Hurontario Street in 1890 and acquired the study area property early in the twentieth century (Government of Canada 1891:8). A railway spur terminated just east of the study area along Port Street.

Topographic mapping from 1909, 1918, 1922, 1931 and 1951 does not show any structures within the study limits and places the mouth of Kenollie Creek across the eastern portion of the study area. Unfortunately, the study area is outside of the sections of Port Credit mapped in detail on the 1928 fire insurance plan of Port Credit which is the first map to indicate Port Street (Map 7).

The clearest indication of a house in the northwest corner of the study area is the fire insurance plan of 1952 and the aerial photographs from 1931, 1954, 1960, 1966, 1972 and 1980 (Maps 9, 10, 12, 14, 15, 16, 17 and 18). The fire insurance plan indicates that the building was a 1-1/2 storey wood frame structure at the address 15 Helene Street South with a small automobile garage to the east. The house appears to have stood until at least 1980 (Map 18). The new design and retail facilities for C&C Yachts was constructed on the study area property in 1982 (Crockett 1982). The new facility can be seen on aerial photography from 1985 with the existing three storey structure across the southern portion third of the property and parking lot across the northern two-thirds (Map 19). The next major change to the property is around 2011 when a large pressurised gas tank and associated foundations and buried services were added.

### 1.3 Archaeological Context

The 55 Port Street property is located on the south side of Port Street at Helene Street South. The property is approximately .25 hectares in area and currently has a three-storey wood frame building and an asphalt parking lot. There is currently paved parking to the west, a multi-storey residential building to the east and St. Lawrence Park on the shore of Lake Ontario.

#### 1.3.1 Environmental Setting

The property is located in the Iroquois Plain physiographic region on a sand plain approximately 1.5 km south of shale plan (Chapman and Putnam 1984 and 2007). The Iroquois Plain was formed as part of glacial Lake Iroquois and is comprised of myriad soil variations ranging from clays to deposits of sand and gravel associated with the ancient shoreline and beach bars (Chapman and Putnam 1984). The soils of the property are Fox sand with a narrow band of bottomlands muck around the former creek along the eastern property limit (Hoffman and Richards 1953) (Map 13). The property fronts onto waterfront park lands of Lake Ontario that are not part of the study area. Predevelopment topographic mapping also indicates that the mouth of Kenollie Creek was immediately east of the study area before twentieth-century infilling.

#### 1.3.2 Registered Archaeological Sites

A search of the Ministry of Tourism and Culture's archaeological sites database revealed seven archaeological sites within a one-kilometre radius of the study area (MTCS 2017). None of the sites is within 300 metres of the study area including the Port Street site, AjGv-11, which is on the west side of the Credit River. Overall, the sites indicate the considerable presence of an Indigenous population in the area from the Middle Archaic period through into the Late Woodland period. The lower Credit River seems to have been a focus during the Middle Woodland period (500 B.C. – 500 A.D.).

Table 1: Summary of registered archaeological sites within 1-km of the study area.

Borden #	Site Name	Time Period	Site Type	Reference
AjGv-1	Hare	Archaic, Woodland, Middle	Camp	Konrad 1971
AjGv-5	Glenburny	Pre-contact Indigenous	Camp	Konrad 1971
AjGv-9	Avonbridge	Archaic	Camp	Konrad 1971
AjGv-11	Port Street	Not recorded	Unknown	Konrad 1971
AjGv-13	Fort Toronto	Post-Contact		Konrad 1971
AjGv-71	James Taylor	Historic Euro-Canadian	Harbour Storehouse	ASI 2010
AjGv-83		Archaic, Late, Archaic, Middle, Woodland	Camp / campsite	ASI 2016

### *1.3.3 Past Projects*

A search of the PastPort site report titles using keywords “Helene”, “Lakeshore”, “Port Street” and Lots 5 and 6 in Toronto Township, Peel County did not recover the details of any reports of nearby archaeological assessments within 50 metres of the current study area.

## **2.0 METHODOLOGY**

### **2.1 GIS Methods**

The existing survey plan was overlaid with nineteenth and twentieth-century mapping using the best available landmarks. The maps were rotated and stretched in both east-west and north-south direction to provide the best fit.

### **2.2 Property Visit**

A site visit was made to the property on December 19, 2017, under overcast conditions and temperatures around +5°C. The current property conditions were visually assessed and photo documented from directly within the study area under excellent viewing conditions (Images 1 - 10). Photograph locations were logged by GPS (Maps 20 and 21).

A walking visual survey documented major landscaping in the green spaces in the northwest, northeast and southern areas of the subject property (Images 1, 2, 3, 4, 5, 7 and 10). There are also visual indications of substantial buried services including a hydro transformer, catch basins and utility holes (Images 3, 6 and 9). A large pressurized gas container is located in the northern portion of the subject property overlapping with the location of the former house (Images 1, 4 and 9). In addition to the above-ground tank, there is a large pavement cut in the driveway that indicates underground servicing.

### **2.3 Inventory of the Documentary Record**

The documentary record of the project consists of one GPS track and 13 geo-tagged digital photographs and this report. The documentary record will be stored at the office of A. M. Archaeological Associates until they can be deposited at a long-term storage facility with the approval of the Ministry of Tourism, Culture and Sport.

### **3.0 ANALYSIS AND CONCLUSIONS**

#### **3.1 Archaeological Potential**

The proximity to Lake Ontario may have indicated the potential for precontact Indigenous occupations before twentieth-century disturbances. There may also have been potential for nineteenth-century archaeological remains related to the ownership period of the Moore family. However, extensive and intensive disturbance of the property began with the redevelopment related to the C&C Yachts building in the 1980s. Additional disturbances have also been caused by subsequent additions to the property including a large pressurized gas container and related foundations and buried drainage and other services through the area of the former house.

#### **3.2 Conclusions**

The detailed documentary research and site visit indicate that archaeological potential has been removed from the entire 55 Port Street study area by intensive and extensive disturbance. As a result, no Stage 2 archaeological assessment is recommended.

### **4.0 RECOMMENDATIONS**

On the basis of the above information, the following recommendation can be made:

1. The 55 Port Street study area does not have archaeological potential due to intensive and extensive disturbance. No further archaeological assessment is required.



## 5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

1. Advice on compliance with legislation is not part of the archaeological record. However, for the benefit of the proponent and approval authority in the land use planning and development process, the report must include the following standard statements:
  - a. This report is submitted to the Minister of Culture, Tourism and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation 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 Ministry of Culture, Tourism 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.
  - b. 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 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 fieldwork 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 Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
  - c. 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*.
  - d. The Cemeteries Act, R.S.O. 1990 c. C.4 and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, C.33 (when proclaimed in force) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services.

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## 7.0 IMAGES



Image 1: Southeast view of parking lot driveway in the northwest corner of 55 Port Street property.



Image 2: Southwest view of parking lot driveway in the northwest corner of 55 Port Street property.



Image 3: West view along Port Street frontage showing landscaping and hydro transformer.



Image 4: NW view of the landscaping in northeastern corner of property with



Image 5: North view between the three-storey building and eastern property boundary.



Image 6: East view of a catch basin in southern green space.





Image 7: East view of landscaped slope in southern green space.



Image 8: North view along western property boundary.



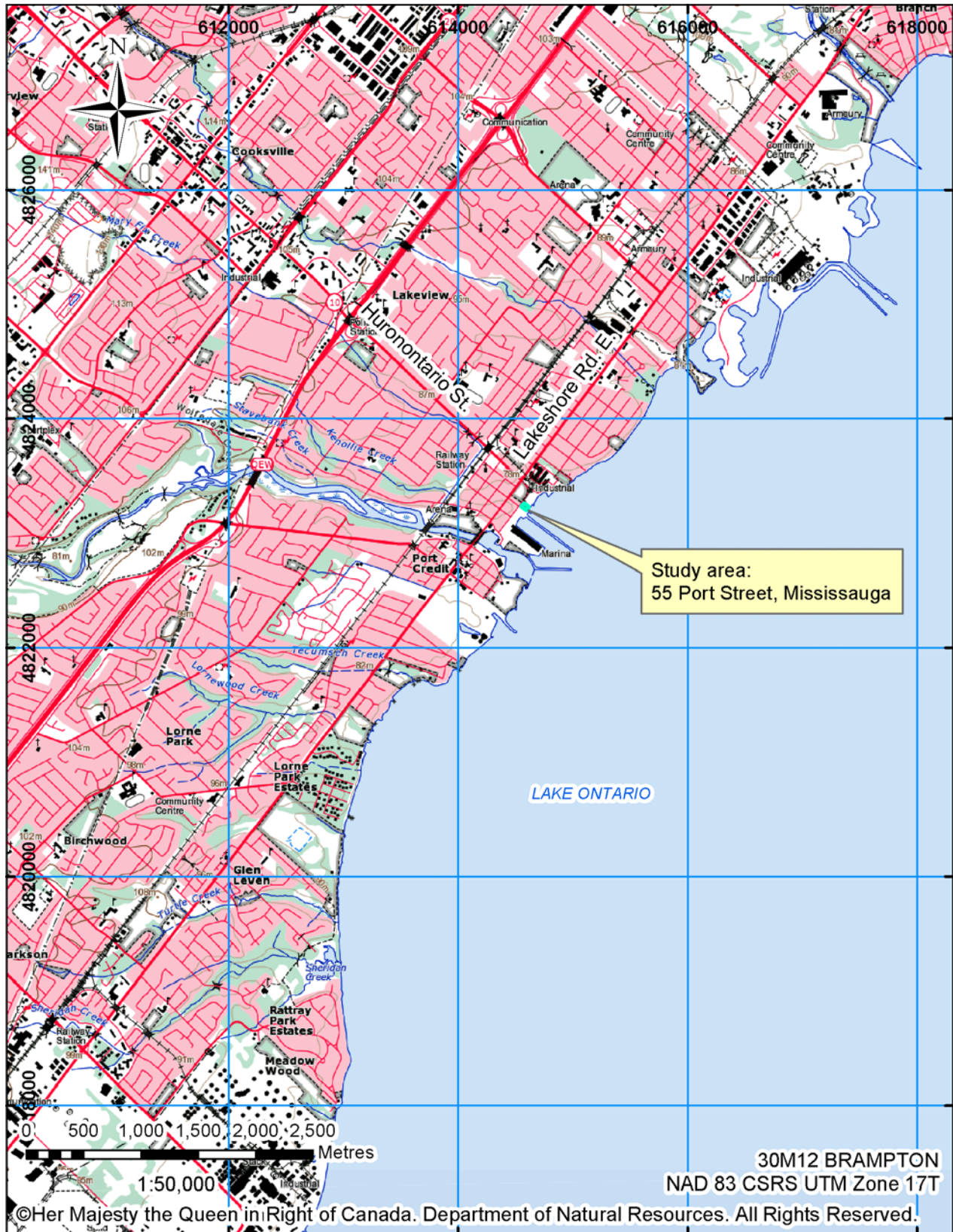
Image 9: Northeast view of the pressurized gas container.



Image 10: East view of landscaping in the northwest corner of 55 Port Street property.



## 8.0 MAPS



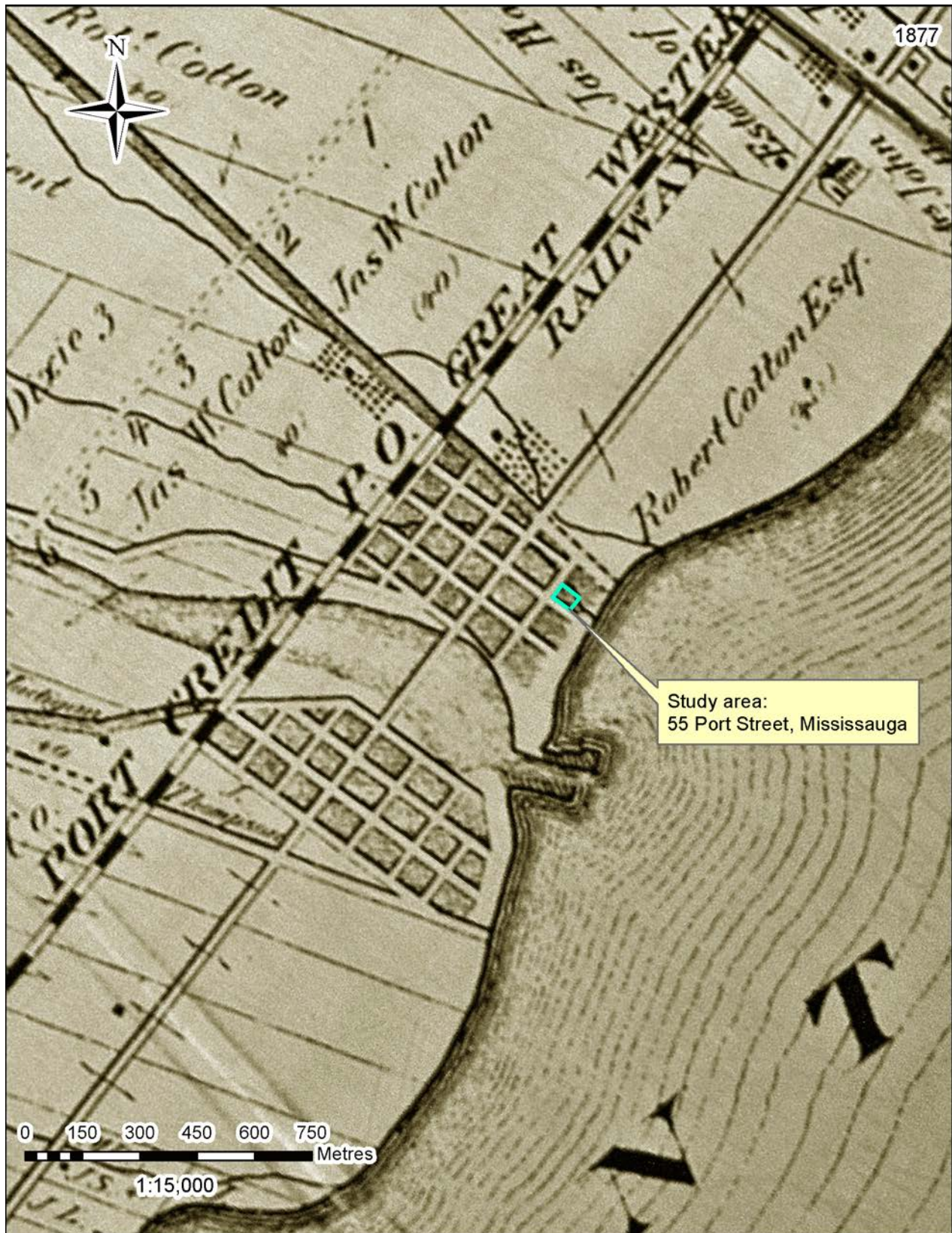
Map 1: Location of the 55 Port Street study area (NRC 2010).





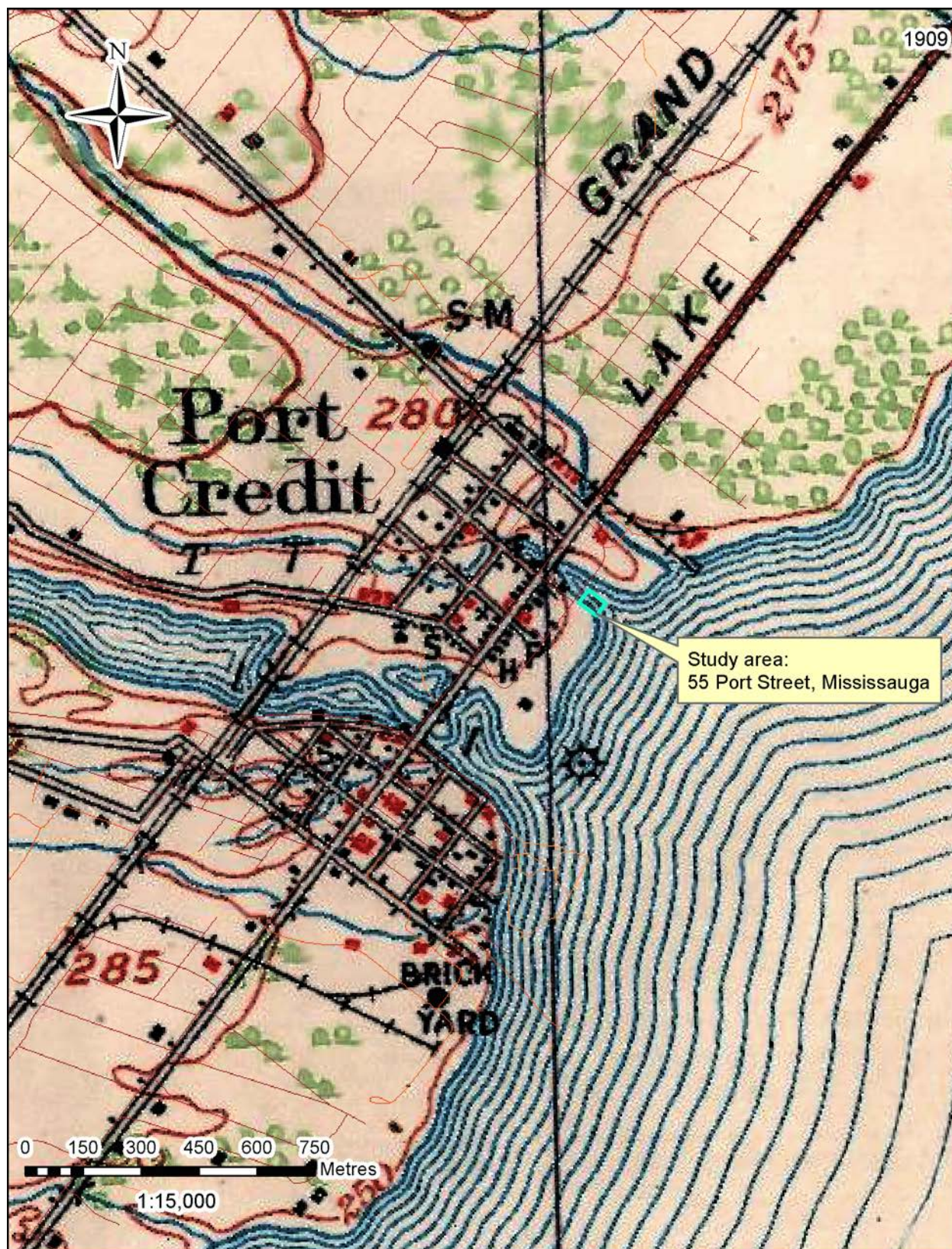
Map 2: Location of the study area on 1859 map of Peel County showing location just outside built-up section of Port Credit (Tremaine 1859).





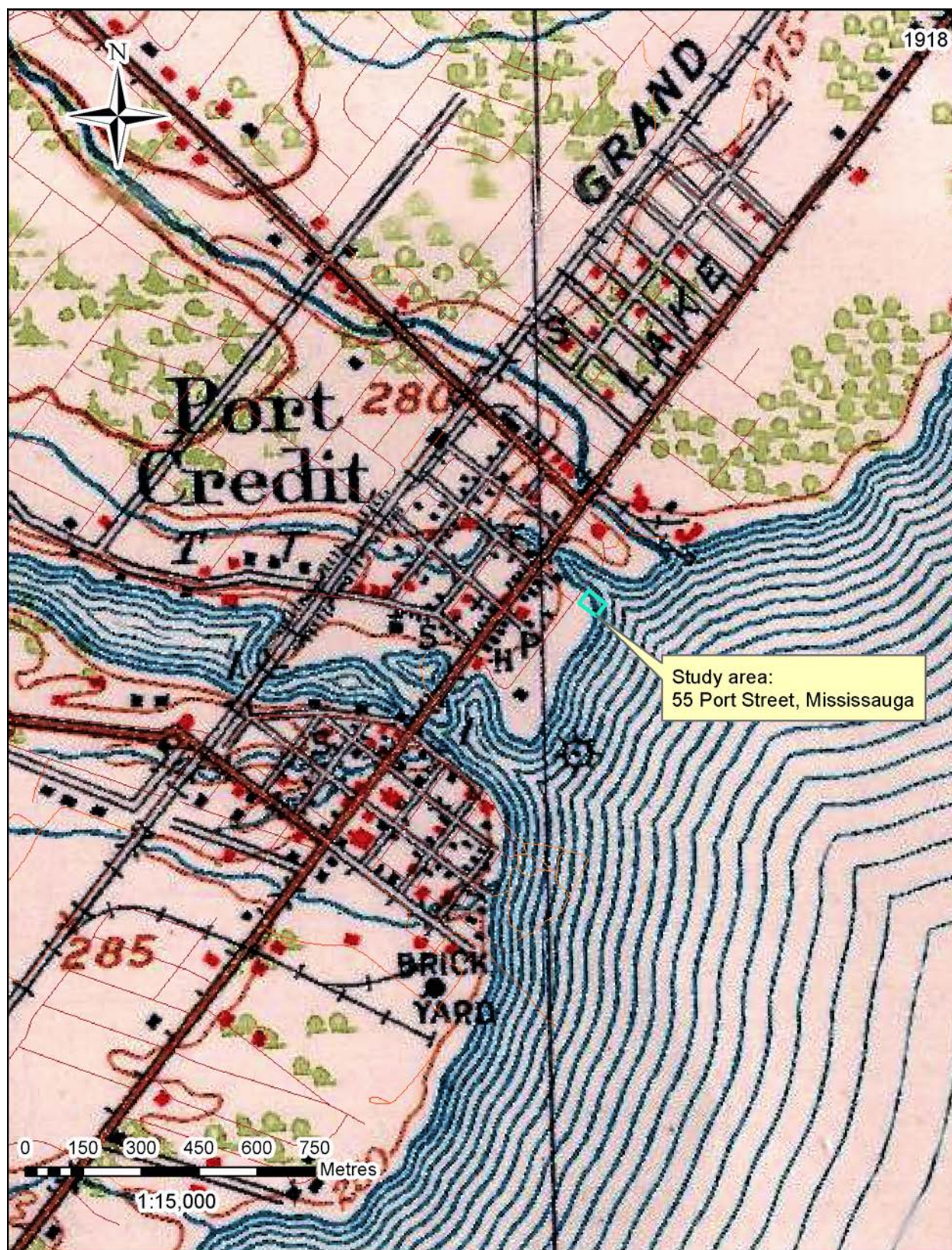
Map 3: 1877 Toronto, South Township map location of study area showing creek through the property (Walker and Miles 1877).





Map 4: Location of 55 Port Street study area showing location at the mouth of Kenollie Creek (DMD 1909).





Map 5: Location of 55 Port Street study area showing location at the mouth of Kenollie Creek (DMD 1918).





Map 6: Location of 55 Port Street study area showing location at the mouth of Kenollie Creek (DMD 1922).





Map 7: Study area on 1928 fire insurance plan map index (Underwriters' Survey Bureau 1928).





Map 8: Location of 55 Port Street study area showing location at the mouth of Kenollie Creek (DMD 1931).



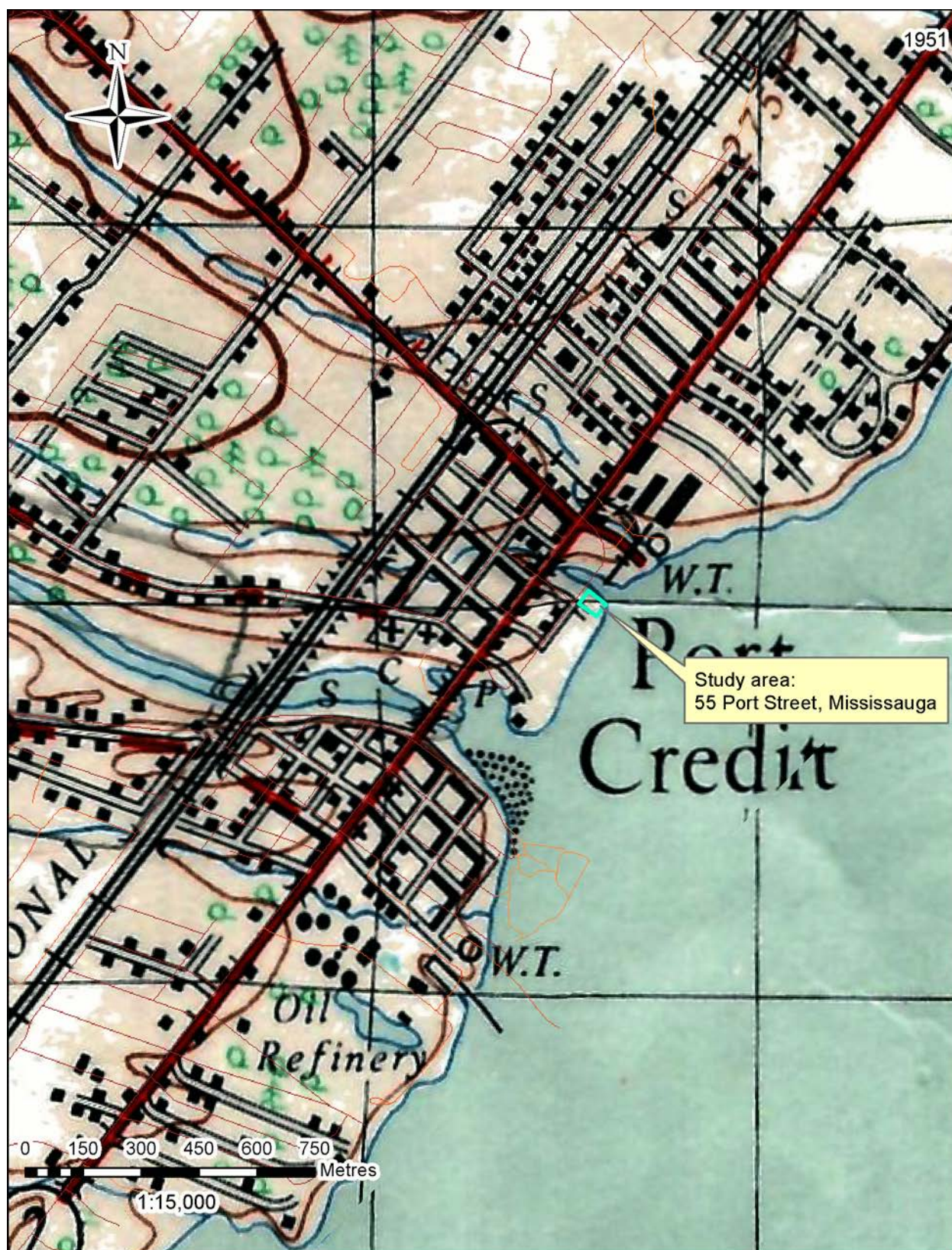


Map 9: 1931 air photo showing study area with a house in the northwest corner (NAPL 1931).



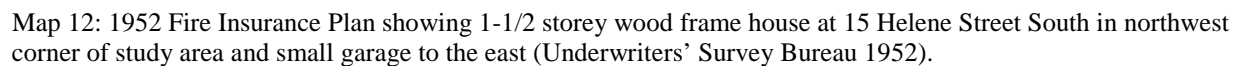


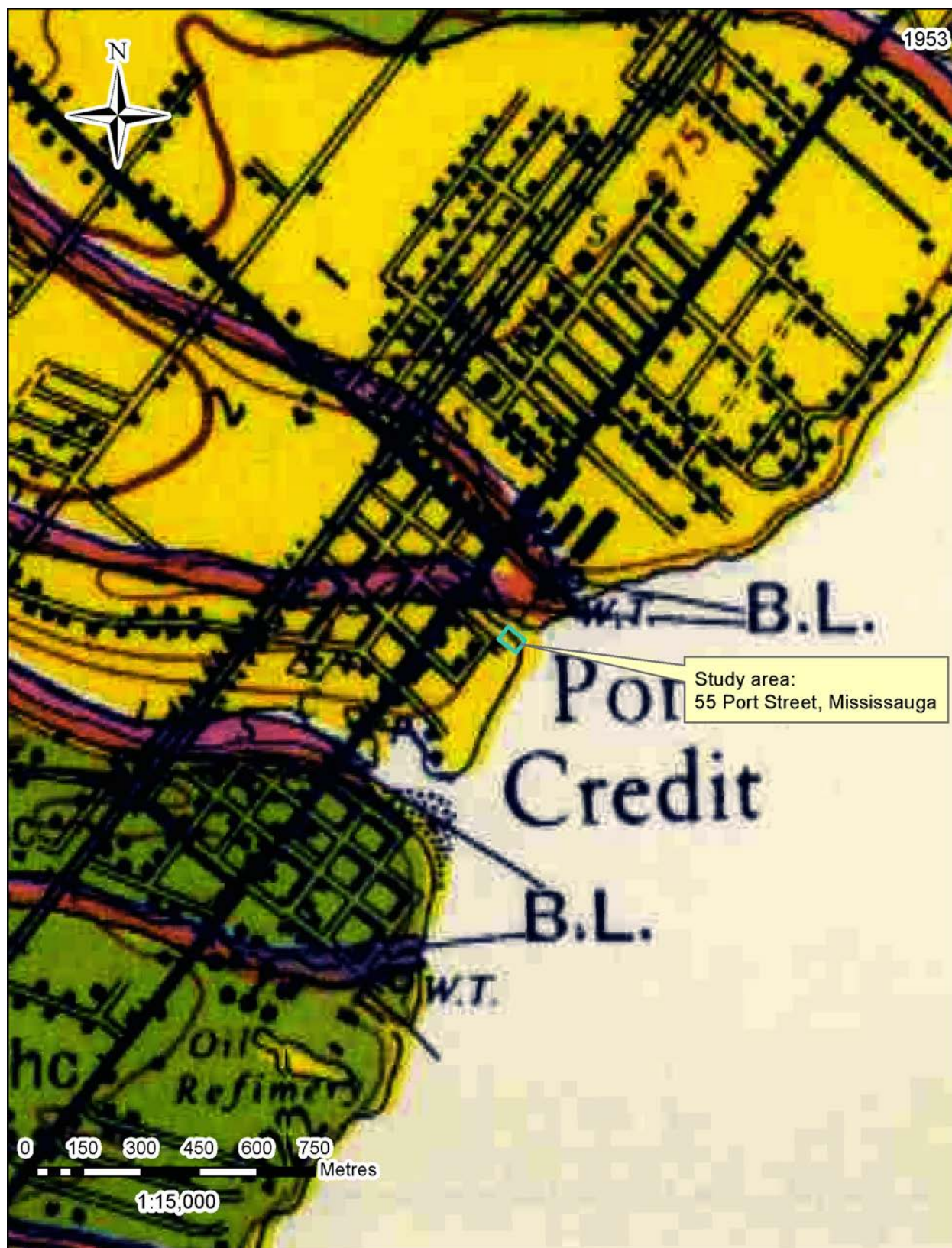
Map 10: 1950 oblique angle view of the study area (insuaga 2017).



Map 11: Location of 55 Port Street study area showing narrowed Kenollie Creek mouth (DND 1951).

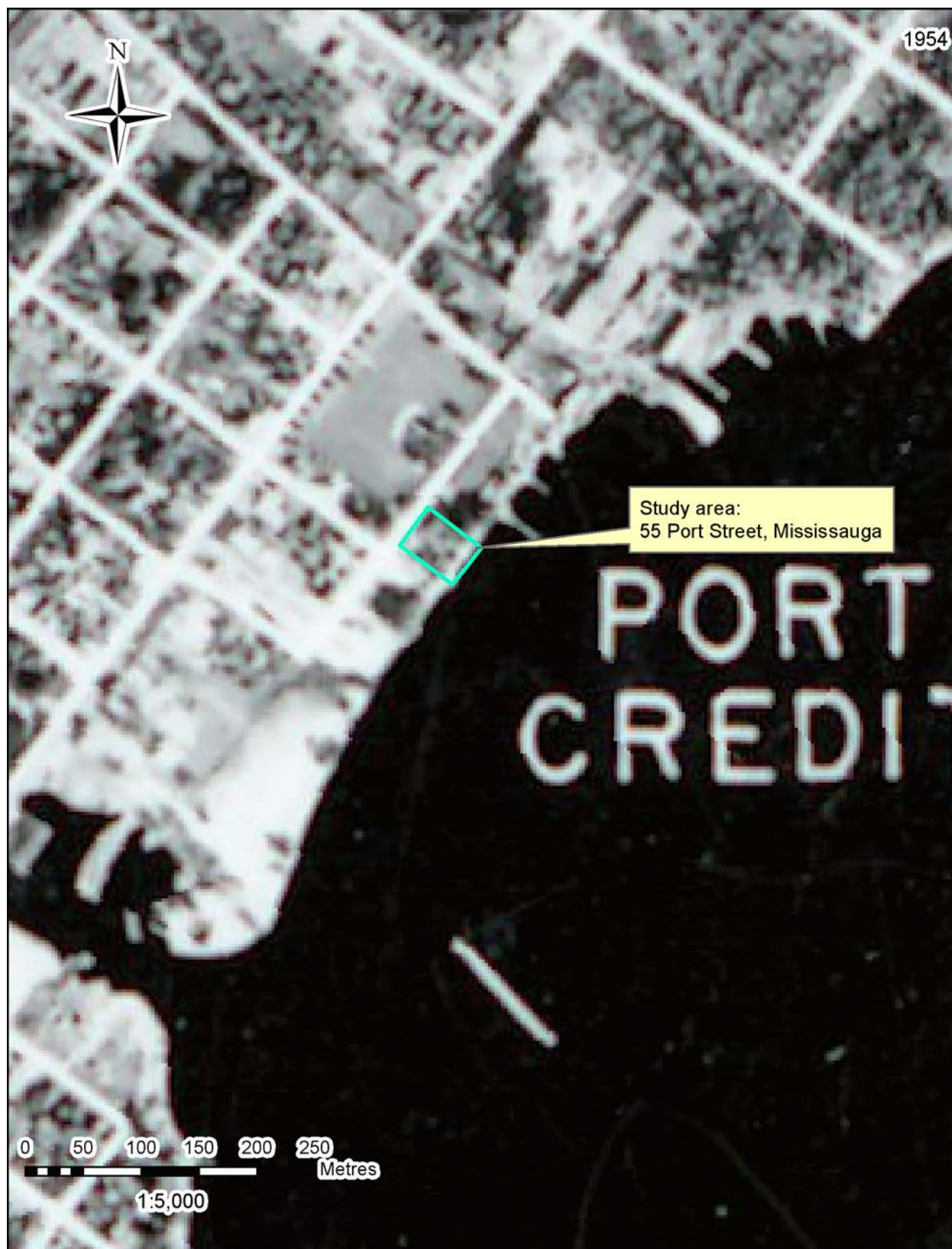






Map 13: Peel County soil map showing Fox sand (Fs in yellow) and Bottomlands (B.L. in pink) (Hoffman and Richards 1953).





Map 14: 1954 air photo showing (Hunting Survey Corporation Limited 1954)



Map 15: 1960 air photo showing house in the northwest corner of the study area (City of Toronto Archives 1960).





Map 16: 1966 air photo showing house in the northwest corner of the study area (City of Mississauga 1966).



Map 17: 1972 southwest oblique angle aerial photograph showing house in the northwest corner of the study area (Mississauga Library System 1972).





Map 18: 1980 air photo showing house in the northwest corner of the study area (City of Mississauga 1980).

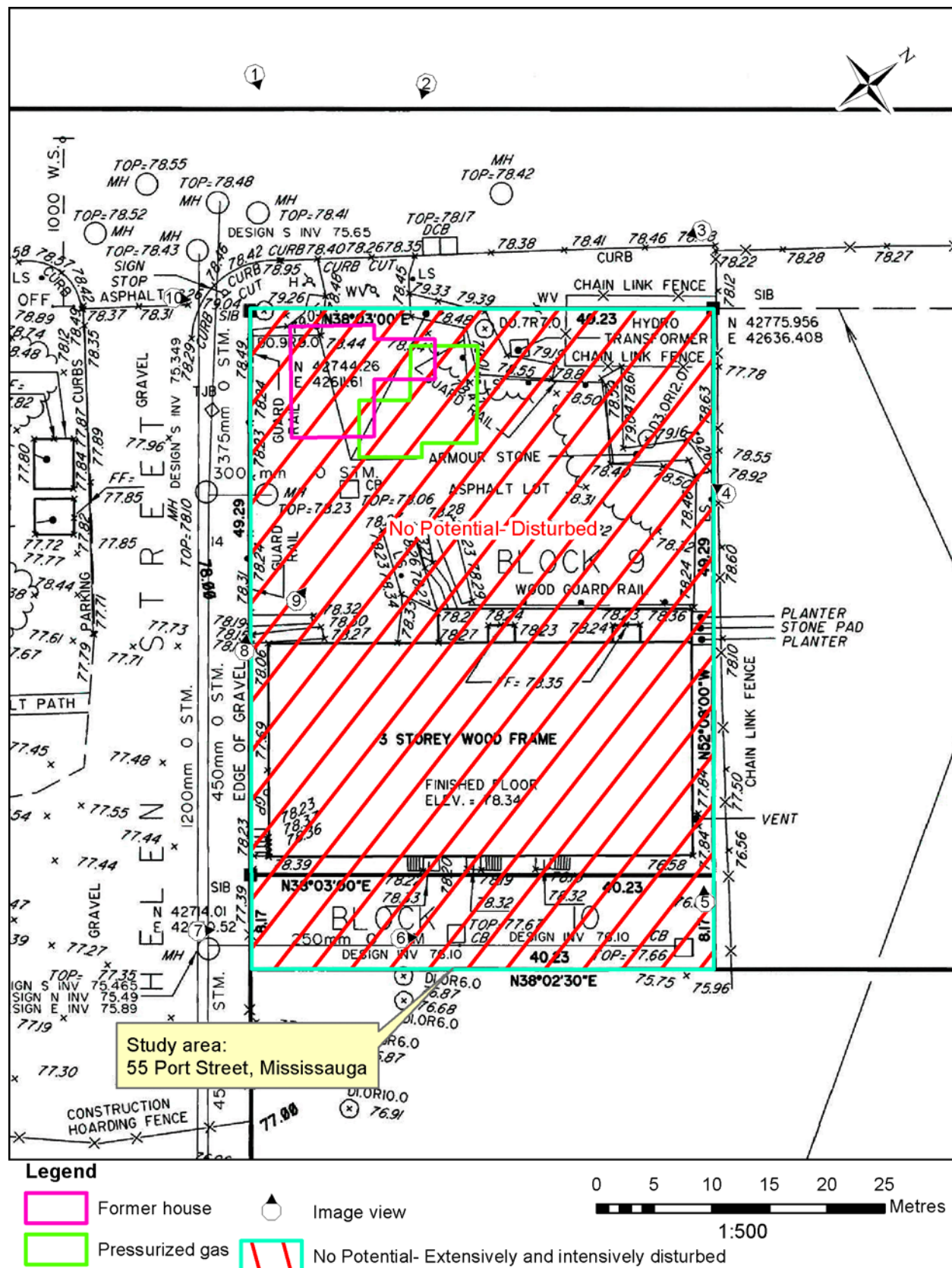


Map 19: 1985 air photo showing driveway/ parking lot northwest corner of the study area and existing building at the south end (City of Mississauga 1985).



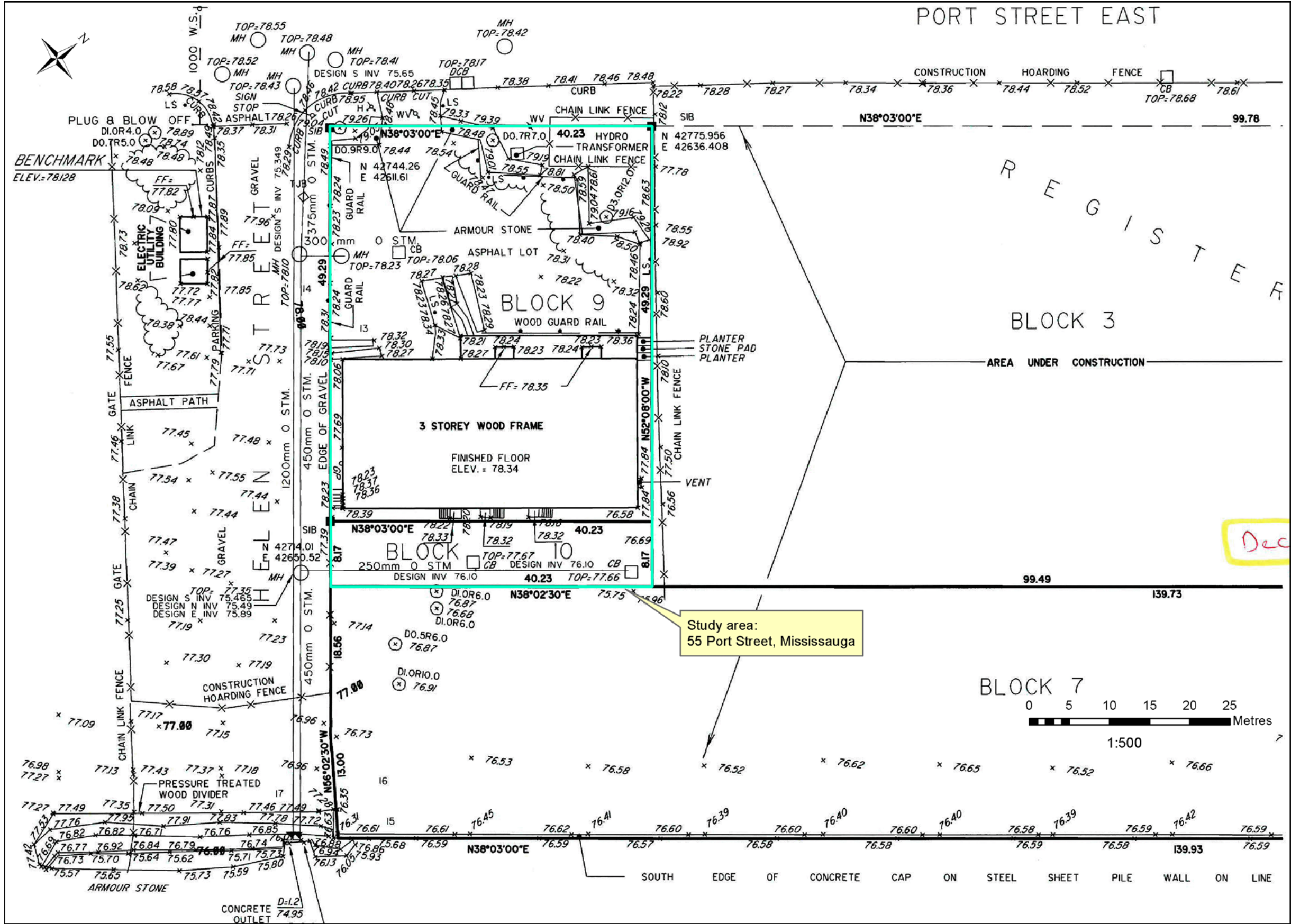


Map 20: Aerial view of 55 Port Street South study area showing locations of photographs and removed archaeological potential with an overlay of the pressurized gas tank facility and former house (Bing 2018).



Map 21: Survey plan of 55 Port Street South study area showing locations of photographs and removed archaeological potential with an overlay of the pressurized gas tank facility and former house.





Map 22: Survey plan of 55 Port Street property (adjusted to 1:500 from plan received from the client).