

Stage 1 Archaeological Assessment of 12 and 26 Park Street East, City of Mississauga, Regional Municipality of Peel, Ontario

Part of Port Credit Town Plot, Geographic Township of Toronto, Former County of Peel

Original Report

Prepared for:

26 Park St. E. Inc.

77 Bloor Street West, Suite 1100,

Toronto, ON M5S 1M2

416-923-1714

Archaeological Licence: P125 (MacDonald)

PIF P125-0371-2026

Archaeological Services Inc. File: 26PL-083

15 June, 2026



Executive Summary

The Stage 1 Archaeological Resource Assessment of 12 and 26 Park Street East in the City of Mississauga has been carried out in support of Official Plan and zoning by-law amendment applications for the construction of an additional building on the existing residential site. The assessment entailed consideration of the proximity of previously registered archaeological sites, the original environmental setting of the property, and its nineteenth- and twentieth-century development history.

This research has led to the conclusion that there is no potential for the presence of precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by site preparation or construction activities necessitated by the proposed redevelopment. Accordingly, this report recommends that the undertaking be cleared of any further archaeological concern, with the proviso that the appropriate authorities must be notified should deeply buried archaeological or human remains be encountered during any future work on the property.



Project Personnel

- **Project Manager:** David Robertson, MA (P372), Senior Archaeologist, Director, Planning Assessments
- **Project Director:** Eva MacDonald, MSc (P125), Senior Archaeologist, Manager, Historical Archaeology
- **Field Director:** Eva MacDonald
- **Project Historian:** Brian Narhi, MA, Project Historian, Planning Assessments
- **Project Administrator:** Amy Boonstra, Hons. BA, Project Administrator, Planning Assessments
- **Report Preparation:** David Robertson
- **Geomatics:** Carolyn Nettleton, Hons. BA, Archaeologist, GIS Technician, Operations



Table of Contents

Executive Summary	2
Project Personnel	3
1.0 Project Context	6
1.1 Development Context	6
1.2 Historical Context	6
1.2.1 Indigenous Land Use and Settlement	6
1.2.2 Post-Contact Settlement	10
1.2.3 The Development of the Subject Property	14
1.2.4 Review of Historical Mapping	25
1.3 Archaeological Context	29
1.3.1 Physiographic Setting	29
1.3.2 Previous Archaeological Research	30
1.3.3 The Predevelopment Landscape and Modelling Archaeological Potential	31
1.3.4 Existing Conditions	32
2.0 Analysis and Conclusions	33
3.0 Recommendations	35
4.0 Advice on Compliance with Legislation	35
5.0 Bibliography and Sources	37
6.0 Images	44
7.0 Maps	51
Appendix 1: Inventory of Registered Archaeological Sites	58

List of Images

Image 1: View west to the southwest corner of the 12 Park apartment building.	44
Image 2: View west across the front of the 12 Park apartment building.	45
Image 3: View northwest along the 12 Park driveway to the rear parking lot.	45



Image 4: View northwest to the front of the 26 Park apartment building.	46
Image 5: View north along the front of the 26 Park apartment building.	46
Image 6: View south across the 12 Park parking lot.	47
Image 7: View southwest across the 12 Park parking lot.	47
Image 8: View southeast across the 12 Park parking lot.	48
Image 9: View east across the 12 Park parking lot to the rear of the 26 Park parking lot.	48
Image 10: View southeast to the open space between the 12 and 26 Park apartment buildings.	49
Image 11: View east across the 26 Park parking lot.	49
Image 12: View northwest along the northeast limit of the 26 Park property.	50
Image 13: View southwest along the rear of the 26 Park apartment building.	50
Image 14: View south southeast along the driveway to the 26 Park parking lot.	51

List of Maps

Figure 1: Location of the subject property	52
Figure 2: The subject property on the 1859 <i>Tremaine Map of the County of Peel</i>	53
Figure 3: The subject property on the map of Toronto Township in the 1877 <i>Illustrated Historical Atlas of the County of Peel</i>	53
Figure 4: The subject property on 1909 topographic mapping (Brampton sheet)	54
Figure 5: The subject property on 1942 topographic mapping (Brampton sheet)	54
Figure 6: The subject property on 1954-1971 aerial imagery	55
Figure 7: Subject property existing conditions	56
Figure 8: Stage 1 Archaeological Assessment of 12 and 26 Park Street East – existing conditions, evaluation of potential and recommendations	57



1.0 Project Context

Archaeological Services Inc. was retained by 26 Park St. E. Inc. to undertake a Stage 1 Archaeological Assessment of 12 and 26 Park Street East in the City of Mississauga (Figure 1). The subject property consists of Lot 10 and Part of Lots 1 and 11, North Side of Park Street East, Plan P.C. 2 Port Credit, and Part of Brook Street (Closed by By-law No. 738), Plan P.C. 1 Port Credit and encompasses approximately 0.86 hectare.

1.1 Development Context

This assessment, required as a condition of Official Plan and zoning by-law amendment applications for the construction of an additional building on the existing residential site, was conducted under the project management of David Robertson and direction of Eva MacDonald (Project Information Form P125-0371-2026), as required by the City of Mississauga and the *Planning Act* (Ministry of Municipal Affairs and Housing, 1990). All work was completed in accordance with the *Ontario Heritage Act* and the Province's 2011 *Standards and Guidelines for Consultant Archaeologists* (Ministry of Tourism and Culture, 2011), as administered by the Ministry of Citizenship and Multiculturalism.

Permission to access the subject property and to carry out all activities necessary for the completion of the assessment was granted by the proponent on April 24, 2026.

1.2 Historical Context

1.2.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 11,000 Before Common Era (BCE). Populations at this time were highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 8,000 BCE, the environment had progressively warmed (Edwards and Fritz, 1988) and populations occupied less extensive territories (Ellis and Deller, 1990).



Between approximately 8,000-3,500 BCE, the Great Lakes basins experienced low-water levels, and many sites located on those former shorelines were submerged. This period produces the earliest evidence of heavy wood working tools, indicating a greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were produced by approximately 6,000 BCE; the raw material for the latter was acquired from the north shore of Lake Superior, providing evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 2,500-1,000 BCE and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al., 1990; Ellis et al., 2009; Brown, 1995:13).

Between 1,000 and 500 BCE, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 500 BCE and exchange and interaction networks broadened at this time (Spence et al., 1990:136, 138) and by approximately 50 BCE, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al., 1990:155, 164). By 400 Common Era (CE) there is macro botanical evidence for maize in southern Ontario, but maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 350 BCE — it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch and Williamson, 2013:13–15). Bands likely moved inland to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 950 CE, lifeways became more similar to those described in early historical documents. Between approximately 1000-1300 CE, semi-permanent settlements focused on horticulture began to form although seasonal dispersal of the community, some members for the exploitation of a wider territory and more varied resource base was still the norm (Williamson, 1990:317). By 1300-1450 CE, this seasonal



community dispersal involved a smaller number of people and populations communally occupied sites throughout the year (Dodd et al., 1990:343). Within the Toronto area, these communities represent the ancestors of the Wendat. From 1450-1649 CE this process continued with the coalescence of the small semi-permanent settlements into larger communities (Birch and Williamson, 2013). The ancestral Huron-Wendat on the north shore of Lake Ontario gradually began to move northward during this period. Through this process, the socio-political organization of the Wendat, as described historically by the French and English explorers who first visited southern Ontario, developed. By 1600 CE, the Wendat were the northernmost of the Iroquoians, inhabiting the area between Lake Simcoe and Georgian Bay known historically as Wendake and forming a confederation of individual nations. At the time of contact with Europeans, the Niagara Peninsula was peopled by the “Neutral Nation” (*Gens Neutral*), a term coined by the French, in reference to the fact that this group took no part in the long-term conflicts between the people of the Wendat and the Haudenosaunee in New York. The Wendat referred to the Neutral as *Attiwandaronk*, meaning “peoples of a slightly different language.” Conversely, the Neutral used the same term to refer to the Wendat. Unfortunately, none of the contemporary documents mention the term that the Neutral used to refer to themselves collectively. There is no known word comparable to the term Wendat that would indicate that the Neutral recognized themselves as a confederation of individual nations. The term “Neutral” is an artifact of the European explorers, a name which poorly describes their position vis-a-viz surrounding Iroquoian and Algonquian peoples. Moreover, it implies a level of political unity equivalent to the Wendat or Haudenosaunee confederacies, which may be inaccurate (Lennox and Fitzgerald, 1990).

In the 1640s, devastating epidemics the traditional enmity between the Haudenosaunee and the Huron-Wendat and their Algonquian allies such as the Nipissing and Odawa) led to the dispersal of the Huron-Wendat and then the Neutral from their traditional territories in southern Ontario.

In the mid-seventeenth century, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario (Konrad, 1981; Jordan, 2023; Williamson, 2023). From



east to west, these villages consisted of Ganneious, on Napanee Bay; Kenté, near the isthmus of the Quinte Peninsula; Ganaraské, at the mouth of the Ganaraska River; Quintio, at the mouth of the Trent River on the north shore of Rice Lake; Ganatsekwyagon, near the mouth of the Rouge River; Teiaiagon, near the mouth of the Humber River; and Quinaouatoua, on the portage route between the western end of Lake Ontario and the Grand River. The locations of Ganatsekwyagon and Teiaiagon in particular, near the mouths of the Rouge and Humber rivers, two branches of the Toronto Carrying Place, strategically linked these settlements with the upper Great Lakes through Lake Simcoe. The inhabitants of these villages were agriculturalists, growing maize, pumpkins and squash, but their central roles were those of trading centres and portage starting points for travel to the north for the annual beaver hunt. With increasing military pressure from the French on their homelands south of Lake Ontario, these settlements were abandoned by the Haudenosaunee by the late 1680s. Nevertheless, they did not relinquish their interest in the area and continued to claim the north shore of Lake Ontario as part of their traditional hunting territory.

By the 1690s, however, Algonquian-speaking Anishinaabe groups, such as the Mississaugas, were the only communities with a permanent presence in southern Ontario (Warrick and Williamson, 2023). A formal peace treaty was achieved between the Haudenosaunee and the Anishinaabe nations in August of 1701, when representatives of more than 20 Anishinaabe nations assembled in Montreal to participate in peace negotiations. Peace was confirmed again at council held at Lake Superior when the Haudenosaunee delivered a wampum belt to the Anishinaabe nations. This agreement between the Haudenosaunee and Anishinaabe nations is referred to as the Dish with One Spoon (Jacobs and Lytwyn, 2020).

From the beginning of the eighteenth century to the assertion of British sovereignty following the Treaty of Paris in 1763, there was no interruption to Anishinaabeg use of southern Ontario. Toward the end of the eighteenth century, the British government began to pursue major land purchases to the north of Lake Ontario. The Crown acknowledged the Mississaugas of the Credit



as the owners of this land and entered into negotiations for additional tracts as the need arose to facilitate European settlement.

1.2.2 Post-Contact Settlement

The Head of the Lake Purchase (Treaty 13-A/14)

The subject property is within Treaty 13-A, signed on August 2, 1805, by the Mississaugas and the British Crown at the Government Inn in Port Credit. This was a provisional agreement, in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east (Treaty 13), the Brant Tract in the west (Treaty 8), and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a one-mile strip of land on each of its banks, which became the Credit Indian Reserve. They also reserved rights to fish along the Twelve Mile, Sixteen Mile and Etobicoke creeks.

On September 12, 1806, the signing of Treaty 14 confirmed the Head of the Lake Purchase between the Mississaugas of the Credit and the Crown for lands along the north shore of Lake Ontario southwest of the Toronto Purchase to what is now Oakville (Mississaugas of the New Credit First Nation, 2001; Mississaugas of the Credit First Nation, 2017).

The Township of Toronto

The Township of Toronto was originally surveyed in 1806 by Samuel Wilmot, Deputy Surveyor. The first settler in the township (and also the County of Peel) was Colonel Thomas Ingersoll. The entire population of the township in 1808 consisted of seven families, scattered along Dundas Street. The number of inhabitants gradually increased until the War of 1812, which gave considerable check to its progress. When the war was over, the township's growth revived, and the rear part of the township was surveyed and called the "New Survey". The greater part of the New Survey was granted to a colony of Irish settlers from New York City, who suffered persecution during the war (Pope, 1877:86).



The first transportation routes to be established followed early Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers. Local roads were initially cleared by the grantees of adjacent land as part of their settlement duties although the many rivers and creeks posed a challenge to the gridded road system, and nineteenth-century maps detail the many diversions and detours necessary to avoid bad crossing points.

The Credit River runs through the western portion of the township and proved to be a great source of wealth to its inhabitants, as it was not only a good watering stream, but there were seemingly endless mill privileges along its entire length. Communities began to emerge, usually along the river or at crossroads along Dundas Street, which developed into the villages of Clarkson, Cooksville, Dixie, Erindale, Malton, Meadowvale Village, Port Credit and Streetsville, as well as the hamlet of Lakeview and numerous other settlements, which later disappeared. In 1821, the township's population was 803. By 1851, over 7,500 people lived in the township and more than 36,000 acres were being farmed to produce barley, wheat, oats, vegetables, and fruit. Small industries were located throughout the township, manufacturing products ranging from hosiery to ploughshares (Pope, 1877:84-86).

During the second half of the nineteenth century, railways were built, and the markets shifted. Water-powered industries in the rural areas could no longer compete with those in larger centres, which were run by steam and later electricity. By 1901, the township's population had dropped considerably to 4,690. The economy did not recover until the 1950s, when new industries moved into the township and spurred massive growth. When the Township of Toronto became the Town of Mississauga in 1968, it had a population of 107,000 and covered 70,598 acres. It grew very quickly, and the rural township transformed into an urban area, as over 1,200 industries relocated to Mississauga by the 1970s. In 1974, the towns of Port Credit, Streetsville and Mississauga were amalgamated to become the City of Mississauga (Mika and Mika, 1977).

Port Credit



The land on the east side of the Credit River was originally part of a reserve granted by the Crown to the Reverend Peter Jones and the Mississaugas for use as a fishery at the mouth of the river. The earliest permanent Euro-Canadian presence in Port Credit came in the 1790s, when a structure was built by the government on the east side of the river. It was said to have been originally planned for use as a storehouse or barracks but was later fitted up for use as an inn or public house. This building was erected around 1793 or 1794, and was first kept as an inn by William Allan, and then by Thomas Ingersoll. During the next half century, it passed through the hands of various owners, including Moses Polley who was drowned in the Credit in 1839. This structure stood on its original location until 1861 or 1862, when it was dismantled and rebuilt on a farm about 1½ miles north of Port Credit. It was destroyed in a blaze shortly thereafter, around 1863 (Robertson, 1908).

Little Euro-Canadian settlement took place at the Credit until after the surrender of additional parts the reserves in 1820. The town was originally named “Mouth of the Credit” (Rayburn, 1997; Scott, 1997). The first formal survey of the village was undertaken “by the government” in 1834. The first sale of lots was held at a public auction in Toronto in 1835 (Smith, 1846).

A post office was established in the settlement in 1842, at which time the name of the community “officially” became Port Credit. The name was actually in use since at least 1835, or slightly before that time (Walton, 1837; Rayburn, 1997; Scott, 1997).

One of the earliest directories to mention Port Credit noted the following inhabitants in the community: James Borland, Thomas Hickey, John Howell, John Jones, John Moore and Moses Polley. This same publication also named several inhabitants at the nearby “Indian village” or as residents in the “Indian Range” or “Indian Reserve” (Walton, 1837).

In 1846, Port Credit was described as a “good harbour,” which “might be improved so as to be capable of affording refuge to almost any number of vessels.” The harbour was created after the formation of a joint-stock company, and at a cost of £2,500. Out of this amount, the Mississaugas owned £1,350 worth of the stock as well as a warehouse at the Port (Smith, 1846:148).



During the mid-1840s, a large quantity of farm produce and timber was shipped from Port Credit. However, a critical observer noted that the port could have been a busier place, with greater shipments of goods, “if the road from the village to Dundas Street was macadamized or planked” at a “trifling” expense. The primary goods shipped from Port Credit in 1844 included: wheat, flour, pork, ashes, whiskey, timothy seed, wool, lumber, and oak and pine “squared timber.” As late as 1876, it was recorded that Clarkson and Chisholm bought and shipped 100,000 bushels of wheat from the harbour at Port Credit (Smith, 1846:149; Kirkwood and Murphy, 1878).

Shipbuilding is said to have been carried on at the mouth of the Credit as early as 1809, but it became a major industry there by the 1840s. Five schooners “of a good class” were then owned by local merchants and businessmen. The community was linked by steamer service to Toronto and Hamilton in the period before the advent of the railways (Smith, 1846:149; Gibson, 2002:180).

The population of Port Credit numbered about 150 in 1842. By 1846, it contained a Methodist Chapel and schoolhouse, two stores, two taverns, one blacksmith, one shoemaker, one wagon maker and one tailor (Smith 1846:149).

By 1851, the population of the village had increased to about 200 inhabitants. It was described as the “shipping place for a large extent of fertile and well cultivated country.” In 1851, another publication noted that the population stood at about 250 inhabitants. This directory names fourteen professional or business men, engaged the following trades: innkeeper, postmaster, general merchant, shipyard, blacksmith, teacher, carpenter, shoemaker and wharfinger (MacKay, 1851). In 1857, the population of Port Credit had reached 400 inhabitants, and many of the families were connected to the ship building trade.

The harbour in 1851 was still bordered “by a considerable breadth of marsh.” At that time, a new bridge was under construction. It was considered a necessary work, “the old bridge having been for years in a dangerous state” (Smith, 1851:276).

The first wooden bridge at the mouth of the Credit had been built in 1820. It was replaced by a second structure of timber truss construction, erected in 1832



at a cost of £50 by local merchants Chisholm and Gamble. This bridge was damaged in a flood in 1850 and replaced by another wooden one that was under construction in 1851. It stood until September 1895 when it was washed away in a storm. It was replaced by an “iron bridge” which was shown on a map of the village in May 1910. It was replaced by a concrete, bow-string structure during the summer of 1919. The concrete bridge is known to have remained in use until at least 1949, but it had been replaced by a more modern, four lane, concrete structure in 1960-61 (Gibson, 2002:181; George Robb Architect et al., 2003:23; Hicks, 2007).

During the 1850s, the “Lake Road” was purchased by the Toronto Road Company which collected tolls and was responsible for its maintenance. Between 1914 and 1917, Lakeshore Road was cemented under the supervision of the Toronto-Hamilton Highway Commission. It became known as Highway #2 upon the completion of the work on the entire length of this road in 1922 (Gibson, 2002:188; Hicks, 2007).

By the close of the nineteenth century, the St. Lawrence Starch Company had located here, as well as a few brickyards. During the twentieth century, a few oil refineries also located in the area which provided additional employment opportunities for the village.

The community acquired official status as a police village in 1909. By 1945, the population of the village had reached 2,325, and it was elevated to a town by an act of the Provincial legislature in 1961. At that time, its population had reached 6,564. It was annexed to the City of Mississauga in 1974, as noted above (Rayburn, 1997:276; Gibson, 2002:188; George Robb Architect et al., 2003:17).

1.2.3 The Development of the Subject Property

The property at 12 Park Street East comprises parts of Lot 1, north side of Park Street East (east of Lot Street or Stavebank Road), part of Brook Street (now closed) between Park and Queen Streets, and part of Lot 11, between Park and Queen Streets, as shown on Registered Plan 300E or Plan PC-2. The property at 26 Park Street East comprises part Lots 10 and 11 between Park and Queen Streets as shown on Registered Plan 300E or Plan PC-2.





12 Park Street East

Part Lot 1, North side of Park Street East, east of Lot Street (now Stavebank Road) Plan 300E or Plan PC-2

An early patent plan for Port Credit shows that this lot was originally granted to, or occupied by, James Cotton Senior. Cotton (1810-1886) was a native of Ireland who emigrated to Upper Canada around 1837. He served as the postmaster of Port Credit and was the owner of a wharf and storehouses. His brother Robert Cotton (1809-1885) was a “general merchant” in the village, as well as the postmaster and owner of a shipyard. Robert was married to Sarah Hunter Blakely (1811-1875) who may have been some relation to Alexander Blakely who later owned this land. The 1851-1852 census noted that the Cotton family occupied a two-storey frame dwelling. James and Robert Cotton have been referred to as the “founding fathers” of Port Credit (Library and Archives Canada, 1851; Mackay, 1851:276; Lovell, 1857:520).

In February 1866, Frederick William Jarvis, as Sheriff of the United Counties of York and Peel transferred this lot by means of a deed poll to Ira VanValkenburg for \$30 (Ontario Land Registry Access, no date:#14133).

Ira VanValkenburg (1802-1875) was a native of Upper Canada and the son of Cornelis and Louisa (Davis) VanValkenburg. The name was originally spelled as “Van Valkenburgh.” His grandfather, Thaddeus Davis, was a well-known resident of Thorold Township in the Niagara District. Records describe Ira as a farmer and miller in Toronto Township. He was married in 1848 to Eliza Cushman, and they raised a family of six children. After Ira sold this land, he moved to Port Huron in Michigan (Library and Archives Canada, 1851, 1861; United States National Archives, 1870).

In December 1868, VanValkenburg sold this lot with other lands to his brother Thaddeus VanValkenburg for \$1,445 (Ontario Land Registry Access, no date:#155). Thaddeus moved to the City of London where he served as the chief of police between 1849 and 1857. He was a bailiff in Mosa Township and in 1871 he was a “detective” in London. Thaddeus married Mary Comfort (1823-



1892) in February 1841. By 1880 they had moved to Alameda California (Library and Archives Canada, 1851, 1871; United States National Archives, 1880).

In July 1869, VanValkenburg sold this property to Henry Fowler, Esquire for \$2,000 (Ontario Land Registry Access, no date:#323). Fowler was described in the deed as a resident of the City of Toronto. He is listed in the directories of the period as “the resident director of the Huron and Ontario Ship Canal” on Wellington Street East. His residence was on Wellington Street West (Chewett, 1868:233, 254).

In September 1869, Fowler sold this property to the Peel General Manufacturing Co. in exchange for 4,588 shares of company stock (Ontario Land Registry Access, no date:#353).

The Peel General Manufacturing Co. was an enterprise launched by Fowler’s close friend and business associate Frederick Chase Capreol (1813-1886). The company was also referred to as the “General Manufacturing Co. of Peel.” Capreol established the firm in 1863 with his business partners Malcolm Cameron and John Willoughby Crawford, with the intention of manufacturing cotton goods on the Credit River. It was described as “an ambitious plan for industrial development along the Credit River.” It was noted that little industrial work was carried out although the company did make improvements to the harbour at the mouth of the Credit River. Capreol was a native of England who established himself in business in Toronto as a merchant, auctioneer, and canal and railway promoter. He also ran unsuccessfully for political offices on several occasions. Capreol is best remembered today for his role in apprehending the murderess Grace Marks in 1843 (Baskerville, 1982:150-151).

In November 1886, Peel General Manufacturing Co. sold this land to Alexander Blakely for \$325 (*deeds* #5842). Blakely (1837-1897) was a native of Port Credit and the son of Irish emigrants named George and Mary Jane (Graham) Bleakley. The spelling of the surname was changed once the family settled in Canada. Alexander was originally employed as a carpenter, but by 1881 he had changed professions and was described as a hotel keeper. He was married to Jane Block (1842-1917) who was also a native of Peel (Library and Archives Canada, 1871, 1881).



In April 1900, John Thomson and others (as the heirs and executors of Alexander Blakely) transferred this land to his son, Alexander George Blakely (Ontario Land Registry Access, no date:#9596, 10193).

Alexander G. Blakely (1873- 1946) was originally employed as a “starch manufacturer,” but in later years he worked as a “despatcher” for the T. Eaton Co. Alexander was married in June 1902 to Mary Ella (or Etta) Sanderson. They resided in Toronto.

In May 1906, Blakely sold part of the lot to Herbert R. Diltz, and in August 1908 he sold the remainder to Arthur Bennett Sutton. In September 1909, Sutton quit-claimed his interest in a portion of the land to Diltz. This undoubtedly was the equivalent of a correcting deed to adjust the boundaries between their properties (Ontario Land Registry Access, no date:#12302, 13120, 13616).

Dr. A.B. Sutton (1882-1958) was a native of the United States and the son of Dr. Marshall and Mary Sutton. The family emigrated to Canada in 1891. Sutton studied medicine and established a private medical practice at Port Credit. He lived with his family on Park Street in an eight-room brick dwelling. Sutton was married in June 1919 to Helen Constance Elliott (1888-1957). They raised a family of two sons (Library and Archives Canada, 1901, 1931).

This land remained in Sutton’s possession until his death. In December 1958, Marshall B. and Edward E. Sutton, as the heirs and executors of Arthur B. Sutton, sold this land to Ilmari Sirila (Ontario Land Registry Access, no date:#10018; 11356GR).

Ilmari George Sirila (1897-1982) was a native of Finland who emigrated to Canada in 1922. He was employed as a carpenter. He resided in Toronto but also moved to various other communities for work, such as Teck Township (1940), and Vancouver (1945). He was married at Toronto in November 1937 to Anna Henrika Aho (1904-1988), also from Finland, who was employed as a “domestic” (Library and Archives Canada, 1940, 1945).

In October 1961, Sirila sold this land to Roy Pullen, Frederick Roland Connors and Oscar Courtland Connors as “trustees” for \$45,000. In April 1962, they



transferred the paper title for this property to their partnership firm, Pullen & Connors Ltd. (Ontario Land Registry Access, no date:#11562, 11563, 11868).

Pullen was described in records as being a “builder” who lived with his wife in Lorne Park. Frederick (1905-1981) and Oscar Connors (1896-1980) were “contractors” and “builders.” The Connors brothers both resided in Toronto (Library and Archives Canada, 1911, 1963).

In May 1973, Pullen & Connors Ltd. sold this land to Walter Dobb “to uses.” Dobb was described in records as a “stillman,” “pumper” and “controlman.” He resided with his wife, Gladys, at Port Credit and at Clarkson (Ontario Land Registry Access, no date:#260966VS, 260981VS).

In February 1980, Dobb sold this property to Des & Miro Investments Inc. (Ontario Land Registry Access, no date:#542690, 542691).

The property was subsequently mortgaged by Valley Crest Investments Inc. The remainder of the documents on title consist of mortgages, assignment of rents, liens, certificates, orders etc.

The site is currently occupied by the Valley Crest Apartments, a five-storey brick apartment building.

Part Lot 11, Plan 300E or Plan PC-2

In November 1862, William Noble Rutledge sold this lot and other land to Ira VanValkenburgh for \$300 (deeds #10581).

Rutledge (1827-1883) was a native of Streetsville and the son of Henry and Jane (Noble) Rutledge. He was described in some early records as a farmer who then became a clerk and merchant at Port Perry. He was involved in the construction of the Toronto Esplanade on Yonge Street. He then returned to Streetsville for a time as a merchant and miller. Rutledge then moved to Simcoe County in the 1860s where he served as customs house officer at Penetanguishene, as the commissioner for the Court of Queen’s Bench for the county, and as a director of the Northern Railway. Rutledge was a Freemason and church warden in his



community. The census shows that he also lived in Medonte Township (Library and Archives Canada, 1861; Anonymous, 1880:727-728).

The subsequent chain of ownership of the part lot follows that of Lot 10 previously outlined.

Part of Brook Street (Formerly Part of Lot Street), Now Closed, Between Park and Queen Streets

Brook Street (also spelled as “Brooke” Street, formerly a part of Lot Street) was laid out according to the original plan of subdivision for the village of Port Credit (Plan PC-1).

Brook Street between Park and Queen streets, and bounded by Lots 1, 2, 3, and 11 as shown on Registered Plan 2, was transferred from the Municipal Corporation of the Township of Toronto to Arthur B. Sutton in December 1908 (Ontario Land Registry Access, no date:#13240).

In September 1909, Sutton quit-claimed his interest in part of this closed road allowance (adjoining Lot 3 on the east side of Lot Street or Stavebank Road) to George J. Corey. The remainder of the strip remained in Sutton’s possession until his death in 1958 (Ontario Land Registry Access, no date:#13615, 11356GR).

The subsequent chain of ownership follows that of Lots 10 and 11 previously outlined.

26 Park Street East

Lot 10 between Park and Queen Streets Plan 300E or Plan PC-2

The chain of title for this lot follows that of 12 Park Street East (Part Lot 11, Plan 300E or Plan PC-2) from William Rutledge in 1862 to Alexander Blakely in 1886.

In September 1894, Blakely sold this property to Mary Baldwin for \$150. She mortgaged the property in favour of the Canada Permanent Loan & Savings Co. for \$1,600 (Ontario Land Registry Access, no date:#8548, 8549, 8559). Payments



under this mortgage must have fallen into default and in September 1906 Canada Permanent sold the land to John Thompson for \$1,000. On the same day, Thompson flipped the land to Walter Hare for \$700 (Ontario Land Registry Access, no date:#12391, 12392).

Walter Charles Hare (1859-1924) was a native of Peel and the son of Charles and Susan or Sarah (Anderson) Hare. He was originally described in records as a “mariner,” but he later became a butcher at Port Credit. His residence was listed as Park Street. Hare was married in October 1882 to Mary Ann Naish (1862-1926). They had at least one son (Library and Archives Canada, 1911).

In September 1920, Hare sold part of this lot to the Hydro-Electric Co. for \$2,800. The HEPC eventually sold this land to Alexander George and Marie Milne in August 1949. The deeds describe this land as the “northwesterly 100 feet” (Ontario Land Registry Access, #20211).

Alexander G. Milne (1885-1956) was a native of Aberdeen, Scotland, and the son of George and Eliza Ann (Strachan) Milne. He emigrated to Canada in 1906 and lived in Winnipeg for a number of years. He was married there in November 1912 to Jessie Watt McLeman (1895-1961). She was also a native of Aberdeen who emigrated to Canada in 1912. Their eldest child was born in Winnipeg before the family returned to Scotland, returning to Canada in 1923. Alexander settled with his family at Port Credit where he was employed as a cement finisher at the starch works. He and Jessie lived in a five-room house on Park Street and raised a total of nine children born between 1913 and 1939. Marie may have been an alternate name for Jessie (Library and Archives Canada, 1931).

In November 1924, Ernest Victor Hare (Walter Hare’s son and executor) sold the remainder of this land to his mother Mary Ann Hare (Ontario Land Registry Access, no date:#25484).

Ernest V. Hare (1894-1957) was a native of Port Credit. He became a butcher and worked with his father. Hare enlisted for overseas service as a private with the Canadian Expeditionary Force in March 1916. He was married in England in



1919 to Edith May Somers (1895-1992) and they had four children (Library and Archives Canada, 1921, 1931).

In September 1925, Hare sold her part lot to Alexander George Milne for \$1,000. In October 1925, Jessie Milne was added to the title to this property and Edith Milne was added as an owner in August 1948. Jessie Milne was the wife of Alexander George Milne, and Edith appears to have been Edith Devon (1921-2003), the wife of Alexander Watt Milne, the son of Alexander and Jessie (Ontario Land Registry Access, no date:#26636, 26773, 2868, 215).

In July 1949 and May 1951, two deeds were registered on title between the Milnes and Lillian Baker. This land, which was sold for \$8,000, appears to have been located on the east half of Lot 10 (Ontario Land Registry Access, #3334, 4439).

Lillian Baker (nee Jiggins, 1894-1978) was a native of England who emigrated to Canada in 1905. She married George Roy Baker (1892-1946), who was employed as a labourer in a starch factory, in June 1918. They raised a family of five children and resided at Port Credit. She remarried after George's death to Roy Winter (Library and Archives Canada, 1931).

In March 1953, Lillian Baker Winter sold her land to Giuseppe Rosario Civiero for \$7,000. The ownership was transferred to Giulia Piotto Civiero in September 1956. Giuseppe (1928-2013) was a welder by trade. He and his wife Giulia lived with their family in Port Credit (Ontario Land Registry Access, no date:#5485, 8460; Library and Archives Canada, 1963).

In September 1964, Alexander Watt ("Sandy") Milne, Stanley Linton Milne, and Josephine Finnie (as the executors of Jessie W. Milne) transferred part of the remaining land to Stanley Linton Milne. They then transferred a strip of land 10x55 feet (3.048 x 16.76 m) in size on the west half of the lot to Alexander Watt and Edith Milne (Ontario Land Registry Access, no date:#13300, 13301).

Alexander Watt Milne (1919-1972) was employed as the local Legion manager. Stanley Linton Milne (1928-2010) was a carpenter. Josephine (1913-1982) was the wife of Samuel Rankin Finnie (1908-1984), a native of Scotland who was



employed as a fireman at the starch works. Alexander, Stanley, and Josephine were siblings, and the children of Alexander G. and Jessie Milne referred to above.

In October 1964, Civiero and the Milnes sold their respective properties to Gregory Construction Co. Ltd. A notice of conditional sales was registered on title in May 1965 (Ontario Land Registry Access, no date:#13330, 13333, 13334, 13693).

In December 1989, the Noble Property Management Co. Ltd. sold this land to 872039 Ontario Ltd. for \$4,100,000 (Ontario Land Registry Access, no date:#RO922526).

The remainder of the documents registered on title between December 1989, and January 1990 consist of mortgages and agreements related to the mortgages. These documents were executed in favour of Highmark Residences Inc. (also abstracted as Highmark Residence Inc.) and Citibank Canada.

Part Lot 11 between Park and Queen Streets Plan 300E or Plan PC-2

The chain of title for this lot follows that of 26 Park Street East (Lot 10, Plan 300E or Plan PC-2) from William Rutledge in 1862 to Alexander Blakely in 1886.

In January 1898, ownership of this land passed to Alexander George Blakely through the estate of Alexander Blakely. A deed to Blakely was registered on title in April 1900 from John Thomson “and others.” This document may have served as a “quit claim” from other family members who held some interest in the estate of Alexander Blakely (*deeds* Ontario Land Registry Access, no date:#9596, 10193).

In August 1908, Blakely sold this property to Arthur B. Sutton for \$1,900 (Ontario Land Registry Access, no date:#13120).

In March 1931, Sutton sold part of this lot to William Norman and Jane Eliza Hillis for \$4,500 (Ontario Land Registry Access, no date:#33603).



William Norman Hillis (1903-1954) was a native of Dufferin County and the son of William and Mary Ann Beatrice Hillis. Records describe him as a “sheet metal tinsmith.” The census and other records indicate that he resided with his family in a nine-room semi-detached brick house on Park Street in Port Credit. He was married in April 1928 to Jane Eliza Wilkinson (1903-1978) who was employed as a bookkeeper. They had at least one son (Library and Archives Canada, 1931).

In October 1964, Jane E. Hillis sold this land to Gregory Construction Co. Ltd. A notice of conditional sales was registered on title in May 1965 (*deeds* #8921GR, 13362, 13693). The subsequent chain of title follows that of the 26 Park Street East Lot 10 lands.

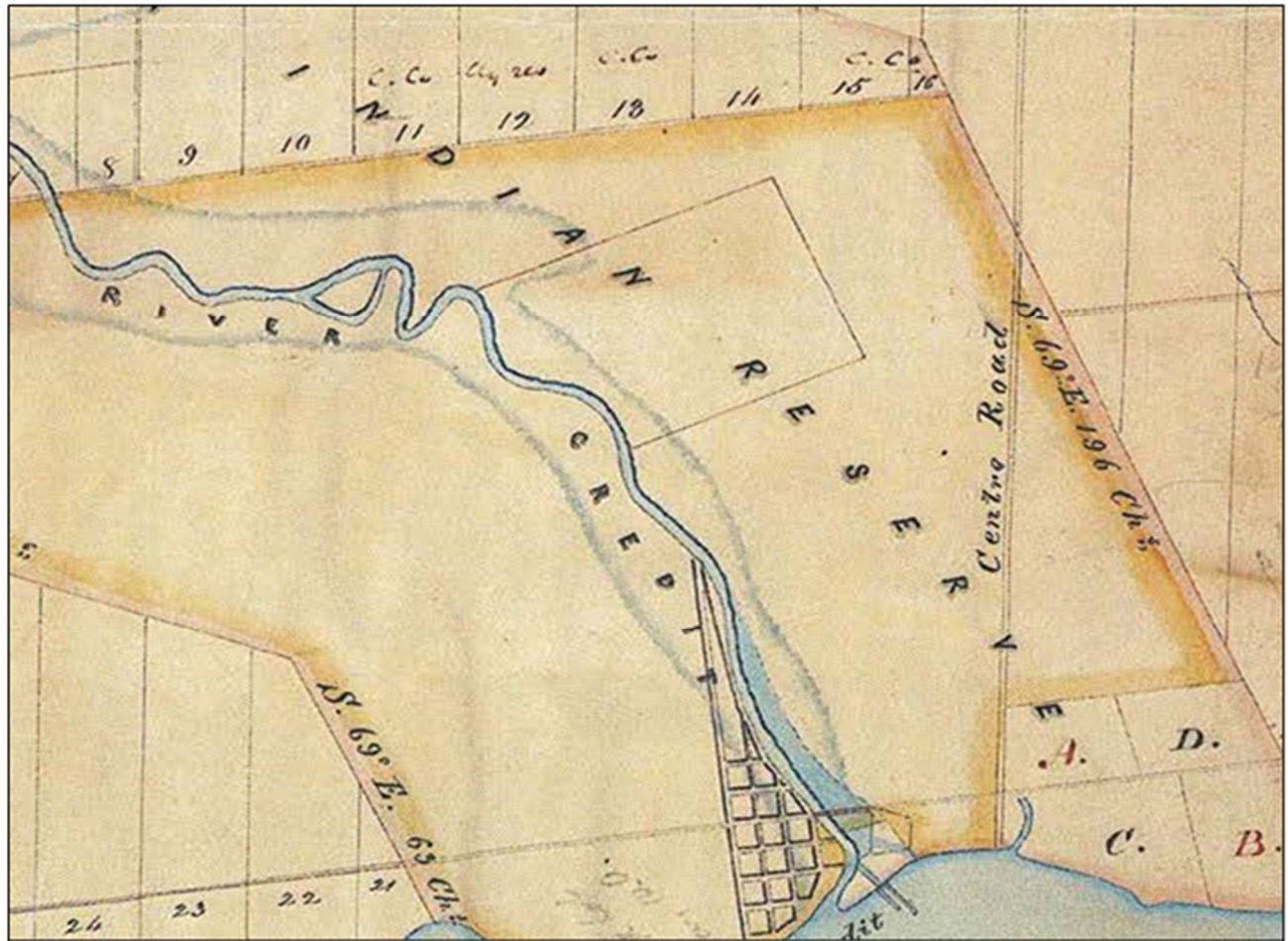
Brook Street (closed) between Park and Queen Streets

The chain of title for this portion of the former road allowance follows that outlined for 12 Park Street East above.



1.2.4 Review of Historical Mapping

One of the earliest plans of Toronto Township and the area that would be developed as the village of Port Credit shows that the lands on the east side of the Credit River formed part of the reserve held by the Mississaugas. This early plan does not show any subdivision of land on the east side of the river (Lynn,



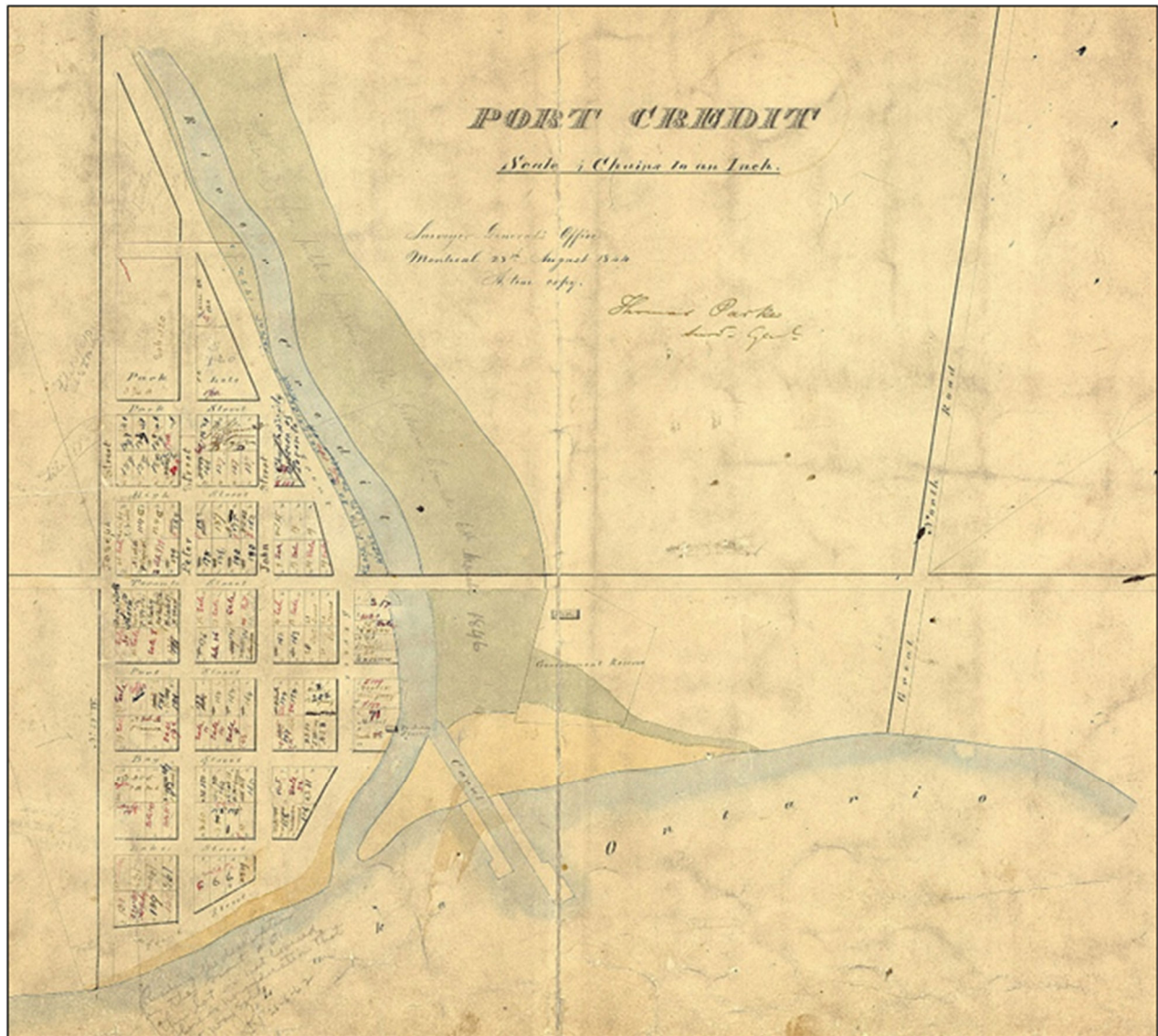
Plan of the Mississauga Indian Reserve at Port Credit (Lynn, 1835).

1835).

In 1844, the Department of Crown Lands prepared a plan of the village of Port Credit that is similar to the 1835 plan, indicating that the east side of the Credit River remained undeveloped and formed part of the Mississauga's Reserve at



the mouth of the river (Parke, 1844). The only structure shown on that side of the Credit was an inn or tavern, located south of the Lake Shore Road.

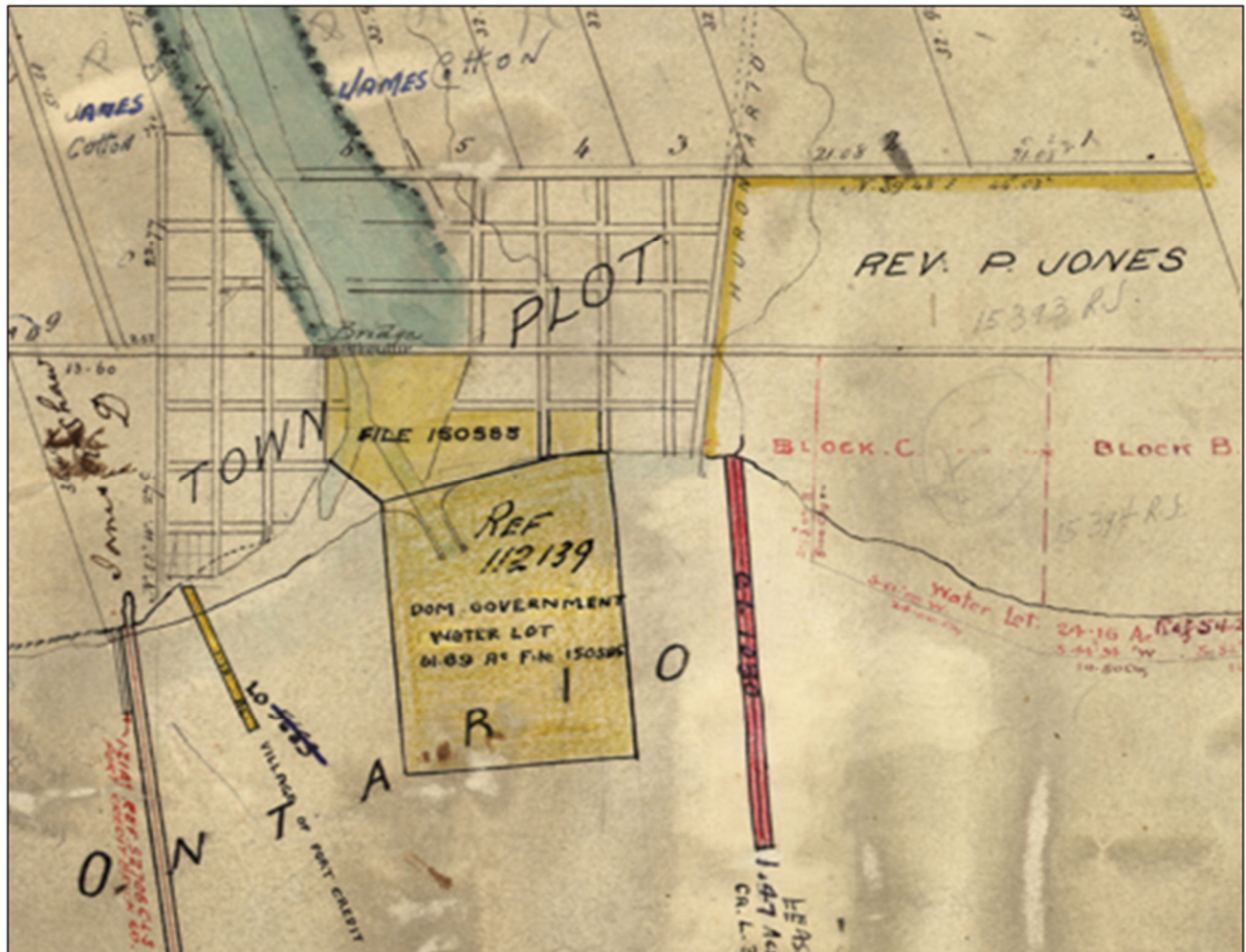


Crown Land's map of Port Credit (Parke, 1844).

In 1846, a plan was prepared by J.S. Dennis which shows the survey of the Indian Reserve at Port Credit. This plan, copied by the Crown Lands Department in



1854, shows that the village plot had been laid out on the east side of the Credit River.



Detail from No. 59. Copy of PLS John S. Dennis's Plan of Indian Reserve, River Credit (Dennis, 1846).

In April 1850, the Crown Lands Department prepared a plan similar to a "patent plan." It shows the names of the grantees or lot owners: Lot 1 was the property of James Cotton, and Lots 10 and 11 were the property of William Noble Rutledge. No structural footprints are shown on this map (Price, 1850).



Detail from *Toronto Township, Port Credit Town Plot* (Price, 1850).

The 1859 *Tremaine's Map of the County Peel* shows the general area occupied by the village of Port Credit and suggests that the property had been “built up,” but this is not necessarily indicative of development; it is merely a cartographic convention used to indicate area of denser settlement (Figure 2). The map also shows the alignment of the Hamilton and Toronto Railway (later variously the Great Western, Grand Trunk, Canadian National railways) to the immediate north of the property. Unfortunately, the Tremaine map does not include a detailed plan of the village as a special insert. The map of Toronto Township in the 1877 *Illustrated Historical Atlas of the County of Peel* (Figure 3) provides no additional information and while the atlas does contain a larger scale plan showing the layout of the town, it does not plot building footprints.

The 1909 edition of topographic mapping prepared by the Ministry of Militia and Defence (Figure 4) shows a brick structure on the 12 Park Street East property and a frame structure on the 26 Park Street East property. Neither



building is shown as a discrete structure on the 1942 edition (Figure 5), but the Park Street frontage of the property is rendered as “built up” in a similar fashion to the 1859 and 1877 maps, suggesting a continuous street wall of buildings. Mid-century aerial photography does not support the existence of such density, with only two or three principal residential buildings apparent on the site 1954-1961 (Figure 6). By 1966, the existing 5-7 storey apartment blocks had been constructed, accompanied by grading and hardscaping of the majority of the property (Figure 6).

1.3 Archaeological Context

1.3.1 Physiographic Setting

The subject property lies near the inland limit of the Iroquois Plain physiographic region (Chapman and Putnam 1984), which is the former bed of glacial Lake Iroquois. The Lake Iroquois strand, which is intermittently preserved in this part of Mississauga, lies approximately four 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 offshore deposits, overlying till (Gravenor 1957; Chapman and Putnam 1984). The south part of the property is mapped as coarse-textured glaciolacustrine sand and gravel with minor silt and clay, while the north part is mapped as modern alluvial clay, silt, sand and gravel (Ontario Geological Survey, 2010).

The subject property currently lies approximately 200 metres north of the Credit River, although historical mapping shows its location relative to the channel more variably. Nineteenth-century mapping (Figures 2 and 3) places the east shoreline of the river only 50-100 metres away, while early twentieth-century maps (Figures 4 and 5) are more reflective of the current situation, indicating a degree of waterfront filling and landmaking.

The nineteenth- and early twentieth-century mapping also indicates that Kenollie Creek formerly flowed through the northeast part of the subject property (Figures 2, 4 and 5), emptying into the lake approximately 400 metres northeast of the Credit River mouth. The lower part of the creek was heavily



altered during the urbanization of the area in the mid-twentieth century, in that it was diverted to flow parallel to the railway corridor along the north side of the subject property and empty into the Credit. Mary Fix Creek, located further to the northwest, was treated in a similar manner.

1.3.2 Previous Archaeological Research

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

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD). This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada is 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 subject property is located in Borden block AjGv.

No archaeological sites have been registered within the limits of the subject property. Eleven sites have been documented within a one-kilometre radius of the property's boundaries (Appendix 1). While several of these sites are poorly understood and were registered without field confirmation, those that have been investigated in more detail range from circa 6,000 BCE to circa 1850 CE in date.

The background research for the present study identified two archaeological assessments having been completed within approximately 50 metres of the subject property. In 2017, The Archaeologists Inc. undertook a Stage 1-2 assessment of at 29 Park Street East, immediately opposite the subject property. No archaeological resources were documented, and it was recommended that the property be cleared of further concern (The Archaeologists Inc., 2018).



Two years later, the same firm completed a Stage 1-2 assessment of 42-46 Park Street East and 23 Elizabeth Street to the northeast of the subject property. It too was cleared of any further concern as the Stage 2 test pit survey did not document the presence of any archaeological resources (The Archaeologists Inc., 2020).

1.3.3 The Predevelopment Landscape and Modelling 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 to water is one of the most commonly used variables for predictive modelling of archaeological site location.

The Provincial *Standards and Guidelines for Consultant Archaeologists* (Ministry of Citizenship and Multiculturalism, 2011) stipulate that undisturbed lands within 300 metres of primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources, and the shorelines of extant or former waterbodies are considered, at a generic level, to exhibit potential for pre-contact archaeological resources. A variety of other environmental criteria that may indicate potential are also identified in the *Standards and Guidelines*, however, they are not relevant to the subject property or cannot be reconstructed given the urban context in which the property occurs.

For the post-contact period, the *Standards and Guidelines* stipulate that those areas of early Euro-Canadian settlement, including places of early military pioneer settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries, are considered to have archaeological potential. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks. Also considered to have archaeological potential are early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the



Ontario Heritage Act or a federal, provincial, or municipal historical landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations.

The majority of early nineteenth-century farmsteads, which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth-century maps, are likely to be captured by the basic proximity to water model outlined above, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, the *Standards and Guidelines* consider undisturbed lands within 100 metres of early settlement roads or railroads to have potential for the presence of Euro-Canadian archaeological sites.

1.3.4 Existing Conditions

A property inspection was carried out on June 11, 2026 (Figures 7 and 8; Images 1-14). The inspection was conducted when weather and lighting conditions permitted good visibility of features, being sunny and clear.

The south half of the 12 Park Street portion of the property is occupied by the five-storey brick apartment building constructed between circa 1964 and 1966. The building has a full basement. Small, heavily landscaped, areas of lawn with various plantings lie to the immediate south, east and west of the building. North of the building is a paved driveway leading to a surface parking lot that takes up the north half of the property. The surface grade of the parking lot is lower than the lawned area at the rear of the building and that of the property to the south and west.

The seven-storey brick apartment building at 26 Park Street occupies the southeast half of its respective property. It too was constructed circa 1964-1966 with a full basement. Areas of heavily landscaped lawn lie to the immediate south, east and west of the structure. The balance of the property is surface parking.



The property is entirely the product of the cutting and filling/grading operations, servicing, construction and landscaping works undertaken during its development.

2.0 Analysis and Conclusions

The evaluation of the possibility for the survival of any archaeological resources of potential cultural heritage value must take into account a number of taphonomic considerations in addition to the basic historical sequence of developments, demolitions, and general patterns of change in property use outlined in Sections 1.2 and 1.3.

2.1 Indigenous Archaeological Resource Potential

As noted in Section 1.3.1, the subject property is located on tablelands approximately 50-100 metres east of the nineteenth-century shore of the Credit River and was traversed by Kenollie Creek, both of which flowed into Lake Ontario. Therefore, the property would normally be considered to fall within an area of potential for the presence of precontact or early contact period Indigenous archaeological resources according to the generic Provincial distance to water criteria as outlined in Section 1.3.3. Regardless, the mid-1960s development of the subject property has extensively altered the original topography through cutting, grading, filling, servicing, and construction. Any archaeological resources dating to the precontact and early contact periods that may have been present will not have survived these activities. This conclusion is consistent with the statements concerning the removal of archaeological potential (“disturbance”) outlined in Section 1.3.2 of the 2011 *Standards and Guidelines for Consultant Archaeologists*.

2.2 Euro-Canadian Archaeological Resource Potential

This land was originally part of a reserve granted by the Crown to the Mississaugas for use as a fishery at the mouth of the Credit River. Early plans of Toronto Township show that the reserve contained just a single structure, an inn or tavern, on the east side of the river. The west side of the river was surveyed first and contained the earlier portion of the village of Port Credit. By circa 1846,



the east half of the village had been surveyed and a patent plan dated 1850 shows the names of the first landowners, James Cotton and William Noble Rutledge, on the subject property lots. No structural footprints are shown on any of the early plans. Cotton was one of the “founders” of Port Credit, a merchant, postmaster, and wharf owner. Rutledge, who was an absentee owner, was a prominent individual who served as the collector of customs at Penetanguishene.

Lots 10 and 11 were then sold to other well-to-do businessman, Ira VanValkenburgh (a merchant and miller) and then owned by his brother, Thaddeus, who was an absentee owner. Thaddeus rose to prominence as a detective and chief of police in London, Ontario. Another significant early owner was Henry Fowler, a Toronto-based entrepreneur and business associate of Frederick Chase Capreol, who unsuccessfully attempted to establish the Peel General Manufacturing Co., a cotton and textile production company, along the Credit River during the 1860s.

These lots were then owned by the Blakely, Hare, and Milne families between 1886 and 1951. Blakely was a hotel keeper in Port Credit, while Hare and Milne were labourers: a butcher and cement finisher respectively.

Lot 1 followed a similar chain of title, but it was owned for 50 years, between 1908 and 1958, by the family of Dr. Arthur B. Sutton, a well-known physician in Port Credit at that time. A portion of Brook Street, now closed, was granted to Sutton and now forms part of the subject property.

Records suggest that these lots contained frame and brick dwellings that were owner occupied during the nineteenth and twentieth centuries. The properties then passed through the hands of various owners between the late 1950s and early 1980s. The existing two brick apartment blocks that occupy the property were built after the Gregory Construction Co. Ltd. acquired the land in 1964.

The construction of these buildings and surrounding surface and underground parking lots was preceded by comprehensive grading and soil removals across the full extent of the property. These alterations have destroyed any potential remains of the initial Euro-Canadian settlement period, just as is the case for the



Indigenous period, a conclusion which, again, is consistent with the statements concerning the removal of archaeological potential (“disturbance”) outlined in Section 1.3.2 of the 2011 *Standards and Guidelines for Consultant Archaeologists*.

3.0 Recommendations

Given the findings of the Stage 1 assessment research, the following recommendation is made:

1. The 12 and 26 Park Street East subject property may be considered free of archaeological concern. No further archaeological assessment is required.

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

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

4.0 Advice on Compliance with Legislation

The following advice on compliance with legislation is provided:

- This report is submitted to the Ministry of Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of



the *Ontario Heritage Act*, RSO 2005, c 0.18. The report is reviewed to ensure that it complies with the 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 subject property of a development proposal have been addressed to the satisfaction of the Ministry of Citizenship and Multiculturalism, a letter will be issued by the Ministry stating that there are no further concerns with regards to alterations to archaeological sites by the proposed development.

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



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6.0 Images



Image 1: View west to the southwest corner of the 12 Park apartment building.



Image 2: View west across the front of the 12 Park apartment building.



Image 3: View northwest along the 12 Park driveway to the rear parking lot.



Image 4: View northwest to the front of the 26 Park apartment building.



Image 5: View north along the front of the 26 Park apartment building.



Image 6: View south across the 12 Park parking lot.



Image 7: View southwest across the 12 Park parking lot.



Image 8: View southeast across the 12 Park parking lot.



Image 9: View east across the 12 Park parking lot to the rear of the 26 Park parking lot.



Image 10: View southeast to the open space between the 12 and 26 Park apartment buildings.



Image 11: View east across the 26 Park parking lot.



Image 12: View northwest along the northeast limit of the 26 Park property.



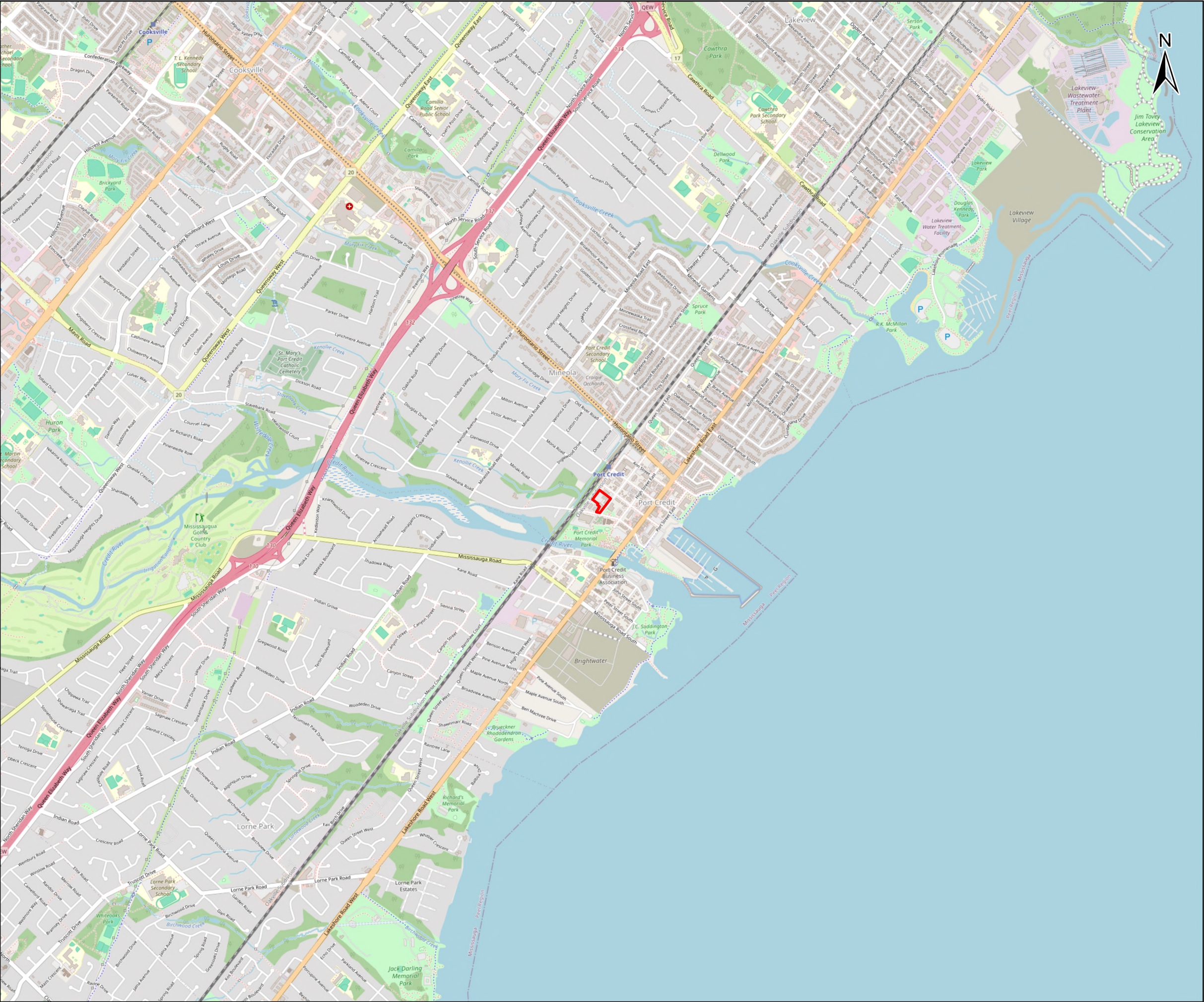
Image 13: View southwest along the rear of the 26 Park apartment building.



Image 14: View south southeast along the driveway to the 26 Park parking lot.

7.0 Maps

See the following pages for detailed assessment mapping and figures.



 SUBJECT PROPERTY

Sources:Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, © OpenStreetMap (and) contributors, CC-BY-SA	Projection: NAD 1983 UTM Zone 17N Scale: 1:25,000 Scale Inset: 1:1,000,000 Page Size: 11 x 17
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Figure 1: Location of the subject property



Figure 2: The subject property on the 1859 Tremaine Map of the County of Peel



Figure 3: The subject property on the map of Toronto Township in the 1877 Illustrated Historical Atlas of the County of Peel



 SUBJECT PROPERTY

Sources: G.R. and G.M. Tremaine, 1859
Walker & Miles, 1877 (Toronto South sheet)

0 400

Metres

Projection: NAD 1983 UTM Zone 17N
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Page Size: 8.5 x 11

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Date: 5/28/2026

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Figure 4: The subject property on 1909 topographic mapping (Brampton sheet)



Figure 5: The subject property on 1942 topographic mapping (Brampton sheet)

	SUBJECT PROPERTY	Sources: Department of Militia and Defence, 1909 (Brampton sheet); Department of National Defence, 1942 (Brampton sheet)		0400 Metres	
		Projection: NAD 1983 UTM Zone 17N Scale: 1:10,000 Page Size: 8.5 x 11	ASI Project No.: 26PL-083 Date: 5/28/2026	Drawn By: cnettleton File: 26PL083_Fig4-5	



1954



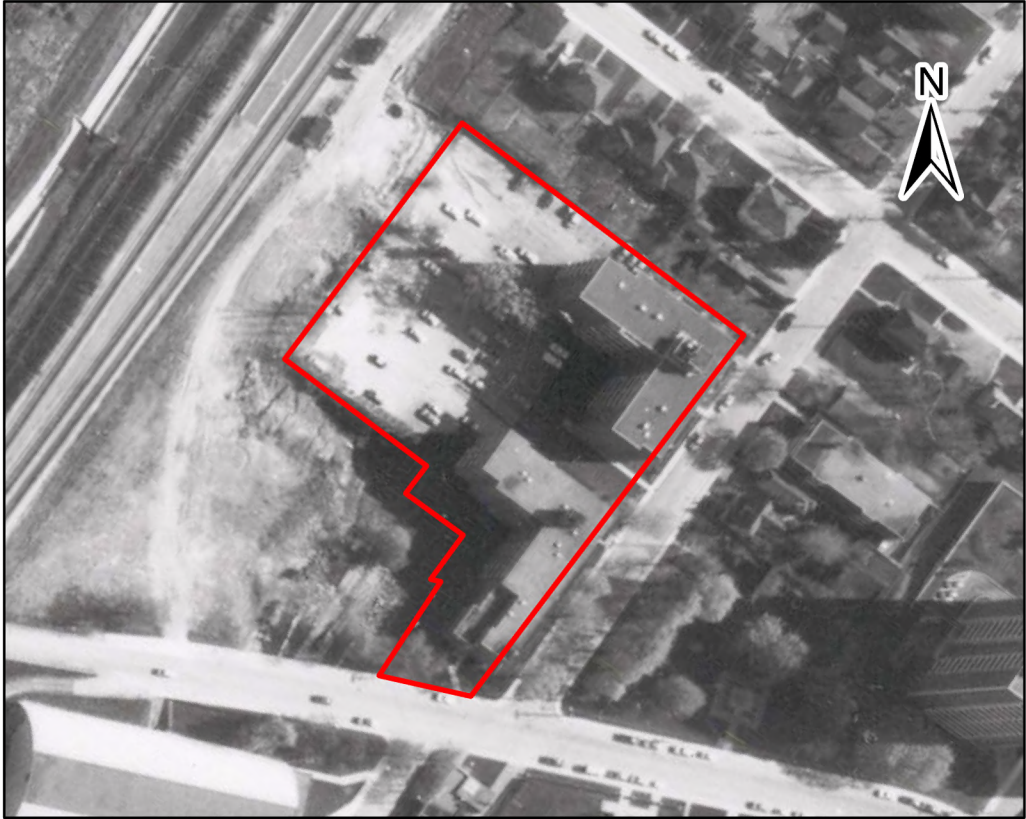
1961



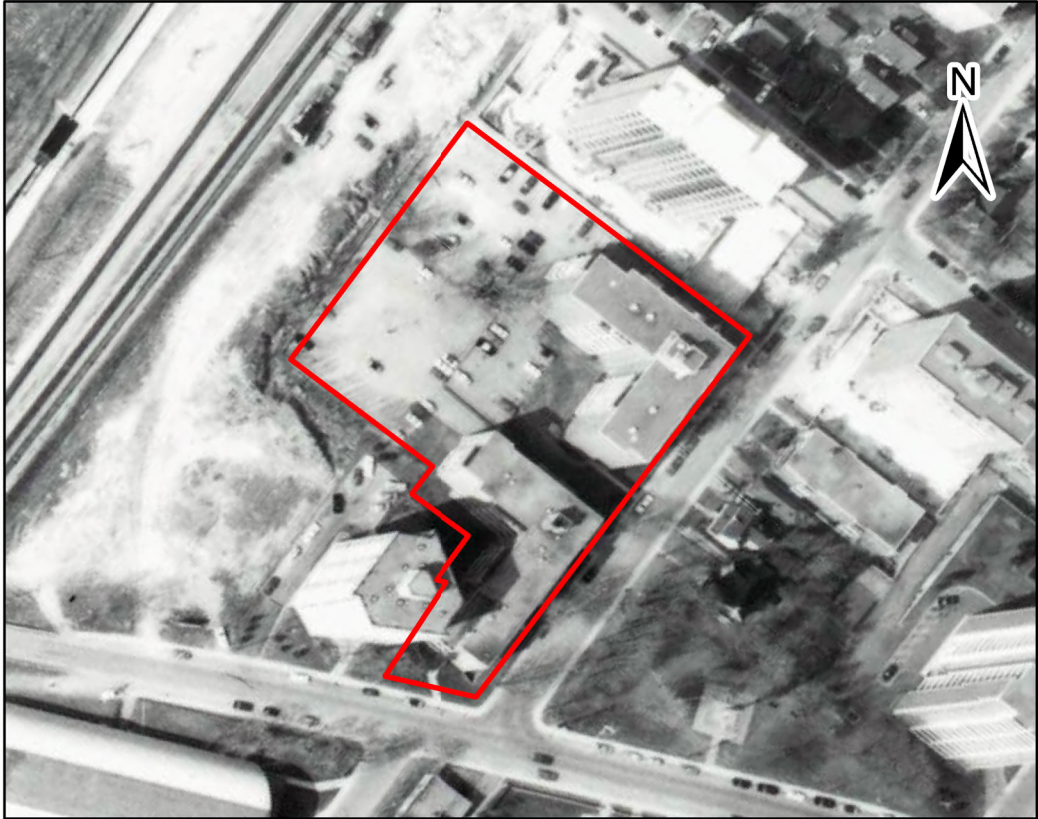
1966



1968



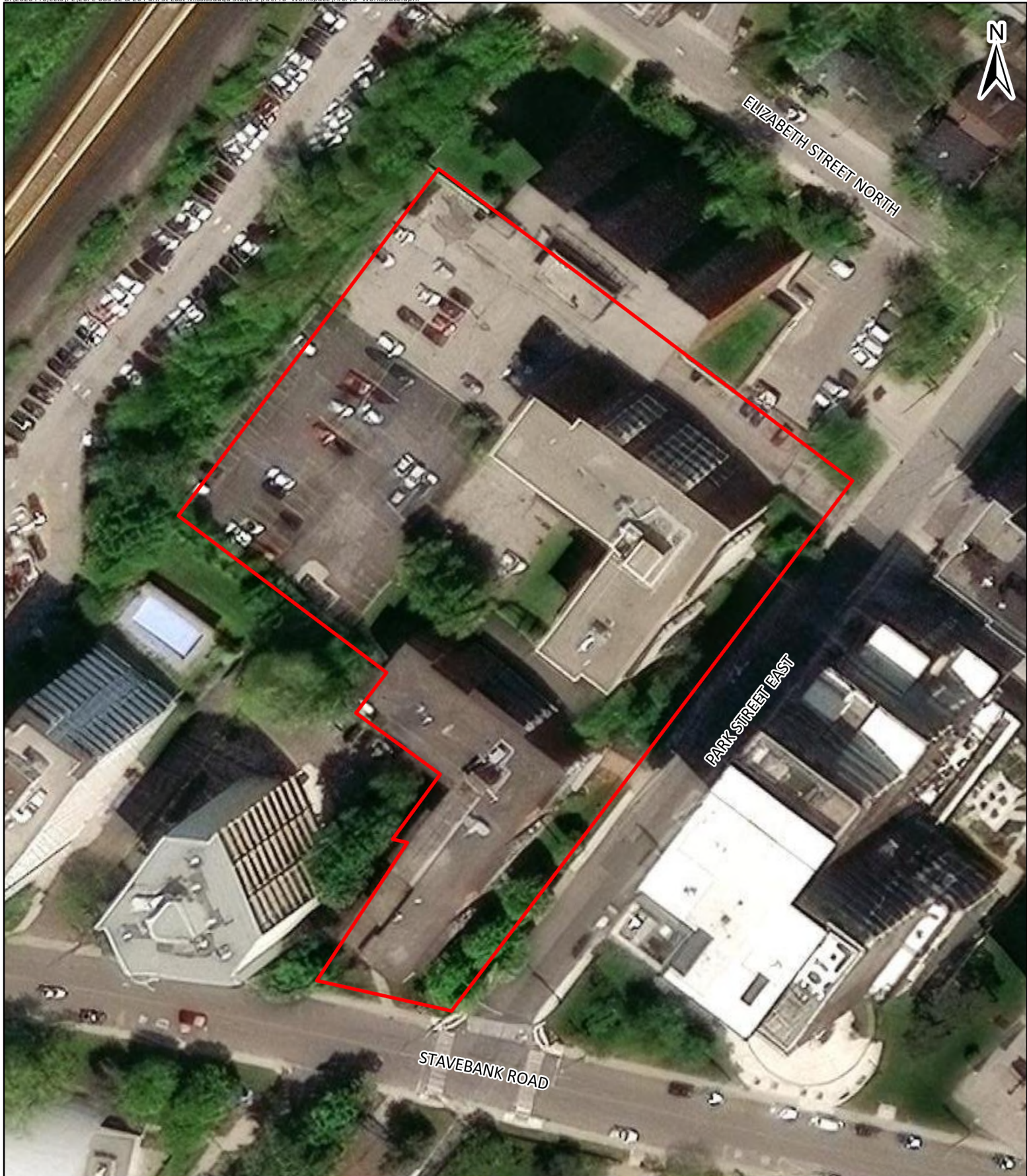
1969



1971



Figure 6: The subject property on 1954-1971 aerial imagery



SUBJECT PROPERTY

Source: New York State, Peel Region, Microsoft, Vantor (image captured on 2025-06-01 as shown in the 2026-03-26 version of the ESRI World Imagery map)

Projection: NAD 1983 UTM Zone 17N
Scale: 1:900
Page Size: 8.5x11

0 25
Metres

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File: 26PL083_Fig7

Figure 7: Subject property existing conditions



12 PARK STREET EAST BASE:
Plan and Topographic Detail of
Part of Brook Street) Closed by By-law No. 738)
Plan P.C.1 Port Credit
and
Part of Lot 1 North Side of Park Street East (Formerly Park Street)
East Side of Stavebank Road)Formerly Lot Street)
and Part of Lot 11
Plan P.C.2 Port Credit
City of Mississauga
Regional Municipality of Peel

Vladimir Dosen Surveying Sept. 9, 2023 23289 19-180



LEGEND: --- SUBJECT PROPERTY LIMITS
 DISTURBED/NO INTEGRITY: NO FURTHER ASSESSMENT REQUIRED



LOCATION AND ORIENTATION OF PHOTOGRAPH



ASI PROJECT NO.: 26PL-083
DATE: JUNE 2026
DRAWN BY: DAR
FILE: 26PL-083 figure 8.ai

Figure 8: Stage 1 Archaeological Assessment of 12 and 26 Park Street East – existing conditions, evaluation of potential and recommendations

Appendix 1: Inventory of Registered Archaeological Sites

Registered Archaeological Sites within an Approximate 1 km Radius of the Subject Property

Borden	Site Name	Affiliation	Site Type	Researcher
AjGv-5	Glenburny	Undetermined Indigenous	Camp	V. Konrad, 1971
AjGv-9	Avonbridge	Archaic	Camp	V. Konrad, 1971
AjGv-10	Stavebank	Unknown	Unknown	V. Konrad, 1971
AjGv-11	Port Street	Unknown	Unknown	V. Konrad, 1971
AjGv-13*	Fort Toronto	Post-Contact Indigenous	Village	V. Konrad, 1971
AjGv-32	Scott-O'Brien	Middle Archaic; Early Woodland; Middle Woodland (Point Peninsula)	Camp	MPPA, 1988; ASI, 1994
AjGv-57	Rewa	Middle Woodland	Burial	ASI, 2003



Registered Archaeological Sites within an Approximate 1 km Radius of the Subject Property

Borden	Site Name	Affiliation	Site Type	Researcher
AjGv-71	James Taylor	Euro-Canadian	Harbour Stores	ASI, 2010, 2020
AjGv-73	Stavebank	Early, Middle and Transitional Woodland	Camp	ASI, 2011; GAL, 2011
AjGv-83	—	Middle Archaic (Brewerton); Late Archaic (Innes); Woodland	Camp	ASI, 2016
AjGv-95	Tall Oaks	Undetermined Indigenous	Camp	GAL, 2021

*Note that this site is probably a misinterpretation of historical sources (see ASI, 2010)

ASI=Archaeological Services Inc. GAL=Golder Associates Ltd. MPPA=Mayer, Pihl, Poulton & Associates Inc.

