



**Report on the 2009 Stage 1 Archaeological Background Research  
of the Blue Sails Developments, within Lakeshore Drive, Bradford Street,  
Bunkers Creek, & High Street, Part of Lots 24 & 25, Concession 5,  
Township of Springwater (formerly within Vespra Township),  
City of Barrie, County of Simcoe.**

Submitted to

**The Ontario Ministry of Culture**

&

**AECOM**

**Barrie Office**

**10 Checkley Street (formerly 10 High Street)**

**Barrie, ON L4N 1W1**

**Tel: (705) 721-9222 ext 234 Fax: (705) 721-0764**

Prepared by

***AMICK Consultants Limited***

***Lakelands District***

**Michael B. Henry CD BA, Managing Partner**

**380 Talbot Street, P.O. Box 29, Port McNicoll, ON L0K 1R0**

**Tel: (705) 534-1546 Fax: (705) 534-7855**

**[www.amick.ca](http://www.amick.ca)**

Archaeological Consulting License # P058

Project # P058-461-2009

Corporate Project # 29334-P

**COPYRIGHT ACT APPLIES  
TO USE AND REPRODUCTION**  
April 2009

## TABLE OF CONTENTS

<b>Project Personnel</b>	<b>4</b>
<b>Executive Summary</b>	<b>4</b>
<b>1.0 INTRODUCTION</b>	<b>5</b>
<b>2.0 LOCATION AND DESCRIPTION</b>	<b>6</b>
<b>2.1 Location and Current Conditions</b>	<b>6</b>
<b>2.2 Environmental Context</b>	<b>7</b>
<b>2.2.1 Physiographic Region</b>	<b>7</b>
<b>2.2.2 Water Resources</b>	<b>7</b>
<b>3.0 BACKGROUND RESEARCH</b>	<b>8</b>
<b>3.1 General Historical Outline</b>	<b>8</b>
<b>3.2 Documented First Nations and Euro-Canadian Occupation</b>	<b>14</b>
<b>3.2.1 First Nations Occupation</b>	<b>14</b>
<b>3.2.2 Euro-Canadian Settlement</b>	<b>15</b>
<b>3.3 Barrie Tanning Company</b>	<b>15</b>
<b>3.4 Mickle Dyment Lumber Company</b>	<b>18</b>
<b>3.5 Conclusions</b>	<b>18</b>
<b>4.0 STUDY AREA RECONNAISSANCE</b>	<b>19</b>
<b>4.1 Methodology</b>	<b>19</b>
<b>4.2 Results</b>	<b>20</b>
<b>5.0 CONCLUSIONS AND RECOMMENDATIONS</b>	<b>20</b>
<b>6.0 REFERENCES CITED</b>	<b>21</b>

(continued on next page)

**COPYRIGHT ACT APPLIES  
TO USE AND REPRODUCTION**

## TABLE OF CONTENTS (continued)

### LIST OF TABLES

Table 1	Documented First Nations Archaeological Sites within 2km	14
Table 2	Cultural Chronology of Southern Ontario	23

### LIST OF FIGURES

Figure 1	Location of the Subject Property	24
Figure 2	Segment of a Map of Vespra Township (1835)	24
Figure 3	Segment of a Map of Vespra Township (1851)	25
Figure 4	Segment of a Map of Barrie (1854)	26
Figure 5	Segment of the Historic Atlas Map of Vespra Township (1881)	27
Figure 6	Segment of a Map of Barrie (1907)	28
Figure 7	Segment of a Map of Vespra Township (1916)	29
Figure 8	Segment of the Survey Map of Barrie (1922)	30
Figure 9	Detailed Plan of the Archaeological Assessment – Ortho	31
Figure 10	Detailed Plan of the Archaeological Assessment – Plan	32

### LIST OF PLATES

Plate 1	Barrie Tanning Company	16
Plate 2	Barrie Tanning Company	16
Plate 3	Subject Property with Barrie Tanning Company	17
Plate 4	Subject Property with Barrie Tanning Company	17
Plate 5	W Edge of Subject Property facing S	33
Plate 6	Louie's Autosales (51 Bradford Street) facing SE	33
Plate 7	Monteska Autosales (53 Bradford Street) facing SE	33
Plate 8	N and W Façade of 55 Bradford Street facing SE	33
Plate 9	W Façade of Carsmart (75 Bradford Street) facing SE	33
Plate 10	S and W Façade of Carsmart (75 Bradford Street) facing N	33
Plate 11	Low-Lying and Wet Area of Bunkers Creek facing SE	34
Plate 12	S and E Façade of Carsmart (75 Bradford Street) facing N	34
Plate 13	Ground Conditions of Lot 25 facing E	34
Plate 14	Small Body of Standing Water with Trees facing N	34
Plate 15	NE Corner of Subject Property S of Condominium facing SW	34
Plate 16	In-Ground Cement Fragment S of Condominium facing N	34
Plate 17	Ground Conditions in Lot 24 facing NW	35
Plate 18	Ground Conditions in Lot 24 facing SE	35
Plate 19	Gravel Drive within Lot 24 Adjacent to High Street facing S	35
Plate 20	Paved Area in Lot 24 facing W	35

## **Project Personnel**

Consulting Archaeologist	Michael Henry
Project Archaeologist	Jason Wootton-Radko
Field Assistants	Trevor Osmond
Report Preparation	Derek Howard
Draughting	Derek Howard
Photography	Jason Wootton-Radko

## **Executive Summary**

This report describes the results of the 2009 Stage 1 Archaeological Background Research of the Blue Sails Developments, within Lakeshore Drive, Bradford Street, Bunkers Creek, & High Street, Part of Lots 24 & 25, Concession 5, Township of Springwater (formerly within Vespra Township), City of Barrie, County of Simcoe, conducted by AMICK Consultants Limited. This study was conducted under Archaeological Consulting License #P058 issued to Michael Henry by the Minister of Culture for the Province of Ontario. This investigation was undertaken in order to address anticipated conditions of Draft Plan approval. All work was conducted in conformity with the guidelines as stipulated within the Archaeological Assessment Technical Guidelines (OMCzCR 1993) and the Ontario Heritage Act (RSO 2005).

AMICK Consultants Limited was engaged by AECOM to undertake this study on March 25, 2009. As a result of the archaeological background research, it was determined that the area contained within the limits of the proposed Blue Sails development area is of high archaeological potential for significant sites related to First Nations activity and an area of high potential for significant sites related to Euro-Canadian activity. Several archaeological sites related to First Nations habitation and land use have been documented within close proximity to the study area. However, soil data retrieved during examinations of the subject property by Terraprobe Limited on May 22 and June 6, 2008, indicate that 1-to-4 metres of fill material was encountered throughout the entirety of the subject property. As well, during photo documentation by AMICK Consultants Limited on April 9, 2009, visible fill material and concrete areas were located throughout the entirety of the subject property, except in low-lying and wet areas.

As a result of this study, it is recommended that any current or future condition of the proposed undertaking respecting archaeological concerns within the proposed Blue Sails Development Area be considered as addressed and that no further archaeological investigations are warranted.

## 1.0 INTRODUCTION

This report describes the results of the 2009 Stage 1 Archaeological Background Research of the Blue Sails Developments, within Lakeshore Drive, Bradford Street, Bunkers Creek, & High Street, Part of Lots 24 & 25, Concession 5, Township of Springwater (formerly within Vespra Township), City of Barrie, County of Simcoe, conducted by AMICK Consultants Limited. This study was conducted under Archaeological Consulting License #P058 issued to Michael Henry by the Minister of Culture for the Province of Ontario. This investigation was undertaken in order to address anticipated conditions of Draft Plan approval. All work was conducted in conformity with the guidelines as stipulated within the Archaeological Assessment Technical Guidelines (OMCzCR 1993) and the Ontario Heritage Act (RSO 2005).

*“A Stage 1 background study provides the consulting archaeologist and Ministry report reviewer with information about the known and potential cultural heritage resources within a particular study area, prior to the start of the field assessment.”*

(OMCzCR 1993)

The evaluation of potential for heritage resources is further elaborated Section 5.3 of the Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992) prepared by the Ontario Ministry of Culture and Communications (MCC) and the Ontario Ministry of Environment (MOE):

*“Generally, lands affected by project development should be classified by the proponent as having high, medium or low potential for the discovery of heritage resources. Since heritage resources are not uniformly distributed across the landscape, not all project areas will exhibit the same likelihood of finding heritage resources. Potential is based on the following geographical and historical factors which may have influenced previous use and settlement of an area:*

- *Distance from historic transportation routes.*
- *Distance from sources of water (rivers, lakes, streams, creeks, springs, marshes, swamps, relict creek beds).*
- *Ability of the terrain to accommodate human settlement. This includes topography, soils and access to plant, animal and mineral resources.*
- *Documentation of existing heritage resource sites in the affected area and region. Known resources in the affected area, such as architectural features, cultural landscapes or registered archaeological sites, can be evaluated for possible heritage significance by using the evaluation criteria outlined in Section 5.5 of this guideline.*
- *Historical context of the region encompassing the affected area.*
- *Description of previous land uses of the affected area, including nature and extent of previous development disturbances.”*

(MCC & MOE 1992: 6)

The evaluation of potential does not indicate that sites are present within areas affected by proposed development. Evaluation of potential considers the possibility for as yet undocumented sites to be found in areas that have not been subject to systematic archaeological investigation in the past. Potential for archaeological resources is used to determine if physical assessment of a property or portions of a property is required.

*“Archaeological resources not previously documented may also be present in the affected area. If the alternative areas being considered, or the preferred alternative selected, exhibit either high or medium potential for the discovery of archaeological remains an archaeological assessment will be required.”*

(MCC & MOE 1992: 6-7)

*“The Stage 1 review leads to an evaluation of the property’s potential to contain archaeological resources. If the review indicates that it is possible that archaeological resources exist anywhere on the property, a Stage 2 assessment must be done to confirm it.”*

## **2.0 LOCATION AND DESCRIPTION**

### **2.1 Location and Current Conditions**

This report describes the results of the 2009 Stage 1 Archaeological Background Research of the Blue Sails Developments, within Lakeshore Drive, Bradford Street, Bunkers Creek, & High Street, Part of Lots 24 & 25, Concession 5, Township of Springwater (formerly within Vespra Township), City of Barrie, County of Simcoe, as illustrated in Figure 1. The subject property, roughly 8.6 acres in area, is located within the municipal addresses of 51, 53, 55 and 75 Bradford Street, with additional vacant lands also included which front on both High Street and Lakeshore Drive. The subject property is bordered on the west by Bradford Street and Lakeshore Drive to the east, Bunkers Creek to the south and High Street to the north.

The subject property is illustrated in Figures 9 & 10 of this report. The subject property is irregular in shape and approximately 8.6 acres in area. The subject property consists primarily of current and former commercial lands, the surface of which is covered with an imported fill layer in places where buildings are not presently situated. The west edge of the property along Bradford Street is currently occupied by a paved lot along with the following commercial businesses: 51 Bradford Street is Louie’s Auto Sales, with 55 Bradford Street being Network Auto Sales, and 75 Bradford Street being Barrie Auto Detailing. The northern-most portion of the subject property is bordered by the southern edge of High Street. The northeastern boundary is adjacent to an existing condominium tower, the eastern border is adjacent to the former Canadian National Railway line, and the southern boundary is situated adjacent to Bunker’s Creek.

The geotechnical examination performed by Terraprobe Limited on May 22 and June 6, 2008, revealed the following about the composition of fill within the subject property:

*“Fill material was encountered at the grade everywhere on the site and extended to depths of 1 to 4 metres. The majority of the fill comprises common earth (silt, sand, and gravel) which is mixed with inclusion of wood, brick debris, and building rubble. Coarse building rubble, including large pieces of concrete, including identifiable building foundations, were found at the locations of Test Pits 1 through 5, 8 and 9. A significant area of concrete slab and foundation was encountered in the vicinity of Test Pit 15. Cinder materials were encountered as separate layers or intermixed in the fill at the locations of Test Pits 3, 5 through 11, and 13. The thickness of the cinder zones ranged from approximately 0.5 to 1.2 m.*

*Hydrocarbon staining and odour were noted at the locations of Test Pits 6, 12 and 14. It is significant to note that at the location of Test Pit 14, steel and automotive parts were encountered. Based on the appearance of the fill, it is evident that it had been placed over an extended period of time and from different sources.”*

(Terraprobe 2008: 3, 4)

## **2.2 Environmental Context**

### **2.2.1 Physiographic Region**

The subject property is situated within the Simcoe Lowlands physiographic region. The Simcoe Lowlands which border the lowlands of Georgian Bay and Lake Simcoe, is divided into two areas: the Lake Simcoe basin to the east, and the Nottawasaga basin of the west, of which the subject property rests within the latter. It is named such because the Nottawasaga River drains into Nottawasaga Bay from Lake Simcoe. Both divisions of the region meet in Barrie by a flat-floored valley, which was once flooded by Lake Algonquin and is now bordered by shorecliffs, beaches and bouldery terraces, with floors of sand, silt and clay. As the former floor of Lake Algonquin, the surface beds of this region are deposits of deltaic and lacustrine origin. The western shore of Lake Simcoe contains many sandy beaches, which makes for poor agricultural conditions (Chapman and Putnam 1984: 177-182).

### **2.2.2 Water Resources**

The southern edge of the subject property contains parts of Bunker's Creek which flows into Kempenfelt Bay, flowing east to west. Kempenfelt Bay is located approximately 60 metres east of the subject property.

Based on proximity to water, whereby lands within 300 metres distance to sources of potable water are deemed to have been attractive to First Nations cultures, the property

has a high potential for archaeological resources related to the history of First Nations occupation and land use in the area.

### **3.0 BACKGROUND RESEARCH**

#### ***3.1 General Historical Outline***

The area of the City of Barrie has a lengthy history as a camp and rest stop along a major trade and communications route, developed by the First Nations and later utilized by European explorers, missionaries, traders, soldiers and settlers. This route connects Lake Ontario with Georgian Bay on Lake Huron.

Three First Nations trails known as the Rouge Trail, Don Trail and Humber Trail began on the shore of Lake Ontario in the Toronto area and terminated on the two branches of the Holland River (Myers 1977: 2). These trails form part of a long established trade and communications network that linked the upper and lower Great Lakes. The route followed the Holland River into the southern end of Lake Simcoe. Also, the route followed the western shore of Lake Simcoe northward to Kempenfelt Bay, and then westward to the end of the bay. A portage was then undertaken to the Nottawasaga River and this river was followed into Georgian Bay at the present location of the Town of Wasaga Beach. This network of trade and communication had been long established by the time Europeans began to operate in the area. The presence of artifacts dating to the Early Archaic Period in close proximity to the upper and lower landings on the Holland River East Branch suggests that the use of this system most likely dates back to at least that period.

The most direct of these three trails was the Humber Trail. This trail has been variously known as the Humber Trail, the Humber-Holland Portage, the Pass at Toronto, the Toronto Portage, le Passage de Toronto, le Portage de Toronto, and the Toronto Carrying-Place. The trail began at the mouth of the Humber River on Lake Ontario and headed northward following the east side of the Humber River to the present Town of Nobleton. From Nobleton, the trail crossed the East Branch of the Humber and proceeded northward to the west branch of the Holland River (Myers 1977: 2). The East Branch of the Holland was also employed and was known to be less swampy. The East Branch of the Holland River connected to the Don Trail.

The first historic documentation of the use of this route comes from Champlain. In September of 1615 Champlain and his interpreter, Etienne Brule, accompanied their Huron allies on a raid against the Iroquois. At the narrows on the north end of Lake Simcoe, Brule and Champlain separated. Brule and twelve Huron were to head south to the Susquehannah River and the home of the Andastes Nation to invite them to participate in the raid. It is believed that Brule would have taken the Humber Trail. This is the first known use by a European of the Carrying-Place (Robinson 1965: 6).

The Jesuits record that in 1638 a people known as the "Ouenrohronnons" abandoned their home on the east bank of the Niagara River and travelled to the Huron

country to join this confederacy and escape the Five Nations Iroquois. It is believed that these fugitives came by way of the Humber Trail (Robinson 1965:12). It is generally believed that Brebeuf and Chaumonot travelled the Humber trail on their voyage to Neutral territory in 1641. This belief arises from the fact that Brebeuf broke his left shoulder blade on the ice of Lake Simcoe. This would seem to indicate that he was travelling this route (Robinson 1965: 10).

The Huron advised the French at least as early as 1632 that the Humber Trail was the shortest and easiest route from Huronia to Montreal. However, because of the animosity between the Iroquois and the Huron, the route was unsafe. Until the Huron were displaced by the Five Nations Iroquois in 1649 the area remained a "no man's land". Once the Huron were defeated, the Iroquois made extensive use of the three trails in the Toronto area, and established villages at the Lake Ontario terminus of each to secure them. So threatening were the Iroquois that the French did not attempt to ascend the St. Lawrence River following the demise of the Huron until 1654 (Robinson 1965: 11).

The most common route to the interior trade from Montreal was the Ottawa and French River route to Georgian Bay. This was a difficult route with many portages. Some traders preferred to travel the St. Lawrence to Lake Ontario, next up the Trent River, and then through a series lakes and streams to Georgian Bay. This route was likewise difficult with many portages. When the French established the trading post at Michilimackinac (1660) at the entrance to Lake Michigan from Lake Huron, the Great Lakes route became popular. However, many considered the Humber Trail the most direct route to Georgian Bay, Michilimackinac and the northwest, where the richest furs were to be obtained from the colder climate (Myers 1977: 3-4).

Since the dispersal of the Huron, Neutral and Petun from the peninsula of southern Ontario by 1650, the area was firmly in control of the Five Nations Iroquois. Around 1665, the Five Nations began to establish their own villages in the lands of their former enemies. These six villages were established along the north shore of Lake Ontario as follows: Ganneious was an Oneida village situated at the present day town of Napanee; Kente was a Cayuga village situated on the Bay of Quinte; Kentsio was a Cayuga village on Rice Lake; Ganaraske was a Cayuga village in the present location of the Town of Port Hope; Ganatsekwyagon was a Seneca village established at the mouth of the Rouge River; and Teiaiaagon was a Seneca village at the mouth of the Humber (Robinson 1965: 15-16). In 1671, de Coucelles visited the eastern end of Lake Ontario. He observed that the Iroquois hunted exclusively in the territory of their former enemies and that the entire trade in furs from the region was sent to the Dutch on the Albany (Robinson 1965: 16)

In 1669, the French explorers Pere and Joliet camped at the village of Ganatsekwyagon at the mouth of the Rouge before heading to Lake Superior in search of a reputed copper mine. They travelled the Rouge Trail to the East Branch of the Holland and then onto Lake Simcoe and Georgian Bay. Sulpicion missionaries also established themselves at this village. On several maps of the period, it is this trail that is shown rather than those of the Don and the Humber. This would suggest that, at the time, this

route was the preferred trail (Robinson 1965: 20).

In 1670, Talon, Intendant of Quebec, began to make plans to curb Iroquois power in the Great Lakes region. Talon resented the incursions of the Five Nations into the area and the fact that they were "plundering" First Nations who were subjects of the French Crown for furs that were then passed on to the English and the Dutch. He proposed to establish forts that would offer security to the Ottawa First Nation travelling to meet the French for trade. In 1673, Fort Frontenac was founded at the present day site of Kingston. This resulted in the Iroquois making Teiaiagon, the village at the base of the Humber Trail, the centre of their trade. Teiaiagon was approached from the west end of Lake Ontario and allowed the English and Dutch to avoid contact with the French at their new fort (Robinson 1965: 21-24).

After the establishment of Fort Frontenac, LaSalle established his residence at this location in 1675 and is known to have travelled to the Carrying-Place at least three, and likely four, times on his excursions to the west. LaSalle chose to use the Humber Trail for a reason that likely made it the preferred route following the development of ship navigation on the Great Lakes. This was the fact that the Humber Trail, unlike the Rouge Trail, was sheltered within the natural deep water harbour of the future city of Toronto. LaSalle crossed the Carrying-Place in 1680 on his way to Michilimackinac, in 1681 on his way to Fort Frontenac from Michilimackinac, and again on a return trip to Michilimackinac that same year. It is likely that he crossed a fourth time in 1683 on his return from the Mississippi (Robinson 1965: 25-36). Although the French and Iroquois were traditionally at odds, they had a great deal of respect for LaSalle, as he did for them. Had they known that LaSalle was using their portage to transport arms to their enemies, the Illinois, they may not have allowed his safe passage (Robinson 1965: 40).

Shortly after 1700, the Chippewa gained control of the Holland River area. They referred to the river as Escoyondy. Later the Mississauga would call it by the name Miciaguean (Rolling 1968: 11)

In 1783, the newly formed Northwest Company undertook a detailed examination of all available routes to the interior. Many considered the Humber Trail to be the shortest and safest route. It was at this time that the possibility of a road following the trail from Lake Ontario to Lake Simcoe began to be seriously considered. In 1784 Benjamin Frobisher, a partner in the firm, wrote to Henry Hamilton, then Governor of Quebec, with this project in mind (Myers 1977: 4).

In 1785, Chevalier Philippe de Rocheblave of the Illinois country petitioned Hamilton for a tract of land at the Toronto Carrying-Place. He proposed to construct a trading post at Toronto and to develop this route as a competitor to the Ottawa River route. When the American Revolution was over, the Northwest Company was concerned that they may have had to find alternative routes to the interior since the British were to relinquish control over their forts at Oswego, Niagara, Detroit and Michilimackinac. This rekindled the interest of the Northwest Company in the Humber Trail route. However, the government favoured de Rocheblave's plan. In 1787, the Toronto purchase was signed with three Mississauga chiefs, and in 1788, the purchased land was surveyed.

In 1791, the surveyor Augustus Jones was sent a letter advising him that Lord Dorchester (then Governor of Quebec) had ordered that de Rocheblave's tract was to be laid out. However, this letter did not arrive until a year later. By that time, the new Province of Upper Canada had been created and the newly appointed Lt. Governor, John Graves Simcoe, had arrived. The District Land Board was the employer of Augustus Jones and this organization was dissolved by Simcoe. Consequently, de Rocheblave's plan evaporated at that moment (Myers 1977: 5-9).

Simcoe was directed to establish his capital at Toronto and the new town was named York on August 27, 1793. The name was chosen to honour the Duke of York who had saved Holland from invasion during the French Revolution. Simcoe was eager to establish a direct route from the new capital of Upper Canada to the Upper Great Lakes (Myers 1977: 12). As the overland trail from Toronto to the Holland River East Branch, and from thence via water through to Lake Simcoe and on to Georgian Bay, was long established by the First Nations as a trade and communications route, it was only practical and efficient that Lt. Governor Simcoe would exploit it to establish communications with Georgian Bay. On September 24, 1793, Simcoe set out to establish the route for a proposed road that would connect York with the Holland River. Simcoe's reconnaissance determined that the road should connect to the east branch of the Holland River. This choice apparently accorded with advice he had received from a First Nations elder. Simcoe renamed the Escoyondy the Holland River after Major Samuel Holland, Surveyor-General of Canada (Rolling 1968:12).

Rolling (1968: 11) states that Simcoe's party camped at the location of Soldier's Bay while Myers (1977: 17) suggests that Simcoe stayed at the Lower Landing where a fort was already standing. Rolling makes clear distinctions between the Upper Landing and Soldiers Bay, whereas Myers states that they are the same. This issue was discussed in a conversation with Gordon Dibb, a licenced consulting archaeologist who conducted a survey of the East Holland Branch in 1978 and who worked on the Archaeological Master Plan of East Gwillimbury Township. Mr. Dibb does not believe that the fort was established at the time of Simcoe's visit. He notes that although many secondary sources mention the fort, it is not present in primary documents of the period. In either case, Simcoe named the site of the landing and future terminus of his road, Gwillimbury. The site of the Lower Landing was known as an open space at the landing where First Nations and fur traders frequently encamped (Myers 1977: 17)

Augustus Jones was hired to survey the new road in February of 1794. Simcoe directed that the road should follow the Don Trail. This trail was less travelled by Simcoe's time, but Simcoe wanted the road to be laid out on as straight a line as possible (Myers 1977: 21). Jones' survey of the route was completed up to Lot 111, Concession 1, West of Yonge Street shortly thereafter. Mr. Jones calculated that loaded boats could communicate between Lot 111 and Lake Simcoe. The Queen's Rangers were sent out to construct the road. They completed the road to Lot 111 in 1796. The new road was named Yonge Street by Simcoe after Sir George Yonge, Secretary of War. Settlers were established along Yonge Street and were obligated to maintain it as a condition of receiving title to their land. However, it was found that maintenance was not adequate to the growing volume of traffic, and the road was declared a Provincial Highway in

1803. Thereafter, treasury money was allocated to maintain and improve it (Rolling 1968: 12). In 1816, Yonge Street was cleared of major stumps and roots which yet remained and impeded use of the road (Myers 1977: 142).

The establishment of Yonge Street was of great interest to the Northwest Company as it was calculated that \$72.00 per ton could be saved in shipping costs if the Yonge Street route was used in preference to the Ottawa River or the Great Lakes route. In addition, the company had been harassed by U.S. Customs officials along the Great Lakes route since 1796. In 1810, they requested 2,000 acres of land at Kempenfelt Bay and Penetanguishene, and a further 200 acres at Holland Landing. Although the plan was supported, the land between Penetanguishene and Kempenfelt Bay was not purchased and the War of 1812 intervened (Myers 1977:51-53). However, the poor condition of the road up to 1816, and the amalgamation of the Northwest Company with the Hudson Bay Company in 1821, meant that the route was never developed as a major fur trade route.

During the War of 1812, Yonge Street became an important route for the shipment of naval stores to Georgian Bay. A navy supply depot was established on the east side of the Holland River at Soldier's Bay, north of the Queensville Sideroad. The anchor, from which "Anchor Park" derives its name, is one example of navy material that travelled this route. The anchor was hauled up Yonge Street on sleighs pulled by twelve yoke of oxen. The War ended before the anchor completed its intended journey to Georgian Bay, and was abandoned on the sleighs and left sitting until it was moved in 1870 to its present site in the park.

On July 17<sup>th</sup>, 1812, the Americans lost the strategic outpost of Michilimackinac to the British. The strategic importance of this outpost ensured that not long afterward, toward the end of 1813, the Americans began to devise plans for its recapture. Word of the intention of the Americans reached Canadian military headquarters in Kingston, and a relief expedition of 200 infantry, 20 artillerymen, 20 sailors and 10 officers left for Michilimackinac in February of 1814. They travelled up Yonge Street from York to the Holland Landing. As Lake Simcoe was quite frozen, they marched over the lake to the western end of Kempenfelt Bay to the old "Nine Mile Portage" leading from the end of the bay to Willow Cree, a tributary branch of the Nottawasaga River. At the time of the expedition, the portage route was merely a trail, and the expedition had to widen the route into a road as they went in order to haul their equipment and ordnance (Hunter 1909 Vol. 1: 33). This was the origin of "Portage Road" which is depicted in several of the historic map segments shown in this report.

Following the War of 1812, the rise of steamship navigation on the Great Lakes greatly reduced the use of this route to convey people and goods to the upper Great Lakes (Rolling 1968: 15-16).

Probably the first residence built in the vicinity of the original Town of Barrie, and in close proximity to the study area, was erected around 1815 by Sir George Head. He had been sent to Canada to oversee the commissariat duties at the proposed naval

station at Penetanguishene. He was temporarily quartered in a log cabin at Kempenfelt but decided that he would prefer to reside at the west end of the bay near the Portage Road. Accordingly, he built a new residence but nothing is known of where it was situated or what became of it. Around 1819, the second known structure in the vicinity was built. This was the log military storehouse built at the southern terminus of the Portage Road. This building and the 40-acre Government Reserve on which it sat, were not only used as a warehouse for stores in transit to and from the Upper Great Lakes, but also served as a shelter and campground for traders, settlers and First Nations travelling the Portage Road (Hunter 1909 Vol. 2: 203-204).

In 1833, the Government Reserve was laid out into town lots and an influx of settlers began to arrive. Prior to 1832, the only settlers living within what was to become Barrie were David Edgar and Alexander Walker.

When Alexander Walker first arrived in the area, he and his wife lived in a structure that visitors regarded as primitive, even in comparison to early log houses. This home was situated just to the northeast of the old military warehouse. Alexander Walker and his wife lived in their "barn" from about 1827 to 1830. He then built a new house on the East Half of Lot 21, Concession 4, Vespra Township. He obtained the Patent for this land in 1833.

David Edgar and his wife moved into what was to become Barrie around 1830 and lived in the then-abandoned military warehouse for three years. On November 21, 1833, he obtained the Patent for the East Part of Lot 24, Concession 5 and built a house that would now be situated fronting onto Toronto Street to the south of Elizabeth Street (Hunter 1909 Vol. 2: 204-205). The site of the log structure is situated within David Edgar's property as shown on the segment of the Vespra Township Map of 1851, included as Figure 3. This same map also shows the original "Barrie Town Plot" situated directly across Portage Road from the Edgars' property.

In Smith's Canadian Gazetteer (1846), it is said of Barrie that it was first settled in 1832 and had 28 families resident there by 1837. In 1843, the District of Simcoe was created and Barrie named as the seat of the District government. By 1846, the population of Barrie was estimated to be approximately 500 persons of predominantly English, Irish and Scotch origins. Barrie had three churches by 1846: two Methodist and one Episcopal. In addition, an excellent private school had been established, as had a mechanics' institute and a cricket club. The professions of Barrie included one physician, one lawyer, six stores, three tanneries, one surveyor, three taverns, four blacksmiths, one wagon maker, one baker, one saddler, one cabinet maker, one watchmaker, six shoemakers, three tailors, two butchers, and one Bank of Upper Canada branch (Smith 1846: 9).

Plans for a railway from Toronto to Collingwood were discussed as early as 1834. Royal Assent for a charter was granted in 1849. On October 15, 1851, the construction of a railway from York to Collingwood officially began. This railway was chartered as the "Ontario, Simcoe and Huron Railroad" and was later renamed the

"Northern Railway of Canada" (Mika 1972: 28-30). By the Spring of 1853, the railway had reached Holland Landing, and by October of that year it had reached Allandale. The last section to Collingwood was officially opened on January 1<sup>st</sup>, 1855 (Hunter 1909 Vol. 1: 169). This had the effect of greatly reducing traffic to the village along Yonge Street. When the railway reached Barrie, the shipment of goods from Holland Landing across Lake Simcoe virtually ended (Rolling, 1968: 27). The railway route through this area followed the east side of the valley of the Holland River East Branch, up to the village of Holland Landing where it turns westward. Early in 1855, the railway was completed all the way to Collingwood on Georgian Bay, Lake Huron (Mika 1972: 32).

### **3.2 Documented First Nations and Euro-Canadian Occupation**

As part of the present study, background research was conducted in order to determine if any archaeological resources had been formerly documented within or in close proximity to the subject property and if these same resources might be subject to impacts from the proposed undertaking. This data was also collected in order to assist in the assessment of the archaeological potential of the subject property and in order to establish the significance of any resources which might be encountered during the conduct of the present study. The requisite data was collected from the Archaeology Unit, Heritage Branch, Ontario ministry of Culture (OMC) and the corporate research library of AMICK Consultants Limited.

The Archaeological Sites Database indicates that there are no previously documented sites within the subject property. However, it must be noted that this is based on the assumption of the accuracy of information compiled from numerous researchers using different methodologies over many years. AMICK Consultants Limited assumes no responsibility for the accuracy of site descriptions, interpretations such as cultural affiliation, or location information derived from the Archaeological Sites Database administered by the Ontario Ministry of Culture. In addition, it must also be noted that the lack of formerly documented sites does not indicate that there are no sites present as the documentation of any archaeological site is contingent upon prior research having been conducted on the subject property.

#### **3.2.1 First Nations Occupation**

The data gathered from the Archaeological Sites Database administered by the Ontario Ministry of Culture was collected within a 2-kilometre radius about the study area. As a result it was determined that 5 archaeological sites relating directly to First Nations habitation/activity had been formally documented. These sites are briefly described below:

**Table 1 Documented First Nations Archaeological Sites within 2km**

<b>Site Name</b>	<b>Borden #</b>	<b>Site Type</b>	<b>Cultural Affiliation</b>
Bennett	BbGw-17	Campsite	Middle-to-Late, Archaic
Barrie	BcGw-18	Village	Late Woodland, Uren

Cundles Creek 1	BcGw-21	Hamlet	Late Woodland, Middleport
Sunnidale Park	BcGw-22	Hamlet	Late Woodland, Uren
Asparagus	BcGw-61	Campsite	Middle Woodland

### 3.2.2 Euro-Canadian Settlement

The documentation consulted during the conduct of the Stage 1 Assessment of the Study Area involved a determination of previously documented archaeological sites listed in the Archaeological Sites Database maintained by the Ontario Ministry of Culture as well as local histories and available maps, including an examination of the Illustrated Historical Atlas of the County of Simcoe (Belden 1881). There are no previously documented Euro-Canadian archaeological sites within close proximity to the subject property.

### 3.3 Barrie Tanning Company

Although the tanning craft was prominent within Barrie during the 19<sup>th</sup> Century, first by Andrew Graham commencing in 1835 and followed by W. H. Cross in 1887, the main tannery was owned by Graham and located on Dunlop Street East. It wasn't until the brothers Sinclair, John and Alex, bought the Graham tannery in 1900 that they opted to build a 5-storey main building with several outbuildings at the south end of High Street and westward to Bradford Street.

*“On January 16, 1900, the Board of Trade entertained a proposition from the Barrie Tanning Company to build a new plant. ... President S. R. Wickett assured the Board that with a modern plant the company could process 1,200 hides a week, up from 300, and would employ between 50 to 75 instead of the current 25.*

*Council finally passed the tannery bylaw [whereby the town assisted with a \$30,000 loan] on September 17, 1900, but not before the old tannery was destroyed by fire on June 21. The new tannery hosted an open house at the end of September 1901. By the end of 1902, the Barrie Tanning Company was using one and a half train cars of hides each week.*

*Another agreement with the town in May 1909 saw the erection of a five-storey building to manufacture insoles. It was reputed to be ‘the only factory of its kind in Canada.’ ... [T]he first storey was up and work on the second ‘at Barrie’s biggest industry’ began on September 27. The Barrie Tanning Company would continue operations at the Bradford Street location, almost without interruption, until the late 1970s.”*

(Murdoch, Rudachyk & Schick, 2005: 174)



**Plate 1: Barrie Tanning Company – Unknown Date (Heritage Barrie, 2005)**

*“Tan bark at their Barrie Tanning Company was piled an average of 13 feet high ready for the production of coloured leathers for suitcases, purses, shoe uppers, harnesses, and bookbinding materials.”*

(Heritage Barrie, 2005:10)



**Plate 2: Barrie Tanning Company – Unknown Date (CMA, 1967)**

The company worked at maximum output during the Great War to handle a wide variety of leathers for the war effort.

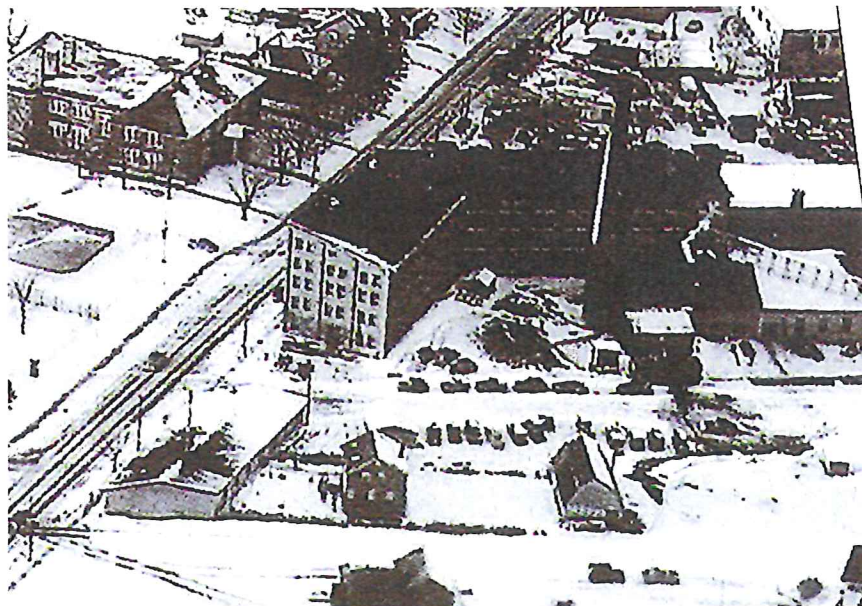
*“In 1935, when the Barrie tannery was sold to Wickett & Craig Limited (which specialized in bag and case leathers) it was decided that Barrie should specialize in uppers for farm, work and sports shoes.*

*The new Manager, Roy Stewart, modernized the plant for the production of chrome-tanned leathers, and the tannery was fortunately ready to handle the influx of orders attendant on the 1939-45 war.”*

(CMA, 1967)



**Plate 3: Subject Property with Barrie Tanning Company Building in Centre facing Southeast, dated February 14, 1951 (MR&S, 2005)**



**Plate 4: Subject Property with Barrie Tanning Company Building at Right facing Northwest, dated February 14, 1951 (MR&S, 2005)**

The tannery closed in 1979, and the buildings were demolished.

*“...[T]he industrial concern that played such a prominent role in Barrie’s development from 1946 was no more. Barrie Tanning Company, also a victim of international competition, announced its closing in November 1979. Barrie saw the percentage of its labour force employed in manufacturing decline steadily from 23% in 1961 to 16% in 2001.”*

(Murdoch, Rudachyk & Schick, 2005: 338)

### **3.4 Mickle Dymont Lumber Company**

A block south of the subject property, between Vespra and Victoria, was located a steam-operated saw mill owned by James Durham in the 1850s. As stated in the text below, however, the subject property includes a small area of those early lands.

*“When [Nathaniel] Dymont calculated that his timber resources were declining, he approached Gravenhurst lumberman Charles J. Mickle.*

*In March 1888, Mickle announced his intention to open a saw mill in Barrie. He then sold a half interest in his pine timber near the Black River to Nathaniel’s son, William. The partnership, Barrie Lumber Company, bought eight acres of the former Durham Mill property to erect a lumber, lath, and shingle mill. Logs were brought from the Black River to Lake Couchiching at Longford then towed to Barrie in large booms. In May 1889, William died. Renamed, Mickle, Dymont & Son (for Nathaniel’s son, Simon), a second setback occurred in December 1892 when fire turned the new mill (between Bradford and Ellen, north of Vespra Street) into a smouldering ruin. The rebuilt mill burned on October 28, 1906. The company closed in 1934.”*

(Murdoch, Rudachyk & Schick, 2005: 107-108)

### **3.5 Conclusions**

As shown within the Map of Barrie of 1922 below (Figure 8), the subject property contained Lots 90, 119, 120, & 121 East of Bradford Street, as well as Part of Bob Street. Two sets of railway tracks associated with the Canadian National Railway (Grand Trunk Railway) were located within the subject property; one adjacent to the southeast side of the Barrie Tanning Company building, and one curving along the east and south of the subject property before terminating at the southwest corner. A wood and lumber yard is stated as having been present on the subject property in the southeast half, located primarily within Lot 25, with the geotechnical examination by Terraprobe providing additional insight that a building for laths and shingles and a coal shed (fuel for the steam powered sawmill) were located within the subject property (Figures 9 & 10).

This property is deemed to have low potential (see Section 1) for archaeological deposits related to significant early settlement, due to deep and extensive disturbance throughout the subject property.

## 4.0 STUDY AREA RECONNAISSANCE

### 4.1 Methodology

As part of this study, a field reconnaissance of the study area was undertaken by Jason Wootton-Radko, field director within the firm of AMICK Consultants Limited, on Thursday, April 9, 2009. Reconnaissance of the subject property included a visual inspection of the property to determine what areas would require physical assessment, appropriate methodologies to complete a physical assessment of eligible areas, and an examination of built features within the property to make a preliminary assessment of heritage value potential.

The subject property is illustrated in Figures 9 & 10 of this report. The subject property is irregular in shape and approximately 8.6 acres in area. The subject property consists primarily of current and former commercial lands, the surface of which is covered with an imported fill layer in places where buildings aren't situated. The west edge of the property along Bradford Street is currently occupied by a paved lot along with the following commercial businesses: 51 Bradford Street is Louie's Autosale, with 55 Bradford Street being Network Auto Sales, and 75 Bradford Street being Barrie Auto Detailing. The northern-most portion of the subject property is bordered by the southern edge of High Street. The northeastern boundary is adjacent to an existing condominium, the eastern border is adjacent to the former Canadian National Railway line, and the southern boundary is situated adjacent to Bunker's Creek. Within the approximate centre of the property is a small, treed pool of water. Observations of the current ground conditions within the subject property are that the soil seemed disturbed due to inclusions of cement, asphalt and brick fragments, as well as a great deal of gravel.

As stated within Section 2 of this report, the geotechnical examination performed by Terraprobe Limited on May 22 and June 6, 2008, revealed the following about the composition of fill within the subject property:

*"Fill material was encountered at the grade everywhere on the site and extended to depths of 1 to 4 metres. The majority of the fill comprises common earth (silt, sand, and gravel) which is mixed with inclusion of wood, brick debris, and building rubble. Coarse building rubble, including large pieces of concrete, including identifiable building foundations, were found at the locations of Test Pits 1 through 5, 8 and 9. A significant area of concrete slab and foundation was encountered in the vicinity of Test Pit 15. Cinder materials were encountered as separate layers or intermixed in the fill at the locations of Test Pits 3, 5 through 11, and 13. The thickness of the cinder zones ranged from approximately 0.5 to 1.2 m.*

*Hydrocarbon staining and odour were noted at the locations of Test Pits 6, 12 and 14. It is significant to note that at the location of Test Pit 14, steel and automotive parts were encountered. Based on the appearance of the fill, it is*

*evident that it had been placed over an extended period of time and from different sources.”*

(Terraprobe 2008: 3, 4)

#### **4.2 Results**

As a result of the archaeological background research, it was determined that the area contained within the proposed limits of the proposed Blue Sails development area is an area of high archaeological potential for significant sites related to First Nations activity and an area of low potential for significant sites related to Euro-Canadian activity. Several archaeological sites related to First Nations habitation and land use have been documented within and in close proximity to the study area. However, soil data retrieved during examinations of the subject property by Terraprobe Limited on May 22 and June 6, 2008, indicate that 1-to-4 metres of fill material was encountered throughout the entirety of the subject property. As well, during photo documentation by AMICK Consultants Limited on April 9, 2009, visible fill material and concrete areas were located throughout the entirety of the subject property, except in low-lying and wet areas. A detailed plan of this property is contained in this report as Figures 9 & 10.

#### **5.0 CONCLUSIONS & RECOMMENDATIONS**

AMICK Consultants Limited was engaged by AECOM to undertake this study on March 25, 2009. As a result of the archaeological background research, it was determined that the area contained within the limits of the proposed Blue Sails Development is an area of high archaeological potential for significant sites related to First Nations activity and an area of low potential for significant sites related to Euro-Canadian activity. However, soil data retrieved during examinations of the subject property by Terraprobe Limited on May 22 and June 6, 2008, indicate that 1-to-4 metres of fill material was encountered throughout the entirety of the subject property. As well, during photo documentation by AMICK Consultants Limited on April 9, 2009, visible fill material and concrete areas were located throughout the entirety of the subject property, except in low-lying and wet areas.

As a result of the Stage 1 Background Research, it is recommended that any current or future condition of the proposed undertaking respecting archaeological concerns within the proposed Blue Sails Development Area be considered as addressed and that no further archaeological investigations are warranted.

It must be noted at this time that no archaeological survey, regardless of its intensity, can entirely negate the possibility of deeply buried cultural material, notably human interments. In consequence, it is further recommended that should any such remains be encountered during construction activities, the Regulatory Operations Group, Ontario Ministry of Culture and/or the Cemeteries Regulation Group of the Ontario Ministry of Consumer and Commercial Relations and AMICK Consultants Limited be contacted immediately.

## 6.0 REFERENCES CITED

Canadian Manufacturers' Association

1967 Industrial Canada. Special issue of Industrial Canada, May 1967, v. 68, no. 1.  
<http://www.lib.uwo.ca/programs/companyinformationcanada/cc-barrietanning.html>

Chapman, L.J. & D.F. Putnam

1984 The Physiography of Southern Ontario (Third Edition). Ontario Geological Survey, Special Report #2. Ontario Ministry of Natural Resources, Toronto.

Government of Ontario

2005 The Heritage Act, RSO 2005. Queen's Printer, Toronto.

H. Belden & Company

1881 The Illustrated Historical Atlas of the County of Simcoe. H. Belden & Company, Toronto.

Heritage Barrie

2005 Heritage Barrie Walking Tours - Discovering the Waterfront Walking Tour.  
December 28, 2006.  
<http://www.tourismbarrie.com/media/pdffiles/Discovering%20the%20Waterfront%20Walking%20Tour.pdf>

Hunter, Andrew F.

1909 A History of Simcoe County. The County Council, Barrie.

Mika, Nick & Helma

1972 Railways of Canada. Toronto: McGraw-Hill Ryerson Limited.

Murdoch, Su & B.E.S. Rudachyk & K.H. Schick

2005 Beautiful Barrie, The City and Its People: An Illustrated History of Barrie, Ontario. Barrie Press Inc., Barrie.

Myers, Jay

1977 The Great Canadian Road: A History of Yonge Street. Toronto: Red Rock Publishing Company.

Ontario Ministry of Citizenship, Culture and Recreation (OMCzCR)

1993 Archaeological Assessment Technical Guidelines, Stages 1-3 and Reporting Format. OMCzCR, Cultural Programs Branch, Archaeology and Heritage Planning, Toronto.

Ontario Ministry of Culture and Communications  
1992 Guidelines for Preparing the Cultural Heritage Resource Component of  
Environmental Assessments. Toronto.

Robinson, Percy J.  
1965 Toronto During the French Regime (2nd Edition). Toronto:  
University of Toronto Press.

Rolling, Gladys M.  
1968 East Gwillimbury in the Nineteenth Century. Toronto: Ryerson Press.

Smith, William H.  
1846 Smith's Canadian Gazetteer. H. & W. Rowsell, Toronto.

Terraprobe Limited  
2008 Geotechnical Design, Blue Sails Development, Barrie, Ontario.  
File No. 3-08-4039. Terraprobe Limited.

**TABLE 2 Cultural Chronology for South-Central Ontario**

Period	Group	Date Range	Traits	
Palaeo-Indian	Fluted Point	9500-8500 B.C.	Big game hunters.	
	Hi-Lo	8500-7500 B.C.	Small nomadic groups.	
Archaic	Early	8000-6000 B.C.	Hunter-gatherers.	
	Middle	Laurentian	6000-200 B.C.	Territorial divisions arise.
	Late	Lamoka	2500-1700 B.C.	Ground stone tools appear.
		Broadpoint	1800-1400 B.C.	
		Crawford Knoll	1500-500 B.C.	
		Glacial Kame	c.a. 1000 B.C.	Elaborate burial practices.
Woodland	Early	Meadowood	1000-400 B.C.	Introduction of pottery.
		Red Ochre	1000-500 B.C.	
	Middle	Point Peninsula	400 B.C.-500 A.D.	Long distance trade.
		Princess Point	500-800 A.D.	Horticulture.
	Late	Pickering	800-1300 A.D.	Villages and agriculture.
		Uren	1300-1350 A.D.	Larger villages.
		Middleport	1300-1400 A.D.	
		Huron	1400-1650 A.D.	Warfare
Historic	Early	Odawa, Ojibwa	1700-1875 A.D.	Social displacement.
	Late	Euro-Canadian	1785 A.D.+	European settlement.

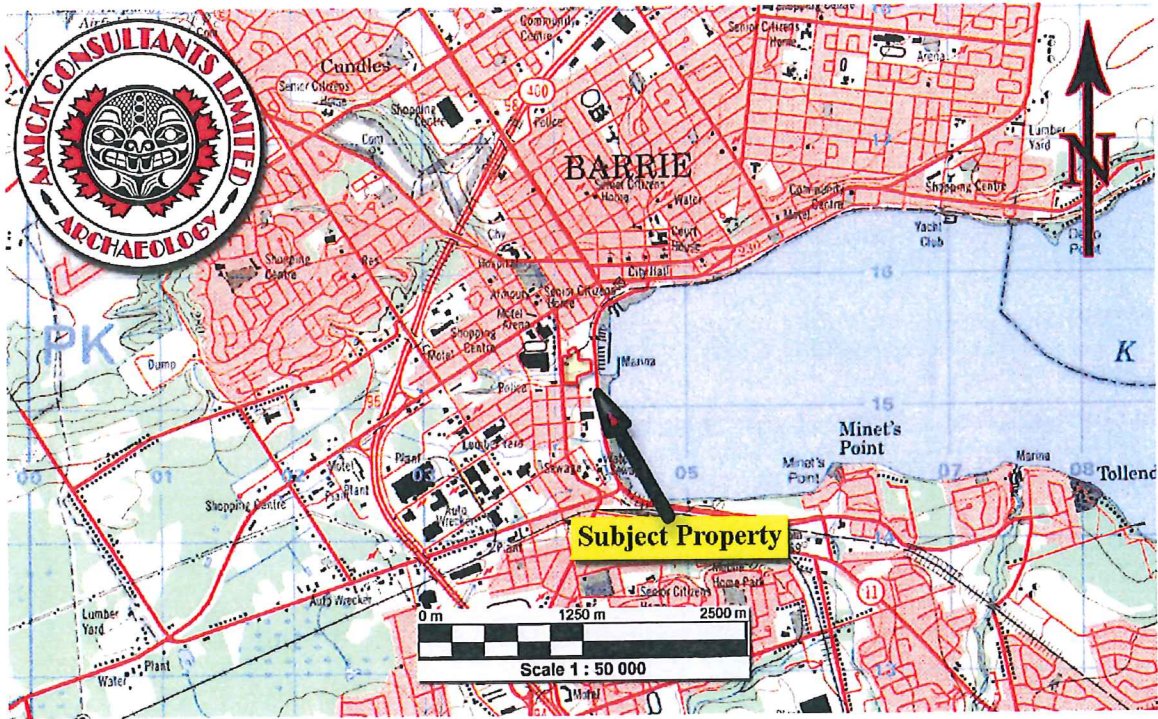


Figure 1 Location of the Subject Property

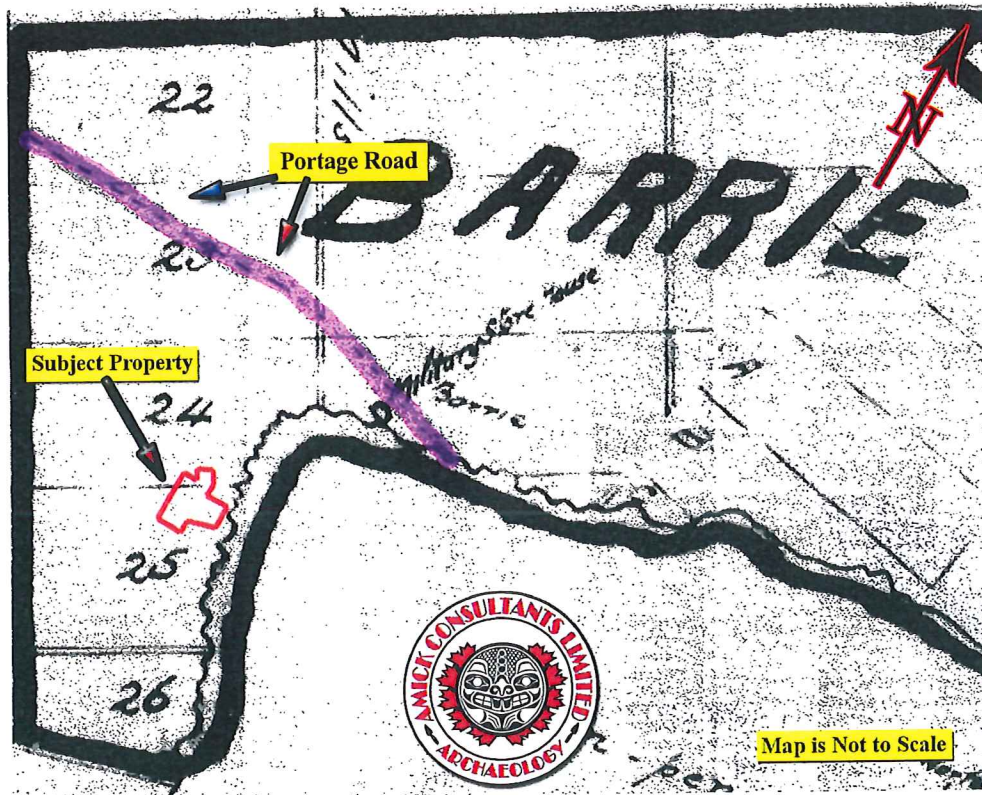


Figure 2 Segment of a Map of Vespra Township (1835)

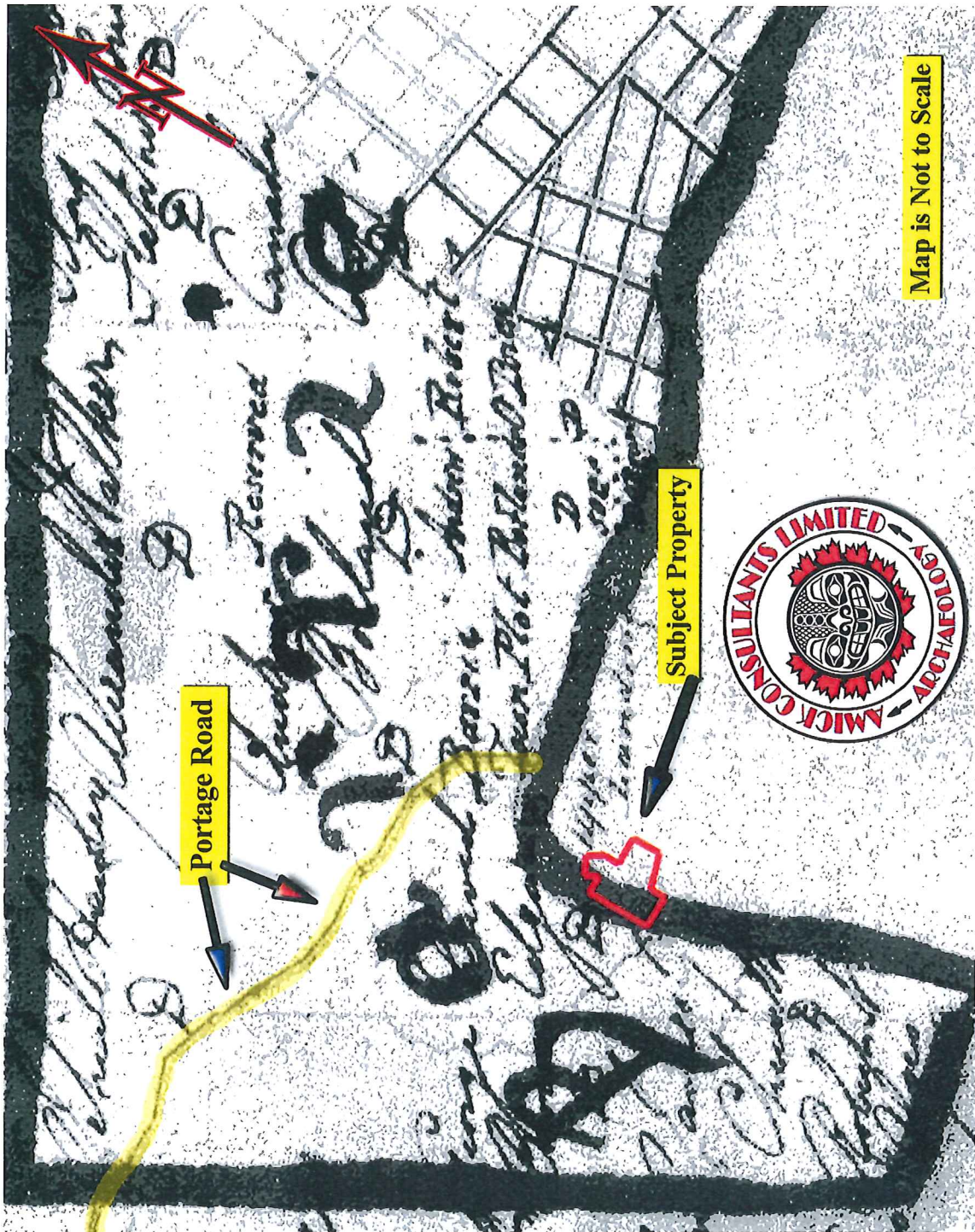


Figure 3 Segment of a Map of Vespra Township (1851)

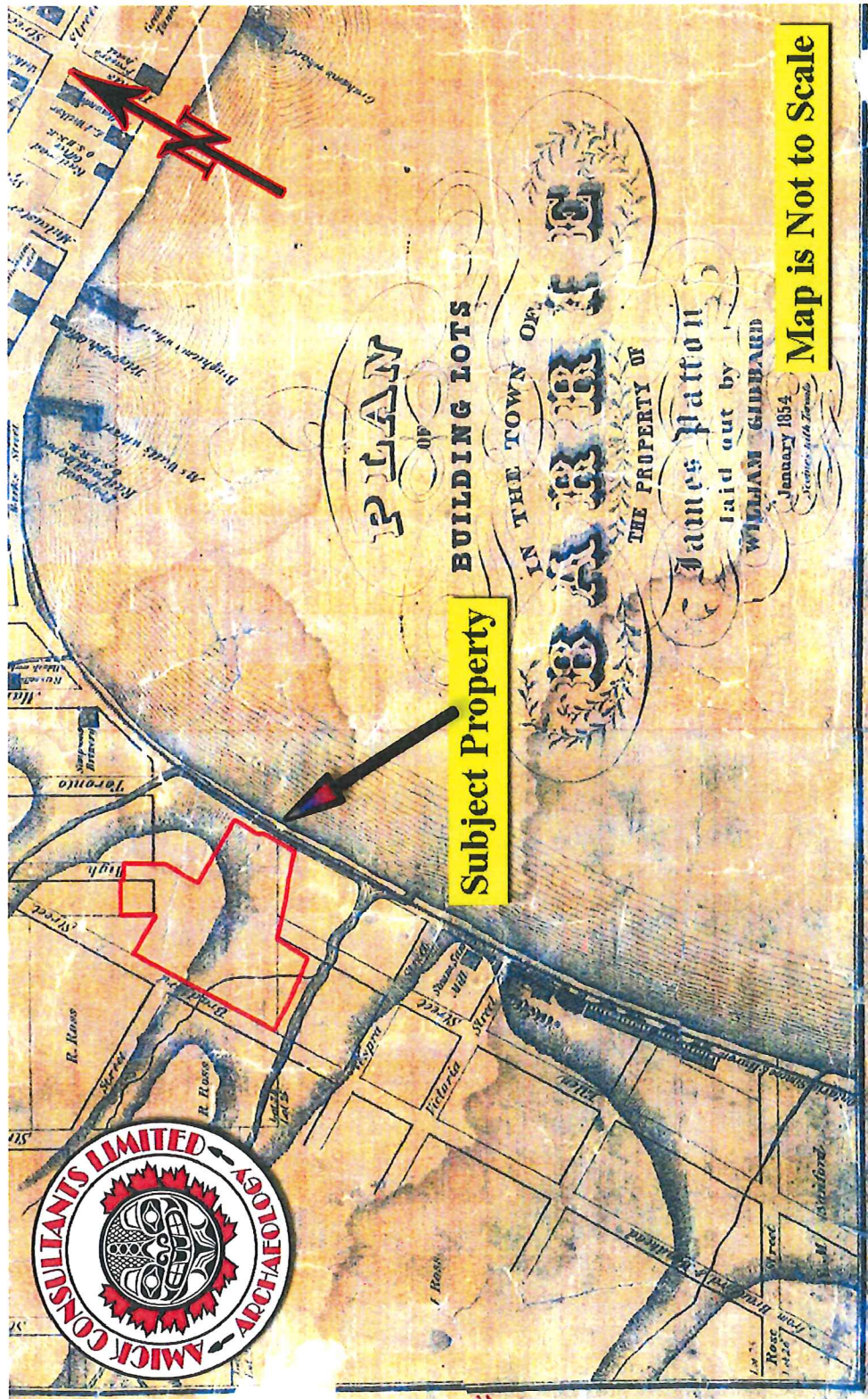


Figure 4 Segment of a Map of Barrie (1854)

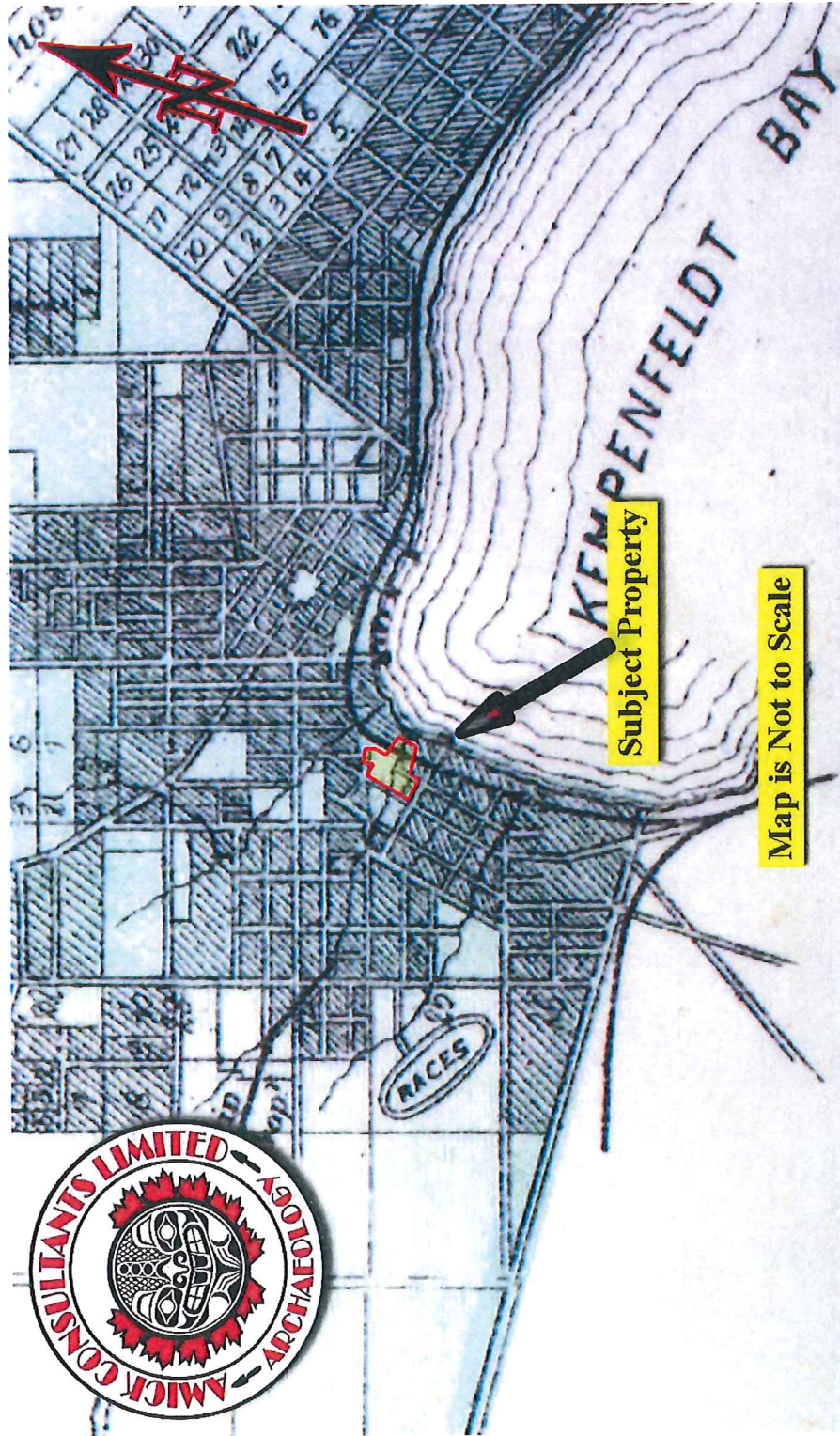


Figure 5 Segment of the Historic Atlas Map of Vespra Township (1881)

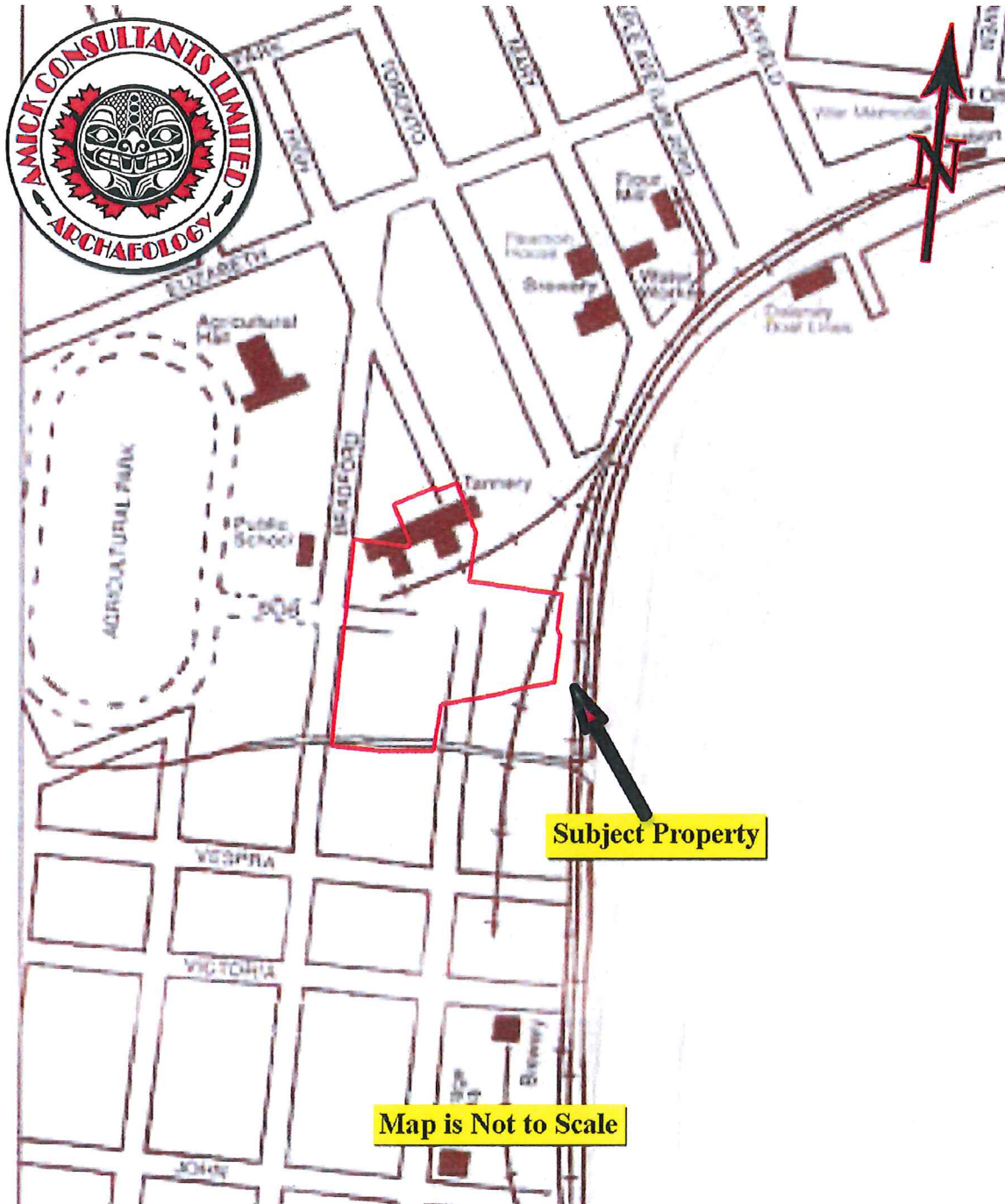


Figure 6 Segment of a Map of Barrie (1907)



Figure 7 Segment of a Map of Vespra Township (1916)

Report on the 2008 Stage 1 Archaeological Background Research of the Blue Sails Developments,  
 within Lakeshore Drive, Bradford Street, Bunkers Creek, & High Street, Part of Lots 24 & 25, Concession 5,  
 Township of Springwater (formerly within Vespra Township), City of Barrie, County of Simcoe.

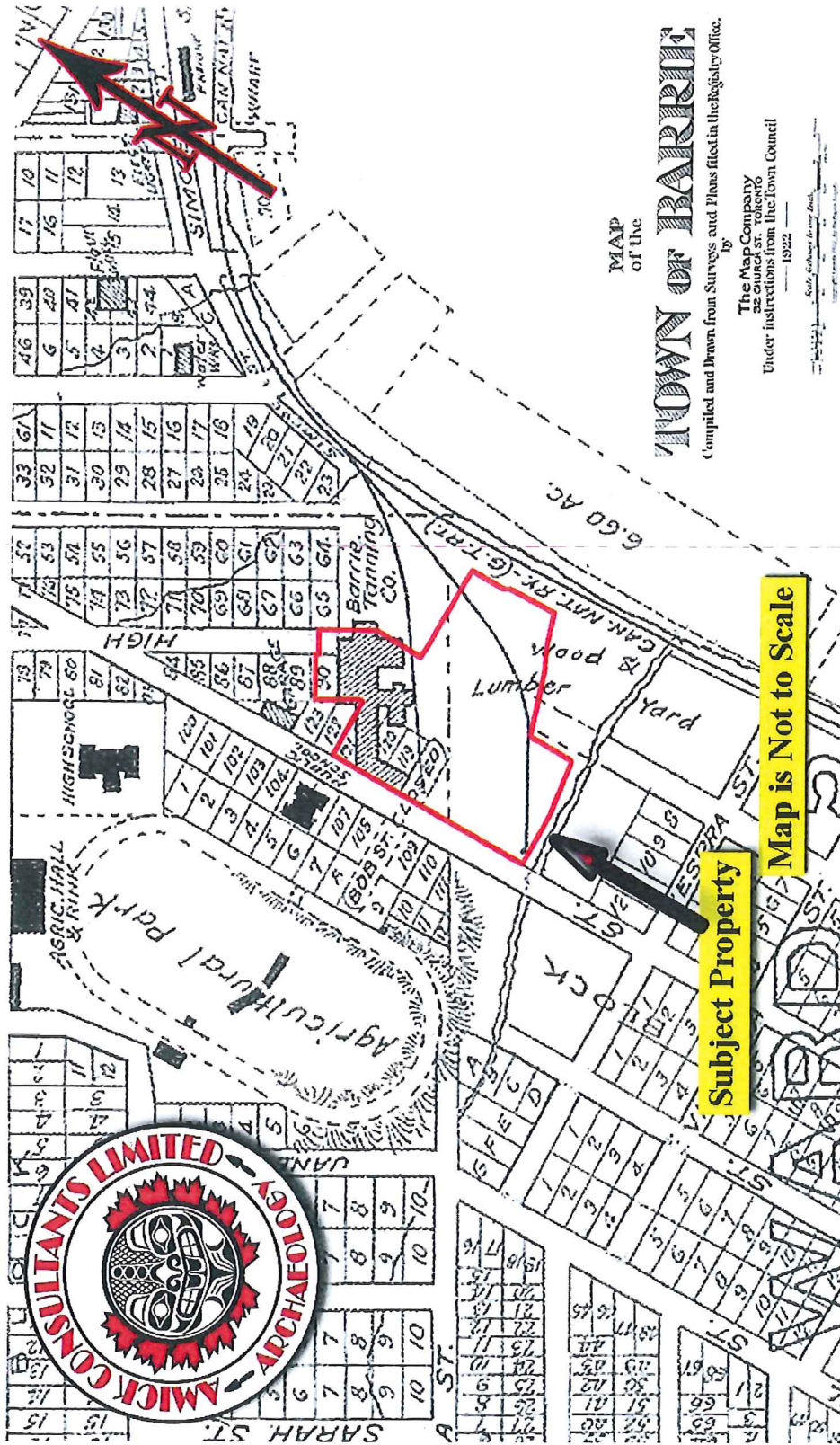


Figure 8 Segment of the Survey Map of Barrie (1922)

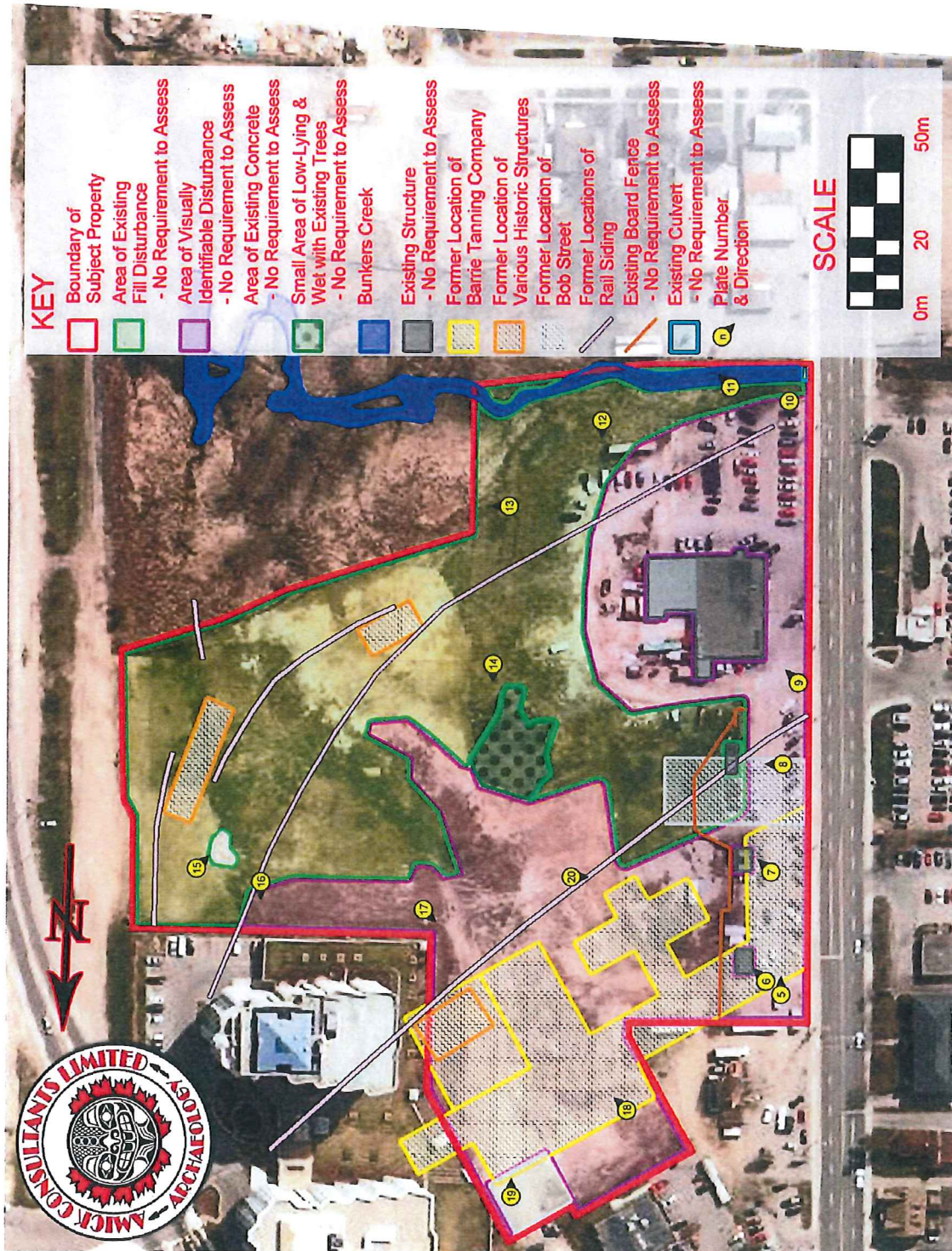


Figure 9 Detailed Plan of the Archaeological Assessment – Orthographic Photo

Report on the 2008 Stage 1 Archaeological Background Research of the Blue Sails Developments, within Lakeshore Drive, Bradford Street, Bunkers Creek, & High Street, Part of Lots 24 & 25, Concession 5, Township of Springwater (formerly within Vespra Township), City of Barrie, County of Simcoe.

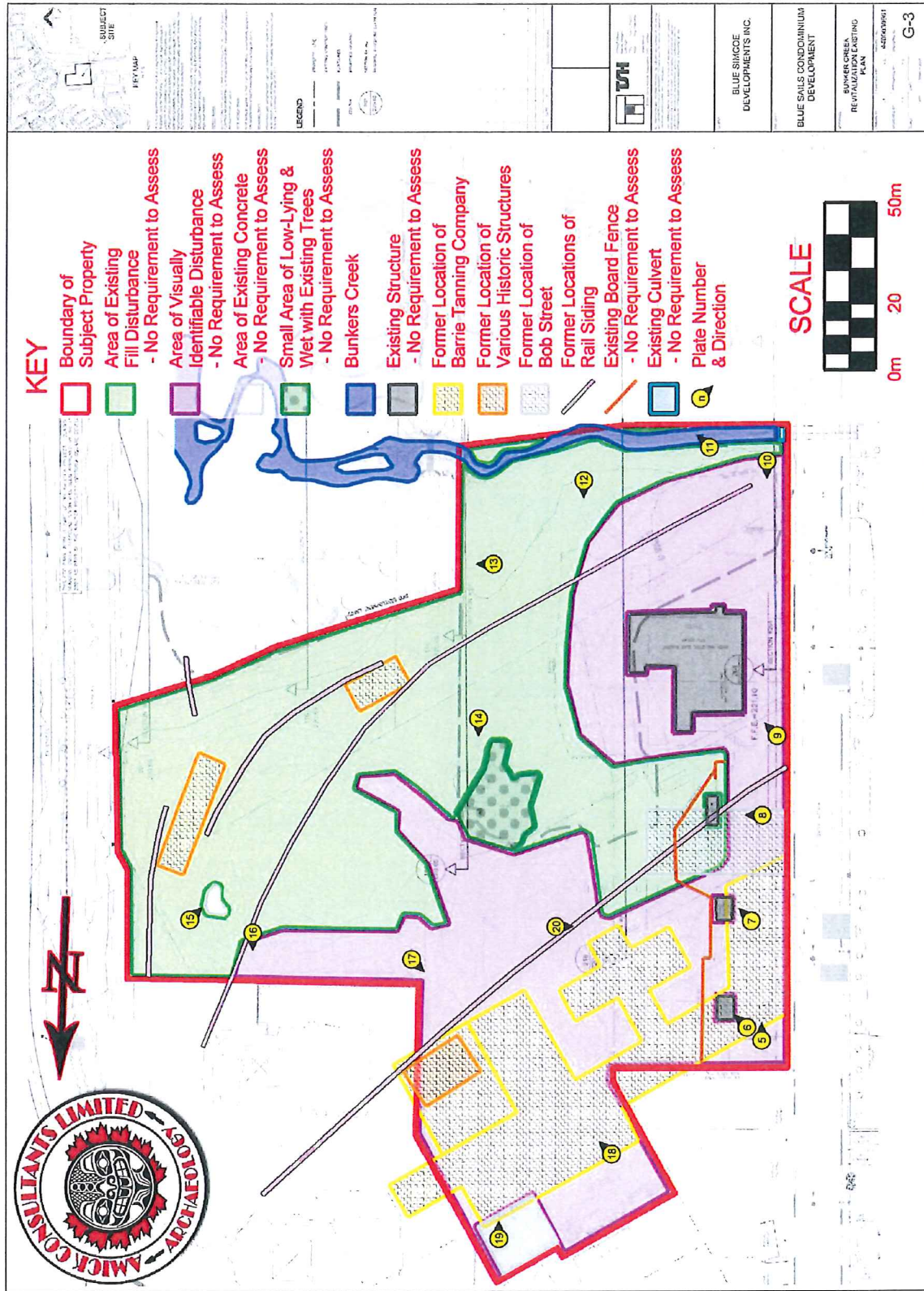


Figure 10 Detailed Plan of the Archaeological Assessment – Plan



**Plate 5** West Edge of Subject Property facing South



**Plate 6** North and West Façade of Louie's Auto Sales (51 Bradford Street) facing Southeast



**Plate 7** North and West Façade of Monteska Autosales (53 Bradford Street) facing Southeast



**Plate 8** North and West Façade of 55 Bradford Street facing Southeast



**Plate 9** West Façade of Carsmart (75 Bradford Street) facing Southeast



**Plate 10** South and West Façade of Carsmart (75 Bradford Street) facing North



**Plate 11** Low-Lying and Wet Area of  
Bunkers Creek facing Southeast



**Plate 12** South and East Façade of  
Carsmart (75 Bradford Street) and  
Ground Conditions facing North



**Plate 13** Ground Conditions of Lot 25  
facing East



**Plate 14** Small Body of Standing Water  
with Trees East of Carsmart facing North



**Plate 15** Northeast Corner of Subject  
Property South of Condominium facing  
Southwest



**Plate 16** In-Ground Cement Fragment  
South of Condominium facing North



**Plate 17** Ground Conditions of Former Barrie Tanning Company in Lot 24 facing Northwest



**Plate 18** Ground Conditions of Former Barrie Tanning Company in Lot 24 facing Southeast



**Plate 19** Gravel Drive within Lot 24 Adjacent to High Street facing South



**Plate 20** Paved Area of Former Barrie Tanning Company in Lot 24 facing West

Ministry of Culture

Culture Programs Unit  
Programs and Services Branch  
400 University Avenue, 4<sup>th</sup> floor  
Toronto, ON, M7A 2R9  
Telephone: 416/314-7132  
Facsimile: 416/314-7175  
Email: Jim.Sherratt@ontario.ca

Ministère de la Culture

Unité des programmes culturels  
Direction des programmes et des services  
400, avenue University, 4<sup>e</sup> étage  
Toronto, ON, M7A 2R9  
Téléphone: 416/314-7132  
Télécopieur: 416/314-7175  
Email: Jim.Sherratt@ontario.ca



December 2, 2009

Mr. Michael Henry  
AMICK Consultants Limited  
Lakelands District  
380 Talbot Street P.O. Box 29  
Port McNicoll, Ontario  
L0K 1R0  
Facsimile: 705/534-7855

**RE: Review and Acceptance into the Provincial Register of Reports: Archaeological Assessment Report Entitled, "Report on the 2009 Stage 1 Archaeological Background Research of the Blue Sails Developments, within Lakeshore Drive, Bradford Street, Bunkers Creek & High Street, Part of Lots 24 & 25, Concession 5, Township of Springwater (formerly within Vespra Township), City of Barrie, County of Simcoe," Report Dated April 2009 and Received April 27, 2009, Revised Report Received November 23, 2009. MCL Project Information Form Number P058-461-2009, MCL RIMS Number 43SP298.**

Dear Mr. Henry:

This office has reviewed the above-mentioned report, which has been submitted to this Ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. This review is to ensure that the licensed professional consultant archaeologist has met the terms and conditions of their archaeological licence, that archaeological sites have been identified and documented according to the 1993 technical guidelines set by the Ministry and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario.

As the result of our review, this Ministry accepts the above titled report into the Provincial register of archaeological reports. The report indicates that the subject property has low archaeological potential and, consequently, a Stage 2 assessment is not required. This Ministry concurs with this recommendation.

Given the above, this Ministry is satisfied that concerns for archaeological sites have been met for the area of this development project as depicted by Figure 10 of the above titled report.

I trust this information is of assistance. Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Jim Sherratt  
Archaeology Review Officer  
Eastern Region

cc. Archaeological Licensing Office  
AECOM