

## **REPORT COVER LETTER**

### **Licensee Information:**

Licensee: David J.G. Slattery

Archaeology Licence: P-041

Contact Information: Horizon Archaeology Inc.  
220 Chippewa Street West  
North Bay, ON  
P1B 6G2  
Phone: (705) 474-9864  
Fax: (705) 474-5626  
Email: [slattery@vianet.ca](mailto:slattery@vianet.ca)  
[www.horizonarchaeology.com](http://www.horizonarchaeology.com)

### **Project Information:**

MCL Project Number: P041-166-2012

Project Description: Stage 1 Assessment of the Seymour St. sidewalk and traffic lights,  
City of North Bay, ON

District of Nipissing

### **Proponent Information**

City of North Bay

Contact Person: Mr. Les Ranta, P. Eng. (Senior Civil Engineer)

Contact Info: JL Richards and Associates  
200-175 Progress Road  
North Bay, ON  
P1B 8G4  
Phone (705) 495-7597  
E-mail [lranta@jlrichards.ca](mailto:lranta@jlrichards.ca)

Development Project Designation: Seymour St. Improvements

### **Approval Authority Information:**

Name: Ministry of Transportation

Contact: Project Division

**Regulatory Process: Municipal Class Environmental Assessment Act**

File Number: N/A (pre-submission study)

### **Reporting Information:**

Previous PIF's for Above Development: N/A

Site Record/Update Forms: N/A

Type of Report: Original

Date of Report Filing: August 27, 2012

I the undersigned hereby declare that, to the best of knowledge, the information in this report and submitted in support of this report is complete and accurate in every way, and I am aware of the penalties against providing false information under section 69 of the *Ontario Heritage Act*.

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Licensee

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Date

**August 27, 2012**

**ORIGINAL REPORT**

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT**

**Proposed Seymour Street Improvements, City of North Bay,  
District of Nipissing, ON**

**Submitted to:**

**City of North Bay**

Contact Person: Mr. Les Ranta, P. Eng. (Senior Civil Engineer)

Contact Info: JL Richards and Associates

200-175 Progress Road

North Bay, ON

P1B 8G4

Phone (705) 495-7597

E-mail [lranta@jlrichards.ca](mailto:lranta@jlrichards.ca)

**PIF# P041-166-2011**

**Dr. David J.G. Slattery (License number P041)**

Horizon Archaeology Inc.

220 Chippewa St. W.

North Bay, ON

P1B 6G2

Phone: (705) 474-9864

Fax: (705) 474-5626

E-mail: [slattery@vianet.ca](mailto:slattery@vianet.ca)

## **EXECUTIVE SUMMARY**

This report describes the methodology and results of the Stage 1 Archaeological Assessment of the proposed addition of sidewalks on the S side of Seymour Street from Hwy 11/17 to Wallace Road and the installation of a new set of traffic lights at the intersection of Seymour and Commercial Streets, in the City of North Bay. This study was conducted under Archaeological Consulting License P-041 issued to David J.G. Slattery by the Minister of Tourism, Culture and Sport for the Province of Ontario. This assessment was undertaken in order to recover and assess the cultural heritage value or interest of any archaeological sites within the project boundaries. All work was conducted in conformity with Ontario Ministry of Tourism and Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists (MTCS 2011), and the Ontario Heritage Amendment Act (SO 2005).

Horizon Archaeology Inc. was engaged by the proponent to undertake a Stage 1 Archaeological Assessment of the study area and was granted permission to carry out archaeological fieldwork by Mr. Les Ranta of J.L. Richards and Associates. The study area was subject to Stage 1 property inspection by Dr. Slattery on August 18, 2012 to observe the topography, current land use, evidence of human activity and to collect any available sources of local information concerning its past. All records, documentation, field notes and photographs related to the conduct and findings of these investigations are held at the offices of Horizon Archaeology Inc.

The study area consists of a two lane road exiting E off of Hwy 11/17ea at Seymour and running its length until the intersection at Wallace roads. A review of the available documents (MTCS database, all available local sources (archives, tax records etc...)) and the property inspection identified no archaeological/cultural concerns.

Based upon the information gathered, Horizon Archaeology Inc. is recommending that:

- 1) No further archaeological assessment is recommended for corridors identified in this project.

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## **PROJECT PERSONNEL**

<b>Consulting Archaeologist:</b>	Dr. David J.G. Slattery (P-041)
<b>Report Preparation:</b>	David J.G. Slattery Mr. Roy Summers (Study Area Specific History)
<b>Archival Research</b>	David J.G. Slattery Mr. Roy Summers
<b>Drafting/Mapping</b>	Mr. Roy Summers (originals by proponent)
<b>Photography:</b>	David J.G. Slattery

## **1.0 Project Context**

### **1.1 Objectives**

The objectives of a Stage 1 archaeological assessment, as outlined by the Standards and Guidelines for Consultant Archaeologists (2011), are as follows:

1) To provide information about the property's geography, history, previous archaeological fieldwork and current land condition;

2) To evaluate in detail the property's archaeological potential, which will support recommendations for Stage 2 survey for all or parts of the property; and

3) To recommend appropriate strategies for Stage 2 survey

### **1.2 Development Context**

This report describes the methodology and results of the Stage 1 Archaeological Assessment of the proposed laying of a sidewalk on the S side of Seymour Street from Highway 11/17 to Wallace road and the installation of a set of traffic lights at the intersection of Seymour and Commercial Streets, in the City of North Bay. This study was conducted under Archaeological Consulting License P-041 issued to David J.G. Slattery by the Minister of Tourism, Culture and Sport for the Province of Ontario.

Horizon Archaeology Inc. was engaged by the proponent to undertake a Stage 1 Archaeological Assessment of the study area and was granted permission to carry out archaeological fieldwork by Mr. Les Ranta of J.L. Richards and Associates. The study area was subject to Stage 1 assessment, including an on site inspection and local archival research from August 20-23, 2012.

The proponent, the City of North Bay triggered the assessment under its Class Municipal Environmental Process.

All records, documentation, field notes and photographs related to the conduct and findings of these investigations are held at the office of Horizon Archaeology Inc. in North Bay until such time that they can be transferred to an agency or institution approved by the Ontario Ministry of Tourism, Culture and Sport (MTCS) on behalf of the government and citizens of Ontario.

### **1.3 Historical Context**

#### **1.3.1 Historic Documentation**

Archival research was conducted at the local library.



### **1.3.2 Pre-Contact Period**

#### **Palaeo-Indian (9000-5000 B.C.)**

Glacial retreat in the Nipissing area occurred approximately 11,000 years ago. Little is known of human occupation in the area during this time. The quarrying activities at Sheguiandah and information gained from sites in southern Ontario suggest a reliance on large game hunting. As is the case with later cultural patterns, influence would have been introduced from the south where the ice had retreated much earlier. A possible Palaeo site was excavated by the author in Restoule Provincial Park, southwest of North Bay. While initial verification of the material was supplied by Ken Swayze of Kinikininik (pers. comm.), additional work is required before a definitive interpretation can be given. The recent discoveries made by Western Heritage at the Mackenzie Site (et al.), E of Thunder Bay, may add greatly to our knowledge of the period in northern Ontario.

#### **Shield Archaic (5000-1000 B.C.)**

The Shield Archaic culture, traditionally considered to be derived from more western areas (Wright, 1972) is manifested in NE Ontario in the form of small seasonal/nomadic encampments. While contact with more southerly groups undoubtedly did occur, it is difficult to identify clearly imported influences in this area. Trade/contact along the Ottawa River system can be postulated and is likely, but its intensity and cultural impact is questionable. Hunting and gathering of the available animals, fish and plants provided both food and clothing. The artifact assemblage typically reflects this economy with larger points and scrapers dominating. Native copper artifacts, often a hallmark for site identification, are exotics in a NE context.

#### **Laurel Culture (700 B.C.-A.D. 1000)**

Apparently a natural evolution within a northern context, this period is marked by little change in lifestyle (more highly developed hunter/gathering), and is most clearly defined by the introduction of pottery. This introduction is typically considered to have come from the south rather than being an internal development. Significantly larger numbers of Laurel sites have been found in comparison to those of the earlier period noted above. However, given the rather limited amount of research archaeology conducted in northern Ontario, coupled with the over-representation of CRM driven assessment (modern as versus traditional land-use/exploitation driven), caution must be noted. Yet, the tool assemblage does show the development of more specialized items (awls, net weights, points and scrapers of greater stylistic range and size) which appears to suggest that a wider range of food sources were exploited with a greater result (netting rather than simply harpooning fish, for example). The larger and more varied faunal range identified from Laurel as versus Archaic sites adds to this view; albeit age/preservation issues must form a caution. Still, in the main, the evidence suggests the ability to feed larger populations. The widespread and, apparently, fairly rapid development of a ceramic tradition implies a higher level of contact both within the northern zone and between it and the south.

### **Late Woodland Period (A.D. 800-Contact (17<sup>th</sup> century))**

While essentially an internal evolution, during the Late Woodland Period marked differences can be observed between the cultures of the west and the east within northern Ontario. More clearly defined by the written records from the later explorers and Jesuits, the Eastern Algonquins appear to have more highly developed their relationships with peoples of the Ottawa/St. Lawrence Valley and the Huron. By the dates traditionally used for the Contact Period (mid 16<sup>th</sup> c.), defined trade routes, their jurisdiction and a general political/trade relationship had been clearly formed. Little evidence of a similar situation exists along E-W lines. Pottery, the importation of corn and, perhaps, sacred traditions (dog burials, pipes et al.) all appear to have been heavily influenced from the south with the exception of some aspects of western “Black Duck” traditions evidenced, especially in the early phases, in the pottery. Interestingly, the tool assemblage remains somewhat more traditional and probably reflects little change in the economic base of the area. The distinction between Late Woodland and Contact remains open to interpretation in northern Ontario. While it can be defined by the introduction of trade items, until the establishment of actual trading “posts”, the significance of these items as indicators of actual European cultural influence is limited.

### **1.3.3 Post-Contact (1650-1890)**

By the time of historic contact, two distinct Algonkian groups inhabited northern Ontario. The Cree generally were to be found in the James Bay drainage system and were more in contact with the traders associated with the HBC company operations to the north. The Ojibwa appear to have been resident in the area of this project and continued their traditional N-S orientation in terms of trade. Their relationships with especially the Huron, but also others within the Ottawa Valley drainage shed led to a primary trading relationship with the French. This operation lasted until the Fall of Quebec in 1759. The period between then and the major influx of Europeans at the end of the 19<sup>th</sup> century saw the area as a backwater compared to activities further south. Trade continued, often under the direction of independents (Fort Laronde). HBC presence is documented at Mattawa House to the east while the Sturgeon River Post operated west of the area.

### **1.3.3 Study Area Specific History**

Significant levels of European settlement in the area were first linked to the completion of the colonization road from Nipissing Junction to “the North Bay” by 1881. This road was to continue northward towards Lake Temiskaming. Previously, almost all traffic flowed from the east up the Ottawa Valley. This was the old explorer/voyageur route, the line of a proposed northern east-west artery to avoid American intervention as witnessed by the War of 1812, the route of the proposed shipping canal from Ottawa to Georgian Bay and ultimately the Trans-Canada Highway. It was only in 1895 that a passable road route linking Toronto to North Bay was complete.

Survey maps from 1882 and 1908 show a colonization road from the south running northward to the junction of Wallace Road and Seymour Streets. A spur of it followed Wallace Road to the Milne Lumber Company property on the west shoreline of Trout Lake. At the intersection of Wallace and Seymour Street a branch headed west down Seymour, crossing at the intersection of Seymour and Hwy 11/17 before linking up with Franklin Street. It continued as one of the main arteries into the City. These maps also show a rail spur running along the N side of Seymour Street. The line is still in use as the main line through the City and the site of its public terminal.

An aerial photograph from 1929 shows no evidence of development along the stretch of either the colonization road or the rail line in the areas which form the subject property.

The city of North Bay owes its foundation to the arrival of the Canadian Pacific Railway in 1882. At that time, its location, at the crossroads of N-S and E-W traffic inspired Mr. John Ferguson to found the community. In 1902 North Bay became the southern terminus of the Temiskaming and Northern Ontario Railway (T & NO). As such it prospered greatly from the discoveries of gold and silver in the Tri-Towns. The railway, coupled with a strong mining supply sector forms the non-governmental economic base for the City to this day.

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Until recently, with the abandonment of the colonization road, the subject property area was wetland with small bedrock outcrops which have been blasted through for the road and the top soils removed for the building of the adjacent businesses. Ferguson's original interests lay in the west end of town. Here, even today, large stone and brick houses are common. The east end, nearest the project location, became developed with working class and lower income housing during the 1930's.

### **1.3.5 Summary of Historical Contents**

The evidence is clear that by at least Archaic Period the Lake Nipissing area had developed contacts with the peoples to the south. During the Late Woodland Period, if not earlier, trade and political connections had been made with the Huron. With the arrival of Europeans this trade, with its complex traditional political and cultural structure already well established, was simply adapted to accommodate the needs of the Fur Trade. Whereas trade had been corn in exchange for furs for clothing, now the furs were destined for the European market. Development in the area only really began once the railway reached North Bay in 1882. It, coupled with the discovery of gold and silver further north, resulted in the City's prosperity. Until recently, the subject property was a wetland with intermittent bedrock outcrops which has since been developed for local retail

business. No evidence related to early Historic activity can be noted on the subject property.

## **1.4 Archaeological Context**

### **1.4.1 Current Conditions**

The project area is located within the southern limits of the City of North Bay (map 2). The study area consists of an existing paved road which will require a slightly larger project footprint than is currently the case to accommodate the sidewalk.

Currently the area is heavily built up by retail businesses. Evidence remains, in the form of a nearby drainage pond, culverts and remaining low lying and wet areas, that prior to this development the entire area was a wetland. While pockets of drier conditions may have once been present, they have been destroyed by modern construction. Evidence of blasting of the bed rock to accommodate the road alignment is also visible. Most of the project area is either covered in tarmac or has been repeatedly excavated for business development.

### **1.4.2 Physiography**

The property area is located on the Canadian Shield, which is composed of gneiss and granite bedrock dating to the late Precambrian Age. The topography varies from Algonquin highlands to rocky knolls and ridges. Soils tend to be thin and acidic. In the case of the subject property, wetlands dominated the area prior to its development. Drainage in the area is poor and can be evidenced by a small wetland area S of the project area. This wetland was created by the alteration of the natural drainage pattern during construction of the highway and adjacent businesses. Both conifers and hardwoods dominate the area.

### **1.4.3 Previous Archaeological Assessments**

No archaeological assessments are known for this property or properties immediately adjacent to the development zone.

### **1.4.4 Registered Archaeological Sites**

A request of the MTC data base yielded no reference to any archaeological sites within a 1 kilometre radius of the property.

## **2. FIELD METHODS**

Stage 1 assessment did not include field work. Aside from the review of the available literature,

the assessment only included a property inspection to assess the topography and to establish the areas which may have been too badly disturbed to still potentially contain cultural values. This information was used to determine what survey strategies would be appropriate for a Stage 2 assessment, should it be required.

The inspection systematically covered the entire area of the proposed development. No restrictions were placed on the work. The maps and plans contained in this report represent the best available and reflect those which will be used in the proponent's application.

### **3. ANALYSIS AND CONCLUSIONS**

#### **3.1 Archaeological Potential**

A number of factors are employed in determining archaeological potential. Criteria for pre-contact archaeological potential are focussed on physiographic variables that include distance from the nearest source of water; the nature of that source; distinguishing features in the landscape (eg. ridges, knolls, eskers, wetlands); the types of soils found within the area of the assessment and resource availability. Also considered are known archaeological sites within or in the vicinity of the study area. Amongst other sources, land registry records, assessment rolls, census, historic maps and aerial photographs as well as a property inspection all assist in determining historic archaeological potential. Additionally, the proximity to historic transportation corridors such as roads, rail and water courses also affect the historic archaeological potential.

Based upon the factors noted above, the subject property appears to have low potential for cultural values. Primarily, the soils are poorly drained and the terrain is former wetland. None of the landscape features noted in the previous paragraph pertain to this property to suggest any areas of high potential. Additionally, all of the area has been disturbed by modern activity. Either the construction of the street or the adjacent business developments have destroyed any archaeological potential. The only existing nearby water source, the wetland adjacent to it, is a recent phenomenon caused by the alteration of the natural drainage pattern by modern construction.

#### **3.2 Conclusions**

Based upon these findings, the entire project area property been totally disturbed by modern activities.

### **4. Recommendations**

Based upon the background research and the results of the property inspection, no portions of the project area are considered to have archaeological potential. The Stage 1 assessment investigation has provided the basis for the following recommendations:

- 1) No further archaeological assessment is recommended for the project corridors.

## **5. Guidance on Compliance with Legislation**

This report is filed with the Minister of Culture as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990,c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matter relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Section 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 fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.

Should previously unknown or deeply buried archaeological resources be uncovered during development, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The Proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act.

The Cemeteries Act, R.S.O. 1990 c. C.4 and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the Ontario heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.

### **Bibliography and Sources (oral)**

Ellis, Christopher, Ian Kenyon and Michael Spence; The Archaic. In *The Archaeology of Southern Ontario to A.D. 1650*, Edited by C. Ellis and N. Ferris, pp. 65-124. Occasional Publications of the London Chapter of the Ontario Archaeological Society, London, 1990

Wright, J.V., *Ontario Pre-History*, Museum of Man, Ottawa, 1972



Image 1: Intersection of Seymour and the Bypass (Hwy 11/17) facing SE



Image 2: Wetland Area on S side of Seymour Street facing E





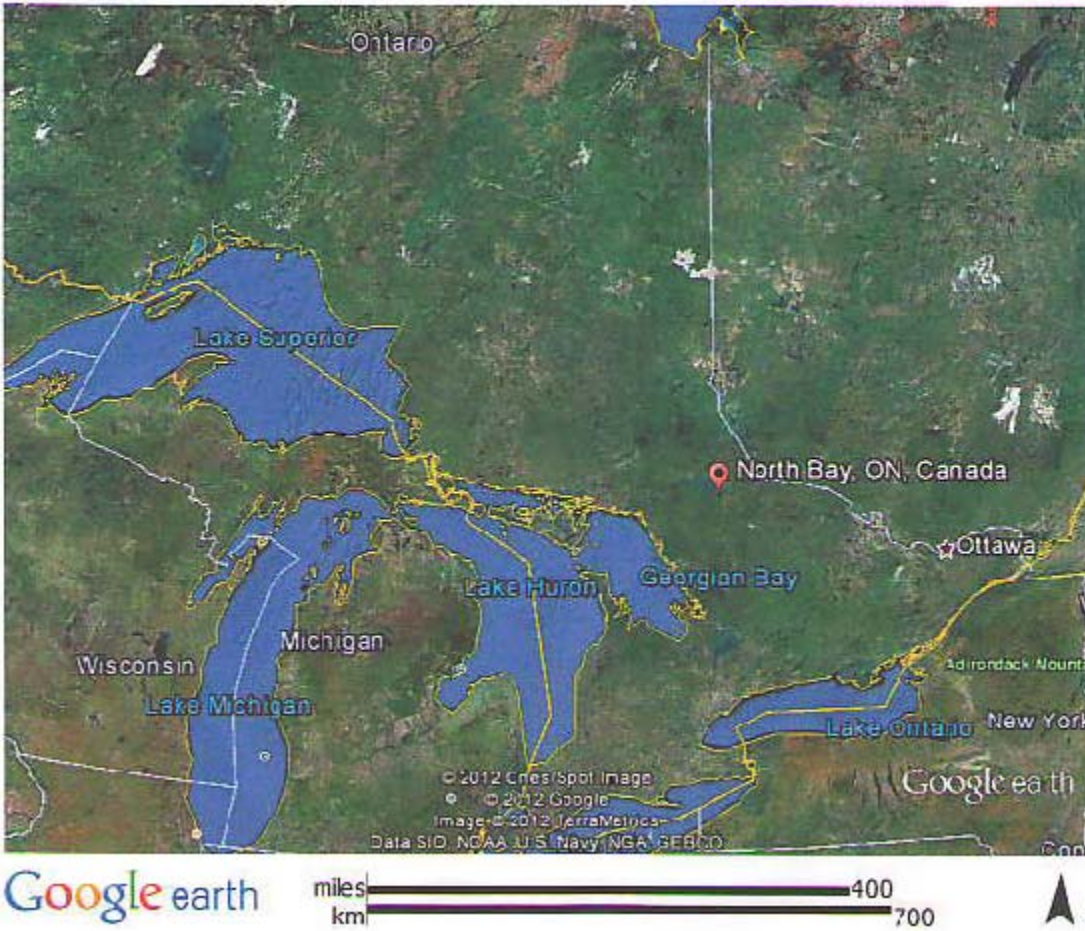
Image 3: Wetland S of Seymour Street facing E



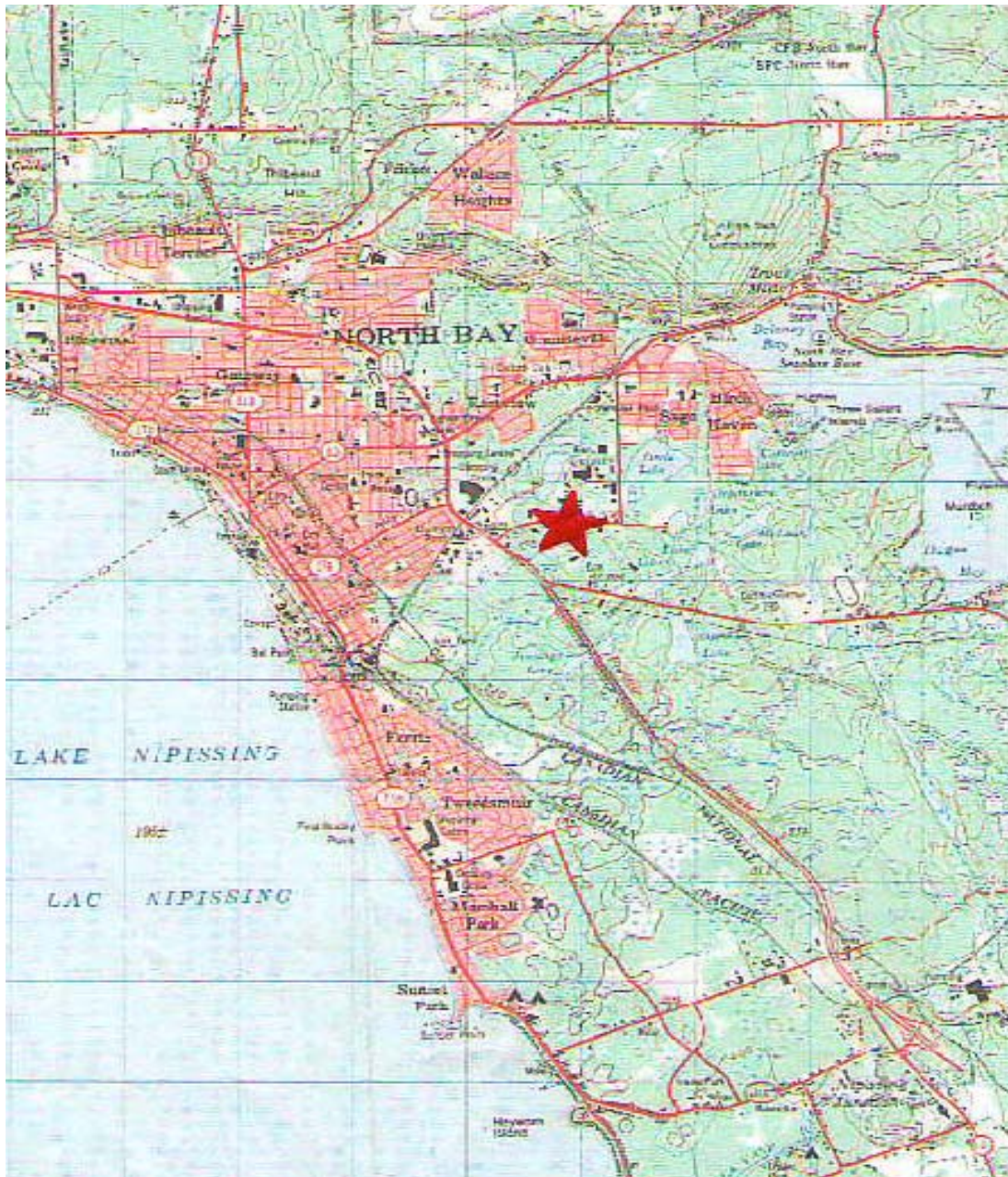
Image 4: Intersection of Seymour and Commercial (Site of Proposed Signal Lights) facing NNE



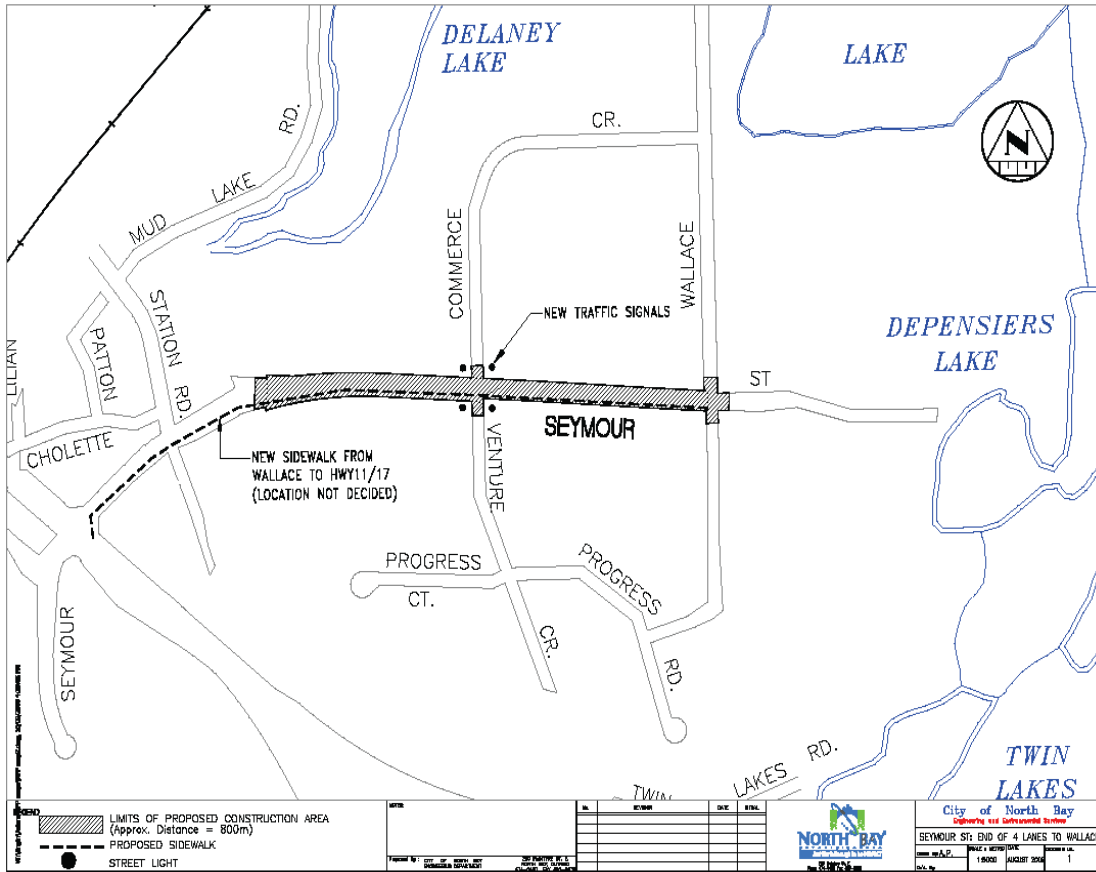
Image 5: View of Seymour Street from Location of Proposed Signal Lights to Wallace Road Intersection facing ESE



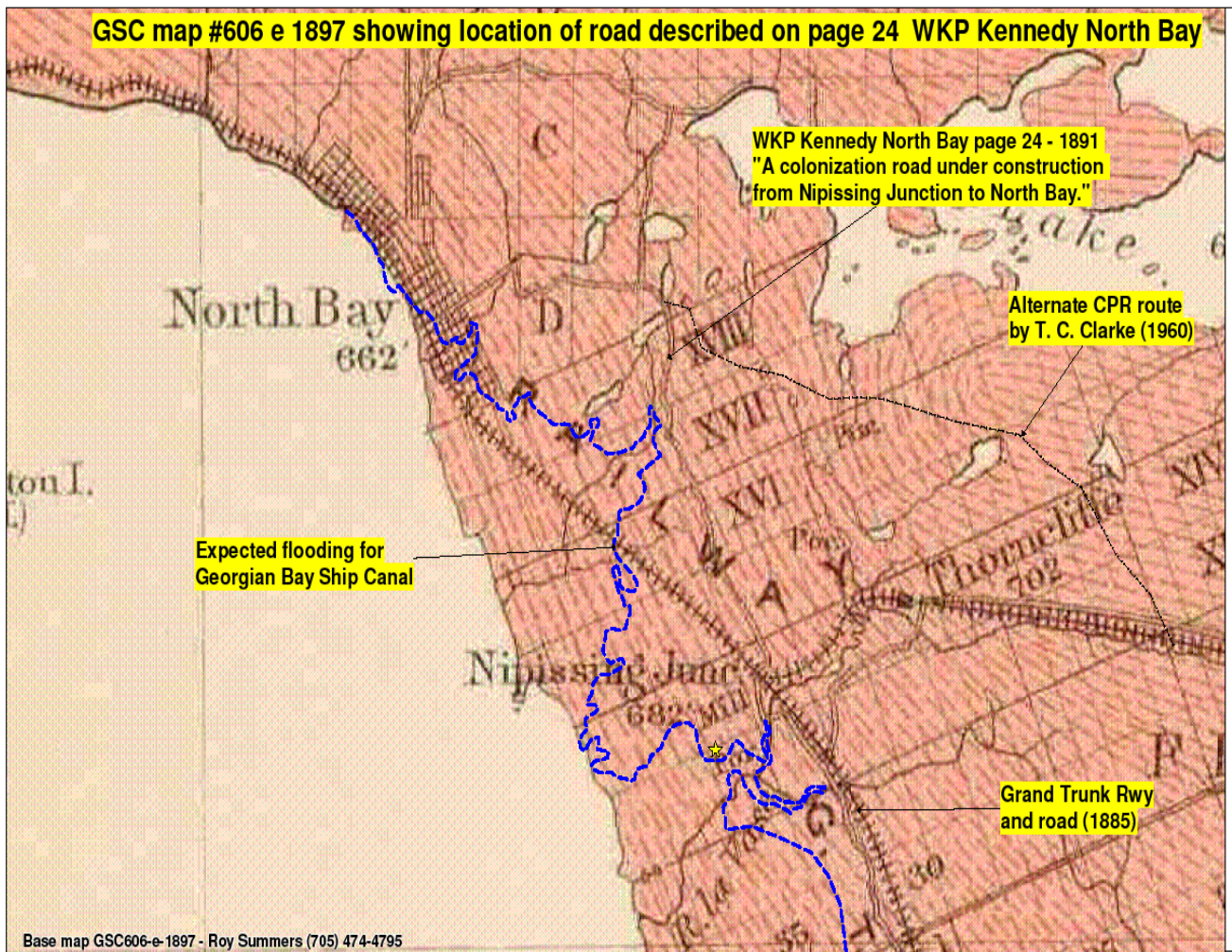
Map 1: Location of the City of North Bay



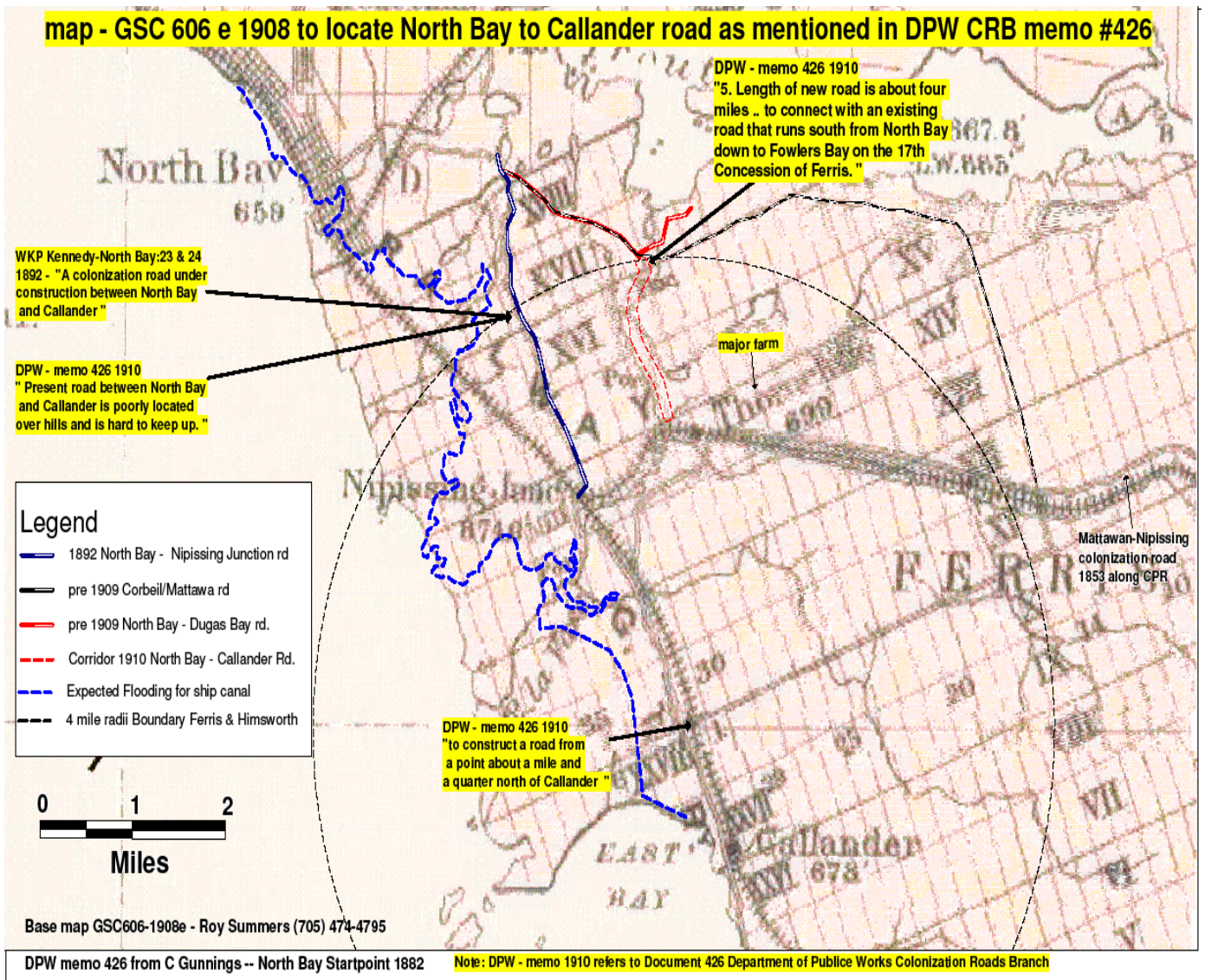
Map 2: North Bay and the Project Location (NTS 31 1/6)



Map 3: Project Area (supplied by Proponent)



Map 4: 1897 Map Showing Colonization Road built in 1891 and later known as Seymour Street and Wallace Road



Map 6: 1882 Map Showing Colonization Roads Including Seymour and Wallace and Rail Line





Map 6: Aerial Photo from 1921 showing Project Area (note no signs of development)