

Stage 1 Archaeological Assessment of 2238, 2252, 2264, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue (Part of Lots 50, 51 and 52, Registered Plan 287 and Lot 27, Block B and Part of Block A, Registered Plan 790), City of Toronto, Ontario

Original Report

Prepared for:

Choice Properties Limited Partnership

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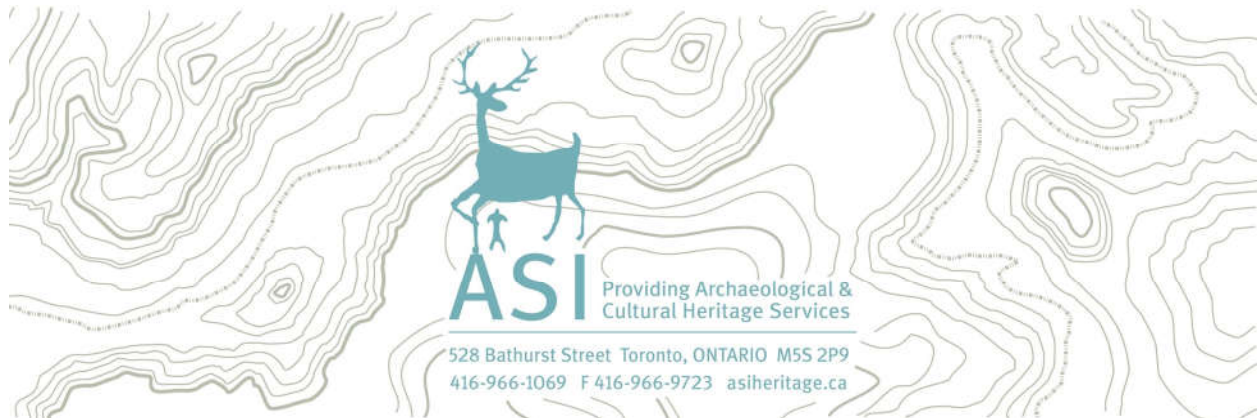
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30 June 2022



Executive Summary

The Stage 1 Archaeological Resource Assessment of 2238, 2252, 2264, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue in the City of Toronto has been carried out in advance of an application for its proposed redevelopment. 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 significant 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

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1.0 Project Context

Archaeological Services Inc. was retained by Choice Properties Limited Partnership to undertake a Stage 1 Archaeological Assessment of 2238, 2252, 2264, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue, near the southeast corner of Bloor Street West and Dundas Street West, in the City of Toronto (Figure 1). The subject property encompasses approximately 4.33 hectares.

1.1 Development Context

The City of Toronto Archaeological Management Plan (see Archaeological Services Inc., et alia 2004) identifies portions of the subject property as exhibiting archaeological potential. This assessment, required as a condition of rezoning and site plan applications, was conducted under the project management and direction of David Robertson (Project Information Form P372-0202-2022). It should be noted that a Stage 1 archaeological assessment of the 2238, 2252 and 2280 Dundas Street West portions of the subject property, together with additional lands at 1515 Bloor Street West, was completed in 2017-2018 (Archaeological Services Inc., 2018). The report on that study was accepted into the Ontario Public Register of Archaeological Reports in January 2019. The present report reflects changes to the original proposed redevelopment plan, with the exclusion of the 1515 Bloor West lands and addition of 2288 Dundas West.

All work was conducted as required by the City and the 2011 *Standards and Guidelines for Consultant Archaeologists* (Ministry of Tourism and Culture [now Heritage, Sport, Tourism and Culture Industries], 2011).

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 June 6, 2022.



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 13,000 years before present (BP). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz, 1988) and populations now occupied less extensive territories (Ellis and Deller, 1990).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of 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 being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et alia, 1990; Ellis et alia, 2009; Brown, 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2500 BP and exchange and interaction networks broaden at this time (Spence et alia, 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al., 1990:155, 164). By 1500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2300 BP — 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 retreated to interior



camp 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 1,000 BP, lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (CE), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still the norm (Williamson, 1990:317). By 1300-1450 CE, this episodic community disintegration was no longer the norm and populations now communally occupied sites throughout the year (Dodd et al., 1990:343). Within the Toronto area, these communities represent the ancestors of the Huron-Wendat. From 1450-1649 CE this process continued with the coalescence of these small villages 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 First Nations, as described historically by the French and English explorers who first visited southern Ontario, was 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 tribes. The term “Neutral” is an artifact of the European explorers, a name which poorly describes their position vis a vis surrounding Iroquoian and Algonquian peoples. Moreover, it implies a



level of political unity equivalent to the Wendat or Haudenosaunee confederacies, which may be inaccurate.

In the 1640s, the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nippissing and Odawa) led to the dispersal of the Huron-Wendat and then the Neutral. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s however, the Algonquian-speaking Anishinaabeg groups, such as the Mississaugas were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.

1.2.2 Post-Contact Settlement

The Toronto Purchase

Immediately following British hegemony in the Canadas at the conclusion of the Seven Years War, settlement in the Toronto area was limited even though its potential to serve as an effective link in the transportation and communications network associated with the fur trade was widely recognized (Careless, 1984:10). At the conclusion of the American War of Independence (1774-1783), however, the British were forced to recognize the emergence of a new political frontier which had to be maintained by a strong military presence. In addition, a number of British Loyalists travelled north in order to remain within British territory. Many of them were eventually given land grants by the Crown partly in exchange for their loyalty and partly as compensation for their estates, which had been confiscated in the Colonies. These developments led the colonial government to enter into negotiations with them for purchase of tracts of land from the Mississaugas, who they recognized as the “owners” of the north shore of Lake Ontario.

The Toronto Purchase (Treaty #13) was made between the Crown and the Mississaugas on September 23, 1787, and then renegotiated on August 1, 1805. The main purpose of the treaty was to secure access to communication routes



and posts along the shore of Lake Ontario and to connect Niagara and Kingston (Surtees 1984:60), leading to the creation of twelve townships. However, the 1787 agreement had many inconsistencies. To begin with, the September 23, 1787 surrender document did not describe the physical boundaries of the treaty or the quantity of land surrendered, nor did the body of the document name the Chiefs of the bands with whom the surrender was negotiated. At the end of the document, the names of three Chiefs, Wabakinine, Neace, and Pakquan, together with their dodems, appear on slips of paper that had been attached to the document, suggesting that this was not the document that the Mississauga representatives were presented during negotiations (Surtees, 1984:62).

In light of these inconsistencies, the Crown, as represented by William Claus, Deputy Superintendent of Indian Affairs approached the Mississaugas in 1805 with the intent of identifying the land in question and formally purchasing it from them. The formal deed of surrender confirming the Toronto purchase was drawn up and executed on August 1, 1805, the date that the surrender of the Mississauga tract was negotiated. In addition to confirming the 1787 transaction made with Sir John Johnson, the deed included a detailed legal description of the boundaries of the surrendered parcel. However, the revised boundaries of the 1805 purchase appear to be significantly larger than the original description of the lands. Due to the inconsistencies between the 1787 and 1805 treaties and the fact that the Crown did not disclose to the Mississaugas in 1805 that the previous treaty was invalid, this treaty was subject to a specific claims process – ultimately leading to a settlement in 2010 between the Federal government and the Mississaugas of the Credit First Nation (Mississaugas of the Credit First Nation, 2017).

Establishing the Township of York

The first European settlement of Toronto was very much a continuation of patterns that had been established at least 100 years earlier, when the Huron and Seneca regarded the area as a pivotal “Carrying Place.” Although the French had established a modest presence at Toronto in the early 1700s, competition with the British for control of the fur trade led to the foundation, in 1751, of Fort Rouillé. After a string of defeats at the hands of the British during the Seven Years



War (1756-1763), the French burned and abandoned Fort Rouillé in 1759 (Careless 1984). Immediately following British hegemony in the Canadas at the conclusion of the Seven Years War, settlement in the Toronto area was limited even though its' potential to serve as an effective link in the transportation and communications network associated with the fur trade was widely recognized (Careless 1984). The substantial trading post established by Jean Baptiste Rousseau at the mouth of the Humber was a notable exception to this.

At the conclusion of the American War of Independence (1774-1783), the British were forced to recognize the emergence of a new political frontier that had to be maintained by a strong military presence. In addition, a number of British Loyalists traveled north in order to remain within British territory. Many of them were eventually given land grants by the Crown partly in exchange for their loyalty and partly as compensation for their estates that had been confiscated in the Colonies.

The first township survey was undertaken by Augustus Jones in 1791, when the base line was established. The name proposed for this tract of land was "Dublin Township." Two surveys for a town plot at Toronto had been made by Gother Mann and Alexander Aitkin as early as 1788. These plans were not used, and a new survey for the Town of York was undertaken by Alexander Aitkin in the summer of 1793. This plan consisted of just ten blocks, bounded by George, Adelaide, Parliament and Front streets. By the summer of 1797, the survey of the town had been enlarged and included land as far north as Lot (Queen) Street, and westward to Peter Street (Firth 1962:11, 21; Winearls 1991:591).

The town and township were re-named 'York' by Lieutenant-Governor John Graves Simcoe in 1792, either after the County of Yorkshire in England, or as a compliment to Prince Frederick, who was then the Duke of York (Gardiner 1899:216-217). Family tradition relates that the name was suggested by Captain John Denison, a brewer in the town, who is said to have told Simcoe that "No Yorkshireman would live in a place called Dublin." The name of the town reverted back to 'Toronto' when the settlement was elevated to the status of a city in 1834 (Martyn 1978:28-30).



The town and township comprised part of the East Riding of York in the Home District which, between 1792 and 1800, was administered from Niagara. Plans were unofficially forwarded for York to be the capital of Upper Canada in the winter of 1796 and in February 1798 it was selected as the “seat of Government on mature deliberation” by the Duke of Portland (Firth 1962:24, 47). On January 1, 1800, the Home District was elevated into a separate administrative district from Niagara. Following the abolition of the districts in 1849, the Home District was succeeded by the United Counties of York, Peel and Ontario in 1850. Ontario and Peel were elevated to separate county status in 1851-1852 (Armstrong 1985a:143).

In its first 30 years, York Township, as differentiated from the town, was a rolling and well wooded countryside. The centre of the township was the intersection of present-day Yonge Street and Eglinton Avenue or Eglinton Village. Eglinton Avenue, which was surveyed as the township’s baseline, was at that time known as Baseline Road. The population of the Township increased steadily during the nineteenth century. In 1797, for instance, the total number of inhabitants “of Yonge Street” was estimated at 86 persons (i.e., 52 males and 34 females.) Within the space of one decade, the Township proper contained 502 men, women, children and “servants.” At the outbreak of the War of 1812, York Township contained 756 inhabitants, and by 1823 this number had increased to 1,909 residents. In 1837, the population had reached 4,320, and by 1842 this number had increased again to 5,720 and by 1850 the population stood at 8,872 (Walton 1837:189; Smith 1846:335; Smith 1851:43; Mosser 1984:6, 93, 156).

1.2.3 The Nineteenth-and Twentieth-Century Development of the Subject Property

The subject property originally formed parts of Lot 33 and 34, Concession 1 From the Bay (FTB) in York Township. Following this, portions of the subject property were subdivided by Registered Plan 271. Finally, the subject property lands were reorganized again under Registered Plan 790. This property was converted to Land Titles Qualified in January 2003 and forms PINs 21332-0040, 21332-0041, and 21332-0042.



Village of Brockton

The subject property was originally located within the village of Brockton, which was bounded by Dufferin Street to the east and Roncesvalles/Dundas Street to the west, Bloor Street West to the north and Parkdale and Queen Street to the south.

The Brockton area was first settled by Irish immigrants fleeing the Irish potato famines of the 1840s, who worked at local factories.

The village of Brockton was originally known as “Denison Terrace” and later as “Lippincott.” The first post office was established there on June 1, 1855, with John Henderson appointed as the first postmaster. Brockton was developed on some of the land owned by the Denison family, which explains the alternate names for the community. In December 1865, the name was changed to Brockton, undoubtedly in honour of Captain James Brock of the 49th Regiment, a cousin of Major General Sir Isaac Brock. James Brock owned a large amount of land in the Military Reserve which was commonly known as “Brock’s Land” during the first half of the nineteenth century. This tract was sold by Brock to James Fitzgibbon in 1821, and then sold by his widow to a group of investors in 1850. Some of the earliest subdivision plans for Brockton were laid out by John Tully in 1856, 1859 and 1865 for Robert and Walter O’Hara and Samuel Wood, including those lands comprising the subject property (Registered Plans 170, 187, 256 and 276).

In 1851, a visitor noted that once you reached the third mile post on Dundas Street, you would pass by three taverns and a tollgate, “and immediately beyond the toll-gate a village has been lately laid out, called ‘Brockton’... and lots are staked off ready for purchasers.” It was judged to be a healthy and pleasant site for summer residences, if it were not for the disadvantages presented by the tollgate (Smith, 1851:15). The village was bisected by the rail lines of both the Grand Trunk and Northern railway companies. Brockton contained a rope factory and several stores, and its population had reached 250 inhabitants by 1873 (Crossby, 1873:48). In 1881, Brockton was incorporated as a village, and was annexed by the City of Toronto in 1884.



Lots 33 and 34 Concession 1 From the Bay (FTB)

Lots 33 and 34 in the 1st Concession (FTB) were farm or township lots, which were first patented by Major David Shank (Schank) on April 21, 1797 (Lot 33) and on Dec. 31, 1798. The patents for these two lots were consolidated and issued to Lieutenant-Colonel David Shank under one single patent on May 27, 1799 (York Patent Plan T2539; Abstract Index to Deeds, Lots 33 and 34 Con. 1 FTB).

Shank (b. ca. 1747) was a native of Scotland who joined the British army and was sent to Virginia as a lieutenant in Dunmore's Corp of Loyalists in 1776. He was transferred as a lieutenant to the 1st American or Queen's Rangers under Simcoe in March 1777, and he saw action in a number of Revolutionary War battles such as Long Island (August 1776), Brandywine (September 1777), Germantown (October 1777) and Monmouth. Shank also served under General Howe and Sir Henry Clinton. He was promoted to a captaincy in the Queen's Rangers Dragoons. He became a prisoner of war at Yorktown in 1781 and was paroled and returned to England where he remained on half pay until 1792. Shank then accompanied the newly formed Queen's Rangers to Upper Canada and was promoted to the rank of major in 1794, and lieutenant-colonel in 1798. Shank resided at Niagara and in the Town of York between 1792 and 1796. He was left in charge of the forces in Upper Canada upon Simcoe's departure in 1796, and Shank himself returned to England in 1799. He was engaged in the recruitment of men to serve in the Canadian Regiment of Fencible Infantry after 1800 and returned to Lower Canada with that corps where he was stationed until after the War of 1812. Although he was recognized as having a "respectable character" and was an "old officer," he also possessed an "easiness of temper" which rendered him unfit for the "interior economy of regimental service." His superiors felt that he needed to display more "firmness and discipline" with his new corps, and his practices with issuing pay and clothing to his men needed improvement. As a result, he was promoted through the ranks which removed him from his regular regimental duties. He became a colonel in 1808, a major-general in 1811, and lieutenant-general in 1821. He sold his house and chattels in Quebec when the Fencibles were disbanded in 1816 and returned to England. He died in Glasgow on October 16, 1830. He was married to Cecilia (1757-1842), the daughter of William and



Mary (Stewart) Couper (later changed to “Cooper”) of Smethston and Failford, Stirling, Scotland (Urban, 1831: 177; Morgan, 1862: 121-122; Burke, 1871: 278).

Lots 33 and 34 remained in the possession of Shank until his death, after which they were inherited by his widow, Cecilia Shank, who was then a resident of Glasgow. In November 1839, the widow Shank sold these lots to the Hon. George Crookshank (Old York Memorial deeds #17048).

Crookshank (b. July 1773) was a native of New York City and the son of George and Catherine (Norris) Crookshank. His father was a native of the Orkney Islands, who had become the captain and owner of a merchantman sailing out of New York prior to the American Revolutionary War. The family settled in New Brunswick as Loyalists in the 1780s, but Crookshank moved to Upper Canada in 1796 with his sister and brother-in-law, John McGill, who had been appointed to serve as the commissary general of Upper Canada. Crookshank continued to work in the commissary department until after the end of the War of 1812. He temporarily served as the Receiver General of Upper Canada but was appointed to the Legislative Council in 1821. He retained his council seat until 1841. Crookshank served on various committees and public commissions during the 1810s and 1820s and was a director and president of the Bank of Upper Canada in the mid-1820s. He was a director of the Lake Huron Railroad in 1837. Crookshank was married to Sarah Susanna (Susan) Lambert at New York in July 1821, and they raised a family of three children. As Crookshank’s health began to decline, his sister-in-law, Julia Maria Lambert, moved to Toronto in order assist him with the daily operations of his household. He died in Toronto on July 21, 1859, leaving an estate composed of real estate and other assets valued at £40,986 (Armstrong, 1985b:191-192).

In January 1840, Crookshank sold Lot 33 to Walter O’Hara for £1,000. In March 1840, O’Hara purchased the adjoining Lot 34 (Old York Memorial deeds #17049 and 17157).

O’Hara (b. ca. 1788 or 1789) was a native of County Fermanagh, Ireland, and the son of Robert and Fanny (Taylor) O’Hara. O’Hara studied law in Dublin before entering the British army in 1808. He served in the 91st and 47th Regiments of Foot, as well as in the 7th Caçadores and 1st Line Regiment of Foot. O’Hara saw



action in Spain and Portugal during the Napoleonic Wars and was twice wounded and decorated. O'Hara returned to England where he was married to Marian Murray in 1822, and they raised a family of eight children (three sons and five daughters). O'Hara immigrated to Upper Canada in 1826 and was appointed to serve as the Assistant Adjutant of Militia with the rank of colonel in June 1827. He resided in Toronto during the 1830s with his wife and family on Lot Street West. O'Hara took part in defending the province during the Upper Canada Rebellion of 1837. He anticipated being promoted to the rank of Adjutant of Militia, and he also requested a seat on the Legislative Council in 1839 but this was denied. Between 1841 and 1846 the O'Hara family resided in Kingston, before returning to Toronto. In 1846, the family took up residency in a house called "West Lodge" near the intersection of Queen and Lansdowne. The 1846 directory listed his address as the "Lake Road, west of the tollgate." O'Hara acquired approximately 400 acres (161 ha) of land in the vicinity of Brockton and Parkdale. He was described in the 1851 and 1861 census returns as a farmer. O'Hara subdivided portions of this estate, and streets were named in honour of his family, or after places where he had seen action in Europe (i.e., Roncesvalles, Sorauren, and Alhambra) O'Hara retired and spent his time riding, hunting and entertaining, and he was described as being a "chivalrous, high-spirited, warm-hearted gentleman." His honorary titles included "Lieutenant Colonel, Knight of the Tower and Sword." The family appears to have moved to the downtown, residing on Esther Street (1872) and on Sherbourne Street in 1873-74. O'Hara died at his home in Toronto on Jan. 13, 1874 (1837 *Directory*; 1846 *Directory*; 1851 York Census, division 1:59; 1861 York Census, division 3:73; 1871 Toronto Census, St. David's Ward, division C3:23; 1872 *Directory*:137; 1873 *Directory*:229; 1874 *Directory*:290; *Tamworth Herald*, Feb. 21, 1874; *Toronto Globe*, Jan. 14, 1874; Mainer, 1972:557).

O'Hara's Plans of Subdivision

O'Hara had part of his land surveyed into a plan of subdivision (Plan 170) in September 1856. This plan was subsequently modified (amended) as Registered Plan 187 in December of the same year. O'Hara sold the first lots under this plan in January 1859. Another plan of subdivision (Registered Plan 250) was laid out on the O'Hara land in February 1859. It was located at the south-east corner of Bloor and Dundas and measured "3 chains and 75 links" along the south side of Bloor by



“30 chains” on the east side of Dundas (247.5 x 1,980 feet or 75.4 x 603.5 m). The first lands were sold under this plan in October 1860 (Plan 170, Plan 187, Plan 250; Old York Memorial deeds #76650, 80731).

In August 1865 the plans of subdivision for this property were amended again, by Registered Plan 276 (Brockton). A number of smaller Villa Lots were created (Lots 73-86) within a plan laid out by John Tully (PLS) for O’Hara (Plan 276).

Lot 50 Registered Plan 287

That part of the subject property that fell within Lot 50 constitutes a strip of land less than one metre wide along the north edge of the property and is not treated in detail herein, beyond noting that Walter O’Hara first sold the property to John Woods, a grocer and market gardener, in June 1868 and that the majority of the lands were acquired by the Ontario & Quebec Railway in 1905 before being incorporated into a Canadian Pacific Railway yard that was developed on the site. For the full land use history of Lot 50, see Archaeological Services Inc. (2018:5-7).

Lot 51 Registered Plan 287

In June 1868, Walter O’Hara sold this lot and other lands to Richard Guthray for \$621.58 (City deeds #218).

Guthray (or Guthrie, b. ca. 1834) was a native of Ireland, and a gardener by profession. He and his wife Margaret (b. USA, ca. 1837) raised a family of at least eleven children (5 sons, 6 daughters) who were born in Ontario between ca. 1858 and 1886. The family belonged to the Church of England. Census records show that the family resided in Brockton in 1881, and the household included a garden labourer or farm labourer in 1881 and 1891. By the 1920s, the family had moved to Westmoreland Avenue in Toronto. Guthray, who was predeceased by his wife, died as the result of pneumonia on Jan. 13, 1924, and was interred at St. James’ Cemetery (1871 York West Census, division C4:36; 1881 York West/Brockton Census:2-3; 1891 West York Census, St. Mark’s Ward, division D4:17; Ontario Vital Statistics, death registration #1193/1924).



In June 1877, Guthray entered into an agreement of purchase and sale for a narrow strip of land along the east end of this lot, which was purchased by the Credit Valley Railway in April 1879 for \$360 (City deeds #8195, 10391).

In March 1894, Guthray mortgaged this land in favour of the Farmer's Loan and Savings Company for \$5,500. Payments fell into default, and Farmer's Loan and Savings sold this land to Harvey Napoleon Austin in August 1899 for \$4,500 (City deeds #10076F, 24292E).

Austin (b. Mar. 9, 1838) was a native of Upper Canada and the son of Henry and Mary Jane (Ross) Austin. Harvey studied medicine, and served as a surgeon in Price's Division, Confederate States Army, during the American Civil War. He resided in Pine Bluff, Arkansas, after the end of the war, and later settled in Toronto as a widower during the 1890s. He was married on July 19, 1893, at Cornwall, Ontario, to Hannah Strickland (b. Yorkshire, England, 1853). She was the daughter of Emmanuel and Agnes (Harding) Strickland. They resided for several years at 72 Howard Street in Toronto. Hannah died as the result of a "malignant disease" on Sept. 26, 1901. Harvey was then married for a third time on Oct. 15, 1906, to Ninon Lavinia Sullivan (b. 1878). The Austins moved to the United States shortly thereafter, and settled at Asheville, Buncombe Co., North Carolina. Austin died there as the result of "ademo carcinoma" on April 20, 1910. He was interred in the Riverside Cemetery at Asheville. There were no surviving children from any of Dr. Austin's marriages. Dr. Austin left an estate valued at approximately \$27,000 at the time of his death. Under the terms of his will, his widow received an annuity and bequests were made to his nephew, his sister, a "friend" in Toronto, and also to Grace Church on Elm Street in Toronto. The estate was tied up in litigation while the validity of the bequest made to the nephew was being determined in the surrogate court (Ontario Vital Statistics, marriage registrations #11827/1893 and 3450/1906; Ontario Vital Statistics, death registrations #3611/1901; 1900 Toronto *Directory*:284; North Carolina Vital Statistics, death registration #136/1910; Austin tombstone inscription, Riverside Cemetery).

Austin sold this land in October 1899 to William Lightfoot for \$6,500 (City deeds #24570F). Lightfoot (b. Mar. 25, 1836) was a native of Thorverton, Devonshire, England who settled in Toronto in 1874. Directories list him as a market gardener



and a partner in the family business S. Lightfoot & Son, market gardeners. They occupied stalls 8-10 at St. Lawrence Market. Lightfoot and his wife Sarah (nee, Elston, 1833-Feb. 28, 1898) resided at 245 Roncesvalles during the 1890s. By the turn of the last century, William was a widower. Two of his sons (Thomas, b. 1864 and Arthur, b. 1880) resided with him at his Dundas Street residence. The family belonged to the Presbyterian Church. Lightfoot died as the result of uremia caused by an enlarged prostate on May 6, 1909. He was interred in his family plot at Mount Pleasant Cemetery (1899 *Directory*:618; 1901 West York Census, division G26, Ward 6:3; Ontario Vital Statistics, death registration #2827/1909; Mount Pleasant Burial Register 1909:25 entry #24895; Lightfoot family tombstone, Mount Pleasant).

In November 1904, Lightfoot sold a narrow strip of land, ten feet in width (3.048 m) to the Ontario and Quebec Railway Co. for \$250. In August 1905, Lightfoot sold the remainder of this lot to Robert Laidlaw for \$1,000. In October of the same year, a railroad plan was registered on title between the Canadian Pacific Railway and the Laidlaw Lumber Co. Ltd. (City deeds #20129J, 32309F, Railway Plan #105).

Laidlaw (b. May 17, 1837) was a native of Milton and the son of Walter and Margaret (Robinson) Laidlaw. Laidlaw established his lumber company in 1867, and he was described in census and other records as being a lumber merchant. He was married in 1874 to Jessie Cameron (b. Scotland, Feb. 12, 1845, d. 1929) raised a family of at least four children (two sons, two daughters) who were born between 1875 and 1886. The family belonged to the Presbyterian Church. They employed a domestic servant. Laidlaw died on July 13, 1929, and he was interred in the family plot at Mount Pleasant Cemetery (1901 York West Census, division G3, Ward 6:1; Laidlaw family tombstone, Mount Pleasant Cemetery).

In May 1910, Sarah and William J. Lightfoot (as the executors of William Lightfoot) sold part of this lot to Thomas Lightfoot for \$3,100, and another part was sold by them to George Henry Buschlin (Buschlen) in December 1910 for \$4,750. The land sold to Buschlin was located at the southwest corner of the lot and included just the southerly 24'8" by a depth of 100 feet within the limits of Lot 51. The remainder of the Buschlin property purchased under this deed extended into Lot 52 (City deeds #63712F, 12628K, 10750WG). This parcel is associated with the



municipal addresses of 2238-2264 Dundas Street West. It is described in greater detail below.

Thomas Lightfoot (b. Nov. 15, 1864) was a native of Devonshire, England, and the son of William and Sarah (Elston) Lightfoot as noted above. Thomas settled in Canada with his parents in 1874 and followed his father into the family business as a market gardener. Lightfoot was married for the first time to Margaret Marshall (1866-1898) in April 1890. He was then married to Anna Tucker (1872-1953). The family home was located on Grange Avenue in 1899, but at 2238 Dundas Street in later years. Thomas died as the result of cerebral thrombosis on April 12, 1932. He was interred in the family plot at Mount Pleasant Cemetery (1899 *Directory*:618; Ontario Vital Statistics, death registration #3416/1932; Lightfoot family tombstone, Mount Pleasant Cemetery).

Buschlin (b. Mar. 14, 1863) was a native of West Garafraxa Township, and the son of John Buschlen—a farmer from Switzerland—and his wife, Mary Ann Quirt who was born in the United States. George was listed in census returns for the town of Arthur in Wellington County where he was described as being employed as a blacksmith, but he was also referred to as a farmer during the early 1890s. He was married to Caroline (Carrie) Elizabeth Andrews (b. Oct. 1862) sometime during the early 1880s. They raised a family of at least seven children (3 sons, four daughters). The family resided in Arthur until at least 1902 and had moved to Toronto by 1907-08. At that time the family home was on Beatrice Street, and George was then referred to in directories as a mechanic. In 1910, the family resided at 134 Howard Park, and in 1911 at 1052 Dundas Street West. George continued to work as a blacksmith between 1914 and 1917. In 1919, he was the proprietor of a garage at 2264 Dundas Street, and the family lived next door at number 2266 Dundas. By 1921, the family had moved again to Wright Avenue. Buschlin moved to the United States sometime after 1921, one of his sons settled in Montana and one of his daughters resided in Van Nuys, California. George Buschlin died in Los Angeles on May 22, 1948 (1871 West Garafraxa Census, division G2:3; 1891 North Wellington/West Luther Census, division F:43; 1908 *Directory*:425; 1911 Toronto West Census, division 2 ward 6:17; 1914 *Directory*:577; 1917 *Directory*:614; 1919 *Directory*:609; 1921 *Directory*:627; California death registrations, G.H. Buschlin).



In December 1910, Thomas and Annie Lightfoot sold their property to Robert Laidlaw for \$16,000. In that same month, Laidlaw transferred the paper title for this lot to the R. Laidlaw Lumber Co. Ltd. Between the time of this purchase and December 1930, a few deeds were registered which reflected the new corporate identity for the parent company. The last deed in the series changed the name of the company to the R. Laidlaw Lumber Co. Ltd. (Incorporated 1900). There was no change in ownership during that time (City deeds #12662K, 13053D, 17844WG, 513E&W).

In February 1911, Laidlaw transferred a narrow strip of land to the C.P.R. This was later shown on railway plans registered in February and September 1912 (City deeds #13594D; Railway Plans #154, 175).

In April 1956, the R. Laidlaw Lumber Company sold this land to Principal Investments Ltd. (City deeds #101705WG, 102615WG).

In May 1956, Principal Investments sold this land to Loblaw Groceries Company Ltd. Additional land was acquired by Loblaw from the adjoining railway lands in April 1962 (City deeds #104572WG, 124296WG, 124297WG).

In April 1962, Loblaw sold part of this property to Washcap Investments Ltd. This land was leased by Washcap to Tower Marts and Properties Ltd. (Towers Marts International Inc.) for a term of 25 years. This lease was surrendered to Washcap in July of that same year, and the land was then sold by Washcap to Towers Marts and Properties Ltd. Various agreements and leases were registered on title during July and August of 1962. This land was then sold to Douglas Leaseholds Ltd. (August 1962) and another part was sold to Octavius Investments Ltd. in January 1963. Various mortgages and related documents, and long-term leases were then registered, such as a ten-year lease to Rainbow Billiards Ltd. in March 1964 (City deeds #124298WG, 124300WG, 125029WG, 125030WG, 125036WG, 125646WG, 125843WG, 126312WG, 126315WG, 126815WG, 127017WG, 127018WG, 127072WG, 129364WG, 129614WG, 129908WG).



Buschlin Parcel (2238-2268 Dundas Street West)

In March 1911, Buschlin transferred ownership over his property to his wife. This land was deeded back and forth several times between the spouses, from August 1911 until December 1913 (City deeds #13984D, 16538D, 70351D, 81728F).

In November 1919, Buschlin sold this land to Frank Silverthorne. Silverthorne then transferred the title to this land to his wife Winnifred A. Silverthorne in February 1920 (City deeds #10736WG, 11670WG).

Silverthorne (b. Oct. 4, 1881) was a native of Stayner, and the son of Christopher Silverthorne (a photographer) and his wife Sarah. Silverthorne was married at Sault Ste. Marie in September 1909 to Winnifred A. Cracknell (b. 1893), the daughter of Henry and Hannah Cracknell. Frank and Winifred appear to have lived in Thunder Bay/Port Arthur before moving to Toronto. Silverthorne appears to have been employed as an auto mechanic around the time when he bought this property. He then resided on College Street. During the early 1920s, he was employed as a welder. Silverthorne and his wife had at least one child, a son named Harland. The family then resided on Queen Street East (Ontario Vital Statistics, birth registration #30310/1881; marriage registration #5125/1909; 1919 *Directory*:1267; 1921 Toronto East Census, district 131, sub-district 11, Ward 6:12; 1921 *Directory*:1303).

In March 1921, Silverthorne sold this part lot to Godfrey B. and Margaret Webb (City deeds #17420WG).

Godfrey Bryan Webb (b. ca. 1888) was a native of England and the son of John and Margaret (Allen) Webb. Godfrey immigrated to Canada in 1904 and was employed as an engineer. In 1921 he resided on Howland Avenue, but a few years later he had moved to Orchard View Boulevard. Godfrey was married in June 1924 to Margaret Fox (b. Ireland ca. 1897), the daughter of John and Margaret (Campbell) Fox. At the time of their marriage, Godfrey was described as a builder in records. Godfrey was a member of the Church of England, whereas his wife was a Methodist. The Webb family, including the father-in-law John Fox, resided on Coldstream Avenue during the 1940s. Webb died in 1980, and was interred at Mount Pleasant Cemetery (1921 Toronto North Census, district 34, Ward 4:21;



Ontario Vital Statistics, marriage registration #2825/1924; 1940 Federal List of Electors:14509; 1949 Federal List of Electors:17395; Webb tombstone inscription, Mount Pleasant).

In April 1936, an agreement was registered on title between the City of Toronto and Webb, and Webb sold this land to Herbert Lloyd Pountney in October 1936 (City deeds #51390WG, 51856WG).

Poutney (b. 1899) was a native of Ontario and the son of Joseph Poutney. He was trained as a druggist, and in later records he was also described as being a store owner. He and his wife and son resided from the 1940s until the 1960s on Laxton Avenue (1940 Federal List of Electors:15236; 1957 Federal List of Electors:22509; 1963 Federal List of Electors:27853; 1968 Federal List of Electors:27970).

In July 1939, Poutney sold this land to John Fox, who then sold it in October 1944 to Rose Ross (City deeds #54926WG, 63780WG).

Fox was probably the father-in-law of Godfrey Webb, who was a prior owner of this land. He was described in records as being a building contractor. He resided with the Webb family on Coldstream Avenue during the 1940s (1940 Federal List of Electors:14509; 1949 Federal List of Electors:17395).

In December 1964, Ross sold this part lot to Paul Ellis, George Ellis and Pando Markoff as a partnership property. The abstract index described the land as being 30 feet on Dundas Street by a depth of 100 feet (9.144 x 30.48 m), which commenced 24'8" (7.51 m) north of the line dividing Lots 51 and 52 and thence running in a southerly direction. This property was leased by Ellis and his associates in March 1966 to the Sheffield Construction Co. Ltd. (City deeds #133026WG, 136948WG).

Little is known about Rose Ross. The Federal Lists of Electors referred to a person by this name who resided on Hickson Street in Parkdale, and who was employed as a secretary (1945 Federal List of Electors:16326; 1949 Federal List of Electors:18288).



Part of this parcel (occupied by Sheffield) was sold in April 1970 to Annie and Harry Berkelhammer as “partnership property.” Title was transferred to Annie as sole owner in June 1983, and then the paper title was transferred to her and to Ronit Little in November 1994. The address for this parcel is 2264 Dundas Street (City deeds #150774WG, CT599900, CA316947).

Douglas Parcel (2288 Dundas Street West)

In November 1965, land at the north-west corner of Lot 51 (owned by Douglas Leaseholds) was leased by the Dominion Rubber Co. Ltd., at an annual rental of \$15,800. The area leased by Dominion Rubber measured 135 feet on Dundas Street by a depth of 210 feet (41.14 x 64 m) on the north limit of the lot and is associated with the municipal address of 2288 Dundas Street West.

In May 1992, Octavius Investments sold its property to Lappin Inc., and in November 1997 this land was sold by Lappin to Sreit (High Park) Ltd. In September 2000, Sreit sold this part lot to Loblaw Properties Ltd. (City deeds #CA191012, CA506856, CA507102, CA690184).

Lot 52 Registered Plan 287

The chain of title to this lot follows as per Lot 51 as noted above, except that William Lightfoot transferred some interest in this land to Thomas and Charles Lightfoot in July and October 1906. In May 1907, Charles Lightfoot transferred his property to Thomas. In May 1908 William Lightfoot transferred some additional land within this lot to Thomas, and the executors of William Lightfoot sold some other parcels to Thomas in July 1910 (City deeds #37206F, 29538J, 2954[1]J, 42966J, 49027F, 63711F).

Charles Lightfoot (b. Oct. 15, 1855) was a native of England, and the son of William and Sarah (Elson) Lightfoot as noted above. He was a market gardener by profession. He was married in November 1879 to Hattie (b. Dec. 25, 1860), the daughter of Solomon and Charlotte Phillips, and they raised a family of at least three children (two sons, one daughter) who were born between 1880 and 1885. The family residence in later years was at 88 Awde Street. Charles died as the result of coronary thrombosis on Jan. 13, 1931, and he was interred in the family



plot at Prospect Cemetery. Hattie died on Dec. 10, 1947 (Ontario Vital Statistics, marriage registration #12995/1879; 1901 West York Census, division G24, Ward 6:11; Ontario Vital Statistics, death registration #1375/1931; Prospect Cemetery Burial Register, 1931:30 entry #44594; Lightfoot family tombstone, Prospect Cemetery).

In December 1910, Sarah and William J. Lightfoot (as the executors of William Lightfoot) sold another part of this lot to George Henry Buschlin (Buschlen) for \$4,750. The land to Buschlin was located on the west side of this lot and included the southwest corner of the subject property. In February 1913, the executors of the Lightfoot estate sold another parcel of land on the west side of this lot to Morris Ross for \$4,480 (City deeds #12628K, [—]8D).

The property owned by Buschlin was severed and subdivided into three building lots between 1912 and 1914, associated with the municipal address of 2264 Dundas Street West, which later passed into the ownership of various owners. The southerly 163'11½" by a depth of 130'3¼" (the south-west corner of this lot, approximately 49.97 x 39.70 m) was inherited by Annie Lightfoot, the widow of Thomas, in May 1932. This parcel remained intact and passed through the hands of various subsequent owners (City deeds #47295WG). In October 1906, Lightfoot sold this property to the R. Laidlaw Lumber Co. Ltd. for \$5,400 (City deeds #30762J).

In November 1941, the land held by the Laidlaw Lumber Co. within the boundaries of Lot 52 was acquired by Arthur A. Holland, and then sold by him to Annie Cass in May 1945 for \$7,500. In October 1967, Cass leased part of this property to the Toronto Cartage Co. Ltd. (City deeds #144214WG, 57776WG, 65270WG).

Another part of this lot was purchased by William E. Trevett, who entered into an agreement of purchase and sale for the property in July 1955 with Samuel W. Leslie and the Eugene M. Grant (Canada) Ltd. In April 1956, Leslie quitclaimed his interest in this land to Grant, and Grant quitclaimed its interest in this land to Principal Investments Ltd. (City deeds #100474WG, 101705WG, 102613WG, 102614WG).



In May 1956, Principal Investments sold this land to Loblaw Groceterias Co. Ltd., and in January 1978 Annie Cass sold her property to Loblaw. Additional land was acquired by Loblaw from the adjoining railway lands in April 1962 (City deeds #104572WG, 124296WG, 124297WG, CT274651).

The titles to part Lot 52 under this Registered Plan and part Lot “A” Plan 790 merged. Hereafter the title to Lot 52 follows as per Lot 51 cited above.

Lots 53 and 54 Registered Plan 287

In July 1868, Walter O’Hara sold Lot 53 and other lands to John Strathy (City deeds #328). Strathy was a barrister on Simcoe Street in 1868 (1868 Directory:345). At the same time, Francis Seward and the other heirs of the Crookshank estate released their interest in this land to John Strathy (City deeds #327).

In September 1874, Strathy sold a strip of land at the east end of this lot to the Credit Valley Railway (City deeds #10343). Strathy appears to have been employed as a clerk in a Church Street office in Toronto during the 1860s. His residence at the time was at the corner of Simcoe and Adelaide streets (1868 *Directory*:345).

In September 1886, Strathy sold this land to Thomas Crawford, a Toronto “drover” for \$8,316. Crawford and his wife Isabella immediately flipped this land and sold it to Isaac Abbott of Toronto for \$12,600 (City deeds #471W, 1227W).

Abbott was employed as a salesman at Beardmore & Co. His residence in 1886 was on St. Patrick Street (1886 *Directory*:241). In June 1887, Abbott sold this land to John Minto. In April 1888, Minto entered into an agreement of purchase and sale for this land with George Davis, a Toronto building contractor, for \$6,000 (City deeds #167J, 3161F).

Minto was in partnership with his brother, William, as wholesale tea merchants under the firm name Minto Bros. Their business was located at 73 Colborne Street. John resided with his wife, Annie Eliza Jane, and his family on Lakeview Avenue (1887 *Directory*:707).



The lands held by the railway were later transferred in December 1998 from the St. Lawrence & Hudson Railway Co. Ltd. and the C.P.R. to the Toronto Area Transit Operating Authority (City deeds #CA579657, CA620299).

This lot was subdivided as part of Registered Plan 790.

Lot 27, Plan 790

In November 1888, Davis sold this lot to John Watson Brown, a Toronto merchant who resided in Parkdale, for \$6,739 (City deeds #5629G).

In February 1889, Brown sold this lot to Joseph Patterson, another Toronto merchant, for \$8,010, and one month later Patterson flipped this land to Benjamin Westwood for \$12,400. In October 1891, Westwood mortgaged this land in favour of the Muskoka Slide Dam & Boom Co. for \$2,500. Payments under this charge fell into default, and in July 1894 Westwood released all of his interest in this property to the Muskoka Slide Dam & Boom Co. In November 1906, the Company sold this land to the R. Laidlaw Lumber Co. Ltd. for \$1,000. In January 1912 a quitclaim deed was registered on title between Westwood and Minto; this was clearly intended to remove any outstanding clouds from the title to the property (City deeds #4283D, 4673D, 6295D, 10877E, 39704F, 72638F).

Westwood was the business partner of Hubert Allcock and Charles Laight in a business under the name Allcock, Laight and Westwood. They sold fishing tackle in a shop at 6 Wellington Street West. Westwood resided at number 11 Walmer Road (1889 Directory:1167).

Hereafter the title to the Laidlaw property follows as per Lots 51 and 52 Plan 287 as noted above.

Lot 27, Block A Plan 790

In June 1888 this lot was sold by John Minto to Thomas Donaldson and William Porter for \$15,000. Donaldson was described in the deed as being a Toronto realtor, and Porter was listed as a builder. This property was mortgaged by them at that date in favour of Shadrach Fawkes in the amount of \$7,000. This land was



immediately flipped by Donaldson and Porter to William Watterworth, who also flipped the land in the same month to J.F. McCrae for \$21,000 (City deeds #2666N, 2668N, 2742H, 2743H).

John Ferguson McCrae was named in the 1888 Directory as a clerk who resided at number 18 Beaconsfield. By the following year, he had opened his own real estate brokerage under the firm name of McCrae & Co. in the York Chambers on Toronto Street. His address at the time was at number 228 Wellington Street West (1888 *Directory*:732; 1889 *Directory*:826).

Donaldson and Porter were partners in a real estate, insurance and financial agent business located at 439½ Yonge Street. The company operated under the firm name Porter, Donaldson & McKinstry (1888 *Directory*:493, 877).

In June 1888, Fawkes assigned (transferred) the mortgage which he held against this land to the Imperial Bank, and in November of the same year the bank assigned the mortgage back to Fawkes. In June 1889, Fawkes assigned this mortgage to James Reid and William Davidson (City deeds #2810H, 3733H, 1948K). Payments under this mortgage fell into default, and in March 1894, Reid and Davidson sold this land under Power of Sale in order to recover their money. The land was purchased from them by Joseph Jennings (City deeds #12504E, 17278K).

Jennings was described in property deeds and other records as either a gardener or florist. He appears to have had other land on Concord Avenue and on Jones Avenue (1894 *Directory*:931).

In November 1911, a railway plan was registered on title which showed the line of a siding constructed across part of this lot to the Hunter Structural Steel Co. (Railway Plan #183).

In March 1912, Joseph and Runetta B. Jennings sold this lot “except the southwest 40 feet” to James Hunter for \$5,500. The remainder of the lot was sold at that time by Jennings to Alice A. Lawton, Wilfred Edgcombe and John F. Chestnut (City deeds #20669D, 19435K, 77069F, 20112K).



In June 1917, James Hunter transferred this property to Lydia M. Hunter for \$5,000. The paper title to this land was transferred back and forth between James and Lydia in October 1917 and again in October 1926. Hunter resided in Toronto but by the late 1910s he had moved with his family to Newark, New Jersey (City deeds #[2123]WG, 6140WG, 35395WG).

This land was leased by Hunter to the Burns Cement Gun Construction Co. Ltd. in September 1918 at an annual rent of \$900. In June 1927, this land was leased by Hunter to the J.H. Rooney & Co. for a term of seven years. In March 1928, this lease was assigned to the Pennsylvania Coal Co. This firm went bankrupt during the early part of the Great Depression, and any leasehold interest held by the company was surrendered back to Hunter in October 1932. The land was then leased by John Rossi for a five-year term at \$1,080 per annum (City deeds #6144WG, 39182WG, 39183WG, 47785WG, 47786WG).

This land was mortgaged by Hunter, but payments fell into default and in December 1944 Arthur Holland exercised a Final Order of Foreclosure against Hunter. In May 1945, Hunter sold this land to Anne Cass for \$7,500 (City deeds #57812WF, 65270WG). In January 1978, Cass sold this land to Loblaws Ltd. (City deeds #CT274651).

Hereafter, the title follows as per Lots 51 and 52 Plan 287 as noted above.

Lot 27, Block A Plan 790

In May 1918, the R. Laidlaw Lumber Co. Ltd. (Ontario) transferred the paper title for this land to the R. Laidlaw Lumber Co. In December 1920, the R. Laidlaw Lumber Co. (Dominion) transferred this land back to the R. Laidlaw Lumber Co. (Ontario) Ltd. (City deeds #17845WG, 510E&W).

In July 1955, an agreement of purchase of sale was registered on title between William G. Trevett (vendor) and Principal Investments (purchaser) for \$400,000 (City deeds #100474WG, 101705WG).



In April 1956, Laidlaw sold this land to Principal Investments. Other parties quitclaimed their interest in this property at that same time to Principal Investments (City deeds #102613WG, 102614WG, 112615WG).

In May 1956, Principal Investments sold part of this land to Loblaws Groceries Co. Ltd. Additional land was acquired by Loblaws in April 1962 from the C.P.R. and the Ontario & Quebec Railway (City deeds #114572WG, 124296WG, 124297WG).

Part of this land was sold to Towers Marts and Properties Ltd., and then sold to the Ontario Investments Ltd. in January 1963. Space was leased by Allied Towers in November 1963 (City deeds #126815WG, 129614WB, 140986WB).

The land owned by Loblaws was sold in September 1967 to the Manufacturer's Life Insurance Co. Space was leased to Loblaws on this property for a thirty-year lease, and in July 1997 Manufacturer's Life sold this land back to Loblaw Properties Ltd. (City deeds #142357WG, 142358WG, CA485209).

Hereafter the title follows as per Lots 51 and 52 Plan 287 as noted above.

City Directories

Directory listings for the Village of Brockton as one of the suburban villages outside of the municipal boundaries of the City of Toronto were compiled from 1870 onwards. However, these early listings are simply alphabetical by the name of the owner or the occupant of the property. There are no separate streets listings found for the stretch of Dundas Street West within the subject property until the 1887 edition, published after the time of the amalgamation of Brockton as part of the City. Similarly, the earliest listings for Ritchie Avenue are seen in directories after 1894. All available directories were searched up to 1890, and thereafter at five-year intervals. The names of the owners or occupants of the subject property are indicated below in ***bold italics***.

1870-81 **Brockton Village.** No numerical street listings are extant for this period, merely an alphabetical, nominal list of the inhabitants of the village including ***John Woods***, "grocer and provision dealer" or "butcher" as well as a ***Richard Gutterie***, "grocer" and several



market gardeners. The 1881 Brockton directory lists 700 inhabitants in the village

- 1885 **Dundas Street** (east side), St. Helen's Avenue commences, J.J. Malton, private grounds, railway crossing, vacant lots, Bloor Street intersects.
- 1886 **Dundas Street** (east side), St. Helen's Avenue commences, railway crossings; three owners were listed between 740 and 774 Dundas; vacant lots, John Crossman, Thomas Connell, **Richard Guthrie**, vacant lots, Bloor Street intersects.
- 1887 **Dundas Street** (east side), St. Helen's Avenue commences, railway crossings; several owners were listed as well as "vacant lots" or "private grounds;" 870, **Richard Guthray** (grocer), vacant lots, Bloor Street intersects.
- 1888 **Dundas Street** (east side), St. Helen's Avenue commences, railway crossings; several owners were as well as "vacant lots" or "private grounds;" 850, John Thorpe, private grounds, 870, **Richard Guthrie** (grocer), vacant lots, Bloor Street intersects.
- 1889 **Dundas Street** (east side), St. Helen's Avenue commences, railway crossings; several owners were as well as "vacant lots" or "private grounds;" 850, "vacant," private grounds, 870, **Richard Guthrie** (grocer), hot houses, private grounds, vacant lots, Bloor Street intersects.
- 1890 **Dundas Street** (east side), Golden Avenue commences, vacant lots; 1008, John Sullivan; private grounds; 1036, **Richard Gutthrey** (grocer), greenhouses, vacant lots, Bloor Street intersects.
- 1895 **Dundas Street** (east side), Ritchie Avenue commences, vacant lots; 1008, Albert E. Hinton; private grounds; 1036, **Richard Gutthrey** (florist), greenhouses, vacant lots, Bloor Street



- intersects. **Ritchie Avenue** (north side), 4, James Cosgrove; Herman Avenue commences, “vacant lot”, **Miss Hannah Jennings**. **Ritchie Avenue** (south side), “vacant lots”; 9, James Lang; “vacant lots.
- 1900 **Dundas Street** (east side), Ritchie Avenue commences, vacant lots; 1008, Charles Andrews; private grounds; 1036, **W. Lightfoot** (florist), greenhouses, market gardens, Bloor Street intersects. **Ritchie Avenue** (west side), 4, James Cosgrove; Herman Avenue commences; 30, Joseph Malloch. **Ritchie Avenue** (east side), 9, James Lang.
- 1905 **Dundas Street** (east side), Ritchie Avenue commences, vacant lots; 1006, Albert Cumings; vacant store; 1008, Walter E. Gostlin; 1036, **William Lightfoot** (florist), greenhouses, market gardens, Bloor Street intersects. **Ritchie Avenue** (west side), 4, Owen Hitchcox; 60, Ervin Hagerman. **Ritchie Avenue** (east side), 9, James Lang; 11, James Jamieson, Mrs. Emily Latham, Malloy’s Cooper Shop; 31 Robert E. Partridge; 31, William Webster; 43, **Joseph Jennings** (florist).
- 1910 **Dundas Street** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 1006 to 1026 inclusive; 1036, **Thomas Lightfoot**; 1052, **vacant**; 1064, **Laidlaw & Co.** (lumber), **Thistle Rink**, Bloor Street intersects. **Ritchie Avenue** (north side), Herman Avenue intersects, 42, William Hunter; 44, Samuel Cook; 46, Thomas G Champion; 48, William Palmer; 50, Robert Waghorn; 52, Frederick Law; 54, William Seymour; 56, Edward Stone; 72, Edward Sparrow. **Ritchie Avenue** (south side), 77-85, Malloy & Bryans (coopers); 87, William Griffiths. 89, George Cassavoy; 95-97, “unfinished”; 99, **Joseph Jennings** (florist).
- 1915 **Dundas Street** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 1006 to 1026 inclusive; 1036, **Thomas Lightfoot**; 1050, **George Buschlen**; 1052, **Levi E. Fairbanks**; 1054, **George Buschlen** (blacksmith); 1064, **R. Laidlaw**



Lumber Co.; CPR yards; Bloor Street intersects. **Ritchie Avenue** (north side), Herman Avenue commences, 42, Charles Hill; 44, Samuel Cook; 46, Thomas Hatton; 48, William Palmer; 50, Herbert Ledger; 52, Frederick Law; 54, John Fleck; 56, Edward Stone; 100, George Clarke; 102, **Mrs. Naomi Payne**. **Ritchie Avenue** (south side), 77-85, Malloy & Bryans (coopers); 87, George Sandell. 89, George Cassavoy; 91, Joseph Lappin; 93, William McClusky; 95, Alex Grant; 97, Charles Anderson; 99, James Hunter; 101, John Chestnut; 103, Robert C Lawton; 105, **James Hunter (structural steel)**. [Ritchie Avenue changed numbering many times during the first quarter of the twentieth century. Based on some contemporary mapping between 1910 and 1923, it appears that numbers 101-105 were in the subject property in the small irregular parcel at the termination of Ritchie Avenue. However, based on the addresses presented in the 1910 Fire Insurance Plan, this may be transcription error, with only 105 Ritchie Avenue in the subject property.]

1920 **Dundas Street** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **Thomas Lightfoot**; 2242A, **William Brown II**; 2252, **Howard Park Apartments**; 2258, **Albert Cumberland**; 2260, **Mrs. Margaret Crilly**; 2264, **Handy, Braun & Coombs** (garage); 2266, **Orland Braun**; 2268-2280, **R. Laidlaw Lumber Co. Ltd**; CPR yards; Bloor Street intersects. **Ritchie Avenue** (north side), Herman Avenue commences, 42, Charles Hill; 44, Samuel Cook; 46, Thomas Hatton; 48, William Palmer; 50, Reuben Spence; 52, Frederick Law; 54, William Bryden; 56, Edward Stone; 100, George Clarke; 102, **John Duncan**. **Ritchie Avenue** (south side), 77-85, Malloy & Bryans Coopers; 87, George Sandell. 89, J Assifinakis; 91, Joseph Lappin; 93, Frederick McClusky; 95, Alex Grant; 97, Charles Anderson; 99, *vacant*; 101, John Chestnut; 103, Alfred Stow; 105, **L P Burns Ltd. Tank Works**.

1925 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **Thomas Lightfoot**; 2252, **Howard Park Apartments**; 2258,



vacant; 2260, **Albert B Lutz**; 2264, **Elmore Turner Garage**; 2268-2280, **R. Laidlaw Lumber Co. Ltd**, CPR Yards; Bloor Street W intersects. **Ritchie Avenue** (north side), Herman Avenue commences, 42, Charles Hill; 44, *absent*; 46, Thomas Hatton; 48, William Palmer; 50, Samuel Thompson; 52, Frank McKeown; 54, Mrs. Barbara Hunter; 56, Edward Stone; 100, George Clarke; 102, **Mrs. Naomi Mason**. **Ritchie Avenue** (south side), 77-85, Malloy & Bryans Coopers; 87, George Sandell. 89, *vacant*; 91, Joseph Lappin; 93, Frederick McClusky; 95, Alex Grant; 97, Charles Anderson; 99, George Rowa; 101, Bertram Jackson; 103, Alfred Stow; 105, *no listing*.

1930 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **Mrs. Anna Lightfoot**; 2252, **Howard Mansions**; 2258, *absent*; 2260, **Albert B Lutz**; 2264, **Playfair Motors**; 2264a, **Louis Meheaux**; 2268-2280, **R. Laidlaw Lumber Co. Ltd**, E L Bruce Lumber Co. Ltd., CPR Yards; Bloor Street W intersects. **Ritchie Avenue** (north side), Herman Avenue commences, 42, Charles Hill; 44, Samuel Cook; 46, John Hatton; 48, William Palmer; 50, Samuel Thompson; 52, Lewis Bannerman; 54, John McMonnies; 56, Edward Stone; 60; Welch and Quest Printers, Trade Typesetting Company; 100, George Clarke; 102, **Mrs. Naomi Mason**. **Ritchie Avenue** (south side), 77-85, Toronto Cooperage Company; 87, George Sandell. 89, James Curtis; 91, Joseph Lappin; 93, Frederick McClusky; 95, Alex Grant; 97, Charles Anderson; 99, George Lambert; 101, George Fogg; 103, Alfred Stow; 105, **The Pennsylvania Coal Company of Canada Ltd**.

1935 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel**; 2252, **Howard Mansions**; 2258, **Sanford Bowes**; 2260, **Orley K Crisp**, **George G Gibson**; 2264, Ross Tire Sales, Morris Ross; 2268-2280, **R. Laidlaw Lumber Co. Ltd**, E L Bruce Lumber Co. Ltd; Bloor Street W intersects. **Ritchie Avenue** (south side), 101, Henry Burkhardt; 103, Alfred Stow; 105, *vacant*. [By this point, addresses on Ritchie Avenue



represent the modern numbering. Only the final two addresses on the south side of the street are listed from this point forward, as it is number 105 that is within the subject property.]

- 1940 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel**; 2252, **Howard Mansions**; 2258, **Sanford Bowes, James Rowe**; 2260, **George G Gibson**; 2264, **Ross Tire Sales**, Morris Ross; 2268-2280, **R. Laidlaw Lumber Co. Ltd**, E L Bruce Lumber Co. Ltd; Bloor Street W intersects. **Ritchie Avenue** (south side), 101, Henry Burkhardt; 103, Alfred Stow; 105, **Perfection Coal Co., Joseph Anderson**.
- 1945 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel**; 2252, **Howard Mansions**; 2258, **Sanford Bowes, James Rowe**; 2260, **Mrs Mary Brennan**; 2264, **Ross Tire Sales**; 2268-2280, **R. Laidlaw Lumber Co. Ltd**, CPR Yards, E L Bruce Lumber Co. Ltd; Bloor Street W intersects. **Ritchie Avenue** (south side), 101, Henry Burkhardt; 103, Alfred Stow; 105, **vacant**.
- 1950 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel, John S Thorndike**; 2252, **Howard Mansions**; 2258, **Sanford W Bowes**; 2260, **Mrs Nora Thomas**; 2264, **Ross Tire Sales, Ro-Tan Metal Finishing**, Morris Ross; 2268-2280, **R. Laidlaw Lumber Co. Ltd**, CPR Yards, E L Bruce Lumber Co. Ltd; 2300, vacant; Bloor Street W crosses. **Ritchie Avenue** (south side), 101, Henry Burkhardt; 103, Alfred Stow; 105, **Crown Fuel Co**.
- 1955 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel**; 2252, **Howard Mansions**; 2258, **Leonard Yanke**; 2260, **Martin Rinski, Hors Tregner, Jean Hoover**; 2264, **Ross Tire Sales**, Morris Ross (rear); 2268-2280, **R. Laidlaw**



Lumber Co. Ltd, CPR Yards, E L Bruce Lumber Co. Ltd; 2318, Leslie Car Sales Ltd., Perry's Appliances Ltd., Fran's Restaurant; Bloor Street W crosses. **Ritchie Avenue** (south side), 101, Henry Burkhardt; 103, Alfred Stow; 105, **Crown Fuel Co.**.

1960 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel**; 2252, **Howard Mansions**; 2258, **Leonard Yanke**; 2260, **Martin Rinski, Rinski's Department Store**; 2264, **Regent Auto and Motor Sales**, Stanley Mullins; 2280, **Loblaw Groceterias Ltd.**; 2318, Leslie Car Sales Ltd., Perry's Appliances Ltd., Fran's Restaurant; Bloor Street W crosses. **Ritchie Avenue** (south side), 101, Henry Burkhardt; 103, Mrs. Helen Stow; 105, **Crown Fuel and Lumber Co.**

1965 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel**; 2252, **Howard Mansions**; 2260, *vacant*; 2264, **Regent Auto and Motor Sales**, Stanley Mullins; 2280, **Loblaw Groceterias Ltd.**; 2288, **Towne Auto Centre**; 2290, **Towers Discount Department Store, Martinizing Dry Cleaners, Atlantic Finance Corp., Atlantic Acceptance Corp., Sylvia's Coiffure, Brummel Men's Hair Styling, Rainbow Billiards**; 2320, no listing; 2322, Fran Restaurant Parking Lot, Bi-Rite Stores Ltd., 2326, Fran's Restaurant, St Joan of Arc Roman Catholic Church; Bloor Street W crosses. **Ritchie Avenue** (south side), 101, Eric Taylor; 103, Mrs. Helen Stow, Mary Smith; 105, **Crown Fuel and Lumber Co.**

1970 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel**; 2252, **Howard Mansions**; 2264, **AP Auto Body Repairs**; 2280, **Loblaw Groceterias Ltd.**; 2288, **BP Service Station, Uniroyal Tire Sales**; 2290, **Towers Discount Department Store, GAC International Finance, Martinizing Dry Cleaners, Sylvia's Coiffure, Pat and Quintino Barber, Rainbow Billiards**; Bloor Street W crosses. **Ritchie Avenue** (south side),



101, Eric Taylor; 103, Robert Muran; 105, **Crown Fuel and Lumber Co, Toronto Cartage.**

1975 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel and Tavern**; 2252, **Howard Mansions**; 2288, **Uniroyal Centres tire and sports sales**; 2290, **Towers Discount Department Store, La Torre Beauty Salon, GAC International Finance, One Hour Martinizing Dry Cleaners, Loblaw Groceterias Ltd., Elle and Mazzo Beauty Salon, BP Gas Pumps, Rainbow Billiards**; 2342, **Range Tavern Customer Parking**, 2376, **Dominion Auto Service**. Ritchie Avenue (south side), 101, Bolislaw Nakowski; 103, Robert Muran; 105, **Toronto Cartage.**

1980 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel and Tavern**; 2252, **Howard Mansions**; 2264, **Newks Bargain House, Inter Provincial Salvage**; 2288, Uniroyal Tire Sales; 2290, **Towers Discount Department Store, La Torre Beauty Salon, One Hour Martinizing Dry Cleaners, Loblaw Groceterias Ltd., West Toronto Physiotherapy**. Ritchie Avenue (south side), 101, Alfredo Santos; 103, Phillip Dowd; 105 – no listing. [After this point, aerial photography of the subject property shows no more developments on Ritchie Avenue within the subject property.]

1985 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive; 2238, **The Rondun Hotel and Tavern**; 2252, **Howard Mansions**; 2264, **vacant**; 2288, **Mazz Auto Service, Discount Auto Service, Ultramar Gas Station**; 2290, **Towers Discount Department Store, Latorre Unisex Hair Stylist, Martinizing Dry Cleaners, Loblaws Ltd., Rainbow Billiards, Andy's Place.**

1990 **Dundas Street W** (east side), Ritchie Avenue commences, vacant lots; houses and occupants listed from 2154 to 2226 inclusive;



2238, **Office and Medical Centre**; 2252, **Howard Mansions**; 2264, **Pizza Nova**; 2288, **Mazz Auto Service, Discount Auto Service, Video Station, Ultramar Gas Station**; 2290, **Towers Discount Department Store, Latorre Unisex Hair Stylist, Martinizing Dry Cleaners, Loblaws Ltd., Rainbow Billiards, Andy's Place**. Ritchie Avenue (south side), no listings within subject property.

1995 **Dundas Street W** (east side), Ritchie Avenue intersects, only odd street numbers provided between 2154 and 2278; 2280, **Loblaws Supermarkets Ltd.**; 2288, **Discount Car and Truck Rentals, Firestone Tire and Auto Centre, Highpark Auto Mart, Video Station**, 2290, **Andy's Place Restaurant, Good Dry Cleaners, Rainbow Billiards, Torre Unisex Hair, Zellers Inc..**

2000 **Dundas Street W** (east side), Ritchie Avenue intersects, houses, businesses, and occupants listed from 2154 to 2228 inclusive; 2238, **office building**; 2252; **Howard Mansions**; 2280, **Loblaws Supermarkets Ltd.**; 2288, **Coffee Time Donuts, Firestone Tire and Auto Centre, Sonoco HGH Park**, 2290, **Good Dry Cleaners, Rainbow Billiards, Zellers Inc..**

Historical Mapping

Various historical maps clearly show the development of the subject property lands during the nineteenth and early twentieth century (Figure 2). Most of the earliest (pre-1850s) maps for the Town of York and the City of Toronto do not include the adjacent portions of the Township of York. These maps normally do not show lands to the west of Dufferin Street, which marked the western city limit for nearly a half century. Gradually these areas began to be mapped as amalgamation of the outlying “suburban villages” took place during the 1880s, and neighbourhoods such as Brockton Village became incorporated within the quickly growing City of Toronto.

The first survey to show any detail related to Lots 33 and 34 Concession 1 FTB is J.O. Browne's 1851 *Map of the Township of York in the County of York Upper*



Canada (Figure 2). The entirety of the subject property within these lots is shown as woodlot in 1851, although development is shown immediately to the northwest, including a chapel and several structures on Dundas Road—which is shown as a plank road (Browne 1851). By 1860, the *Tremaine Map of the County of York, Canada West* shows the subject property divided into lots either under Registered Plan 170, 187, or 250 (Tremaine 1860).

The map of the southwest part of York (1878) contained in the *Miles Atlas* shows the subject property divided into Registered Plan 287, although the 1884 *Goad's Atlas* map appears to show the subject property as an amalgamation of both Registered Plan 276 and 287 (Figure 2).

The first map to show any development on the property is the 1893 *Goad's Atlas*, which shows the subject property forming Lots 51 and 52 owned by Richard Guthrie with four frame structures located within the northwest corner of Lot 52, fronting Dundas Street (Figure 2). The property does not appear to change over the next 15 years.

By 1910, the *Goad's Atlas* shows Lots 51 and 52 being used by R. Laidlaw and Company as a lumber storage yard and mill (Figure 2). Several spur lines are shown which extend from the Canadian Pacific Railway lines north of the subject property into the lumber yard and several outbuildings and sheds are indicated among the piles of lumber on the property. A number of structures are shown within the southwestern portion of the of the subject property within the “Buschlin parcel”, including the existing three-storey structure at 2252 Dundas Street West. Lastly, the 1910 *Atlas* also illustrates a structure on Ritchie Avenue, in the southeast corner of the lot (Figure 2). While the structures within the southwest portion of the subject property and on Ritchie Avenue are illustrated with a different footprint in the 1923 *Goad's Atlas*, they are in the same general location and any differences in representation are likely due to differences in scale between the 1910 and the 1923 *Atlas*.

By 1957, the City of Toronto *Planning Board Atlas* shows the subject property to have a different layout. All the structures and spur lines from the R. Laidlaw Lumber Co. on Lots 51 and 52 are no longer present within the subject property and the current Loblaws building is now shown. The structures within the



“Buschlin parcel” in the southwest corner of the subject property appear the same while a new set of structures, associated with the Crown Fuel Co., are shown within the southeast corner of the subject property (Figure 2).

Finally, historical aerial photography shows the development of the subject property through the latter half of the twentieth century (Figure 2). The same building footprints in the 1957 *Atlas* are shown in the 1959 aerial image of the subject property, with some additions to the existing buildings shown in the 1964 aerial imagery, including the large retail store attached to the original grocery store. By 1983, the structures on Lot 27 Block B are no longer present, with no other major alterations to the subject property shown in more recent images.

1.3 Archaeological Context

1.3.1 Physiographic Setting

The urban core of the City of Toronto has been extensively modified over the past 200 years. The subject property lies within the Iroquois Plain physiographic region (Chapman and Putnam, 1984), which is the former bed of glacial Lake Iroquois. In the Toronto area, the Lake Iroquois strand is situated approximately 4.5 km inland from the current Lake Ontario shore. Below the strand, the Quaternary sediments are dominated by outwash sands typical of nearshore deposits. The balance of the plain, towards the modern lake shore, is dominated by fine sediments of silt and clay, typical of off-shore deposits, overlying till (Gravenor, 1957; Chapman and Putnam, 1984).

Glacial Lake Iroquois came into existence by about 12,000 B.P, as the Ontario lobe of the Wisconsin glacier retreated from the Lake Ontario basin. Isostatic uplift of its outlet, combined with blockage of subsequent lower outlets by glacial ice, produced a water plane substantially higher than modern Lake Ontario. Beginning around 12,000 B.P., water levels dropped stepwise during the next few centuries in response to sill elevations at the changing outlet. By about 11,500 B.P., when the St. Lawrence River outlet became established, the initial phase of Lake Ontario began, and this low water phase appears to have lasted until at least 10,500 B.P. At that time the waters stood approximately 100 m below the current level, but isostatic uplift was already raising the outlet at Kingston so that by 10,000 B.P., the water level had risen to about 80 m below the present level.



Uplift since then has continued to tilt Lake Ontario upward to the northeast, propagating a gradual transgressive expansion throughout the basin, flooding the mouths of the creeks and rivers that rim the basin (Karrow, 1967:49; Anderson and Lewis, 1985; Karrow and Warner, 1990).

The forests which stood in this portion of the city, prior to nineteenth-century clearance, had become established shortly after 7,000 B.P. Under median moisture regimes and eco-climates, the climax forest of the downtown Toronto region was likely co-dominated by hard maple (*Acer saccharum*) and beech (*Fagus grandifolia*), in association with basswood (*Tilia americana*), red oak (*Quercus rubra*), white oak (*Quercus alba*), shagbark hickory (*Carya ovata*) and bitternut hickory (*C. cordiformis*) (Hills 1958; Burgar 1993).

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 Heritage, Sport, Tourism and Culture Industries; 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 maintained by the Ministry of Heritage, Sport, Tourism and Culture Industries. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to the 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 under review is located within Borden block *AjGu*.

No archaeological sites have been registered within the limits of the subject property or within one kilometre of the subject property. The closest archaeological site, *AjGu-45*, has been registered within approximately 1.5 kilometres of the subject property's boundaries (Table 1). However, the validity of this site is questionable—while the Bear Mound site (*AjGu-45*) was registered in 2003 by Amick Consultants Ltd. as a Woodland period earthworks complex, there



is no archaeological evidence in support of this identification (Archaeological Services Inc., 2009a).

The railway corridor to the immediate east of the subject property was subject to a Stage 1 assessment in 2009 (Archaeological Services Inc., 2009b), however this study and successor assessments did not consider the subject property itself. As noted in Section 1.1, most of the subject property, together with additional lands to the north was the focus of a Stage 1 assessment completed in 2018 (Archaeological Services Inc., 2018).

1.3.3 The Predevelopment Landscape and Modelling Indigenous 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* stipulate that undisturbed lands within 300 m 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 archaeological potential. A variety of other 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.

The generic Provincial distance to water potential model has been refined for the City of Toronto, as part of the City's Archaeological Management Plan (Archaeological Services Inc., et alia 2004). Undisturbed lands within 250 m of an extant or formerly mapped river or creek, or within 250 m of the pre-development shoreline of Lake Ontario, have potential for the presence of precontact Indigenous archaeological sites. In addition, this potential zone is



extended to any floodplain lands, and to lands in close proximity to the Lake Iroquois strand (i.e., lands above and within 200 m of the strand, or below and within 100 m of the strand).

No extant watercourses flow within this portion of the city today. Speight and Van Nostrand's 1886 *Map of West Toronto Junction and Vicinity* shows the subject property located approximately 450 metres east of a small tributary of Humber River (Figure 2).

1.3.6 Property Inspection and Existing Conditions

A property inspection was conducted on June 17, 2022 (Figure 3, Image 1). The property was inspected when weather and lighting conditions permitted satisfactory visibility of features, under mainly sunny skies.

The 2238 Dundas portion of the property is occupied by a three-storey modern apartment building with a commercial ground floor and underground parking (Images 2-3). The 2252 Dundas lands feature a three-storey apartment building, built ca. 1910, with a full basement (Image 4). There is a two-storey, commercial building at 2264 Dundas of comparable date (Image 5), which may be slab-on-grade. The structure at 2288 Dundas is a small retail strip mall-type building with an automobile garage to its rear (Image 6). The frontage of this building was formerly occupied by a set of gas pumps, with associated underground storage tanks. The 2280 portion of the property is occupied by the circa 1957 grocery store, the attached circa 1963 retail building that was formerly a department store, and also housed other businesses (Images 7-9). The west part of this building was substantially rebuilt as a Liquor Control Board of Ontario retail store in the early 2000s.

The extreme southeast corner of the 2280 property is occupied by a small 0.27 ha naturalized area equivalent to Lot 27 Block A Registered Plan 790 (Image 10). This area of grass is surrounded by relatively young trees and scrub. The area was previously graded. Beyond this isolated area and the footprints of the structures, the balance of the property is an asphalt surfaced, serviced, parking lot (Images 12-15).



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 no less than approximately 450 m from any historically known source of water, namely a small tributary of the Humber River. Therefore, the property would not be considered to fall within an area of potential for the presence of precontact or early contact period Indigenous archaeological resources according to either the Toronto Archaeological Management Plan potential model or the generic Provincial distance to criteria, as outlined in Section 1.3.3. This factor aside, the potential for the survival of any Indigenous archaeological remains in primary contexts within the subject property is essentially nil. Such sites will not have survived the historic development activities that have altered the original topography, culminating in its present form. 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

The subject property was part of Lot 33 and 34 Concession 1 FTB, granted to David Shank in 1797 and 1798. This land was held by him during the remainder of his lifetime, and it then passed through his estate to his widow. It was bought by George Crookshank in 1839. There are few surviving records, such as assessment rolls, that describe the exact use that was made of this land during the first half of the nineteenth century, although mid-nineteenth century mapping shows the subject property as undeveloped.

The subject property lands, among others, were then bought by Walter O’Hara in 1840, who subdivided it under Registered Plans 170, 187, 250, and 287, although the first sale of any of these subdivided lands did not occur until 1860. Lot 50,



Registered Plan 287 was sold by O'Hara in 1868 to John Woods, a grocer and market gardener who maintained the land presumably for agricultural purposes until 1905 (see Archaeological Services Inc. [2018] for full discussion). Lots 51 and 52, Registered Plan 287, which constitute more than 95% of the subject property, were also sold by O'Hara in 1868 to Richard Guthray, a market gardener who maintained the land presumably for agricultural purposes until 1894. It is unclear what development took place on the subject property over the first two decades of Woods' or Guthray's ownership of the property, with the earliest reference to greenhouses appearing in the 1893 Directory. Similarly, the first development to be shown on historical mapping can be seen on the 1893 *Goad's Atlas* map of the subject property. The subject property lands appeared to be used for similar purposes by various owners over the following decade when Lots 51 and 52 were sold to Robert Laidlaw. Laidlaw took advantage of the railway right-of-ways forming the eastern part of the subject property, and the slightly later railway yard to its north and the property was used as a lumber storage and milling yard for the next four decades as part of the R. Laidlaw Lumber Company.

The southwestern portion of the subject property was sold to George Henry Buschlin in 1910 and continued as a mixed residential and commercial development.

Part Lots 53 and 54 were purchased by a Toronto tea merchant named John Minto, who re-subdivided this land under Plan 790 in 1888. Part of this land appears to have been used by a Toronto market gardener and florist named Joseph Jennings, but was later acquired by the Laidlaw Lumber Co. Lot 27 Block A remained unoccupied until approximately 1915 when it was used for various industrial purposes such as a steel manufacturer and a coal yard.

Title to much of the subject property eventually passed to Principal Investments and Loblaws Groceries during the 1950s, including the later purchase of the small triangular parcels of land comprising Lot 27 Blocks A and B. Since the 1960s, the majority of this section of the subject property has been used as the site of a 1.24 hectare single-storey retail building with associated asphalted parking lot.

Given the post-1890 development history of the property, it is clear that any remains that may be present are not associated with the first generation of settlement in this portion of the city, or the region more generally. Any physical remains of these occupations, therefore, cannot be considered to possess cultural



heritage value or interest according to the criteria provided by the 2011 Provincial *Standards and Guidelines for Consultant Archaeologists* (MTC 2011:59, Table 3.2), in that the investigation of any such remains would not yield significant contributions to local, regional, provincial or national archaeological history and would not contribute to enhancing the public's understanding and appreciation of Ontario's past, nor would the remains have any intrinsic value to any particular group or community.

Furthermore, the majority of the subject property was used throughout the first half of the twentieth century as a lumber storage yard, with several railway spur lines bisecting it. This heavy industrial use of this property would have undoubtedly altered or removed the context of any artifacts or features associated with the earlier agricultural uses of the subject property lands. Therefore, while it is possible that isolated remains of some of the earlier uses of the subject property may survive later construction and demolition events in very confined areas, the archaeological record will be dominated by material related to the twentieth century uses rather than mid-nineteenth-century use. Furthermore, given the continuous but changing occupations and uses of the properties, even isolated material related to the late-nineteenth-century use of the property (i.e., those that would be of greatest archaeological value), will be dispersed or intermixed to such a degree that it will be "invisible" within secondary or tertiary contexts—in which case it is mere ephemera that cannot be linked to any identifiable tenancy. 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*.

3.0 Recommendations

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

1. The 2238, 2252, 2264, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue subject property may be considered clear of archaeological concern. No further archaeological assessment of the subject property is required.

NOTWITHSTANDING the results and recommendations presented in this study, ASI 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 Heritage, Sport, Tourism and Culture Industries 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 Heritage, Sport, Tourism and Culture Industries 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 Heritage, Sport, Tourism, and Culture Industries approval has been received.

4.0 Advice on Compliance with Legislation

ASI advises compliance with the following legislation:

- This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries 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 project area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, 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 fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act.
- The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the Registrar of Cemeteries at the Ministry of Consumer Services is also immediately notified.
- 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: Current conditions at the 2238, 2252, 2264, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue subject property (Google 2021).



Image 2: View west to the apartment building at 2238 Dundas West.



Image 3 View northwest to the apartment building at 2238 Dundas West.



Image 4: View west to the apartment building at 2252 Dundas West.



Image 5: View northwest to the building at 2264 Dundas West.



Image 6: View northwest to the commercial building/garage at 2288 Dundas West.



Image 7: View north to the west end of the 2288 Dundas West retail building.



Image 8: View northeast to the 2288 Dundas West retail building.



Image 9: View east to the south end of the 2288 Dundas West retail building.



Image 10: View of greenspace making up the Lot 27 Block A, Registered Plan 790 portion of the subject property.



Image 11: View east across the south part of the parking lot.



Image 12: View north across the parking and truck turning area to the rear of the 2288 Dundas West retail building.



Image 13: View south across the central part of the parking lot.



Image 14: View northwest across the central part of the parking lot.



Image 15: View along the north limit of the subject property.

7.0 Maps

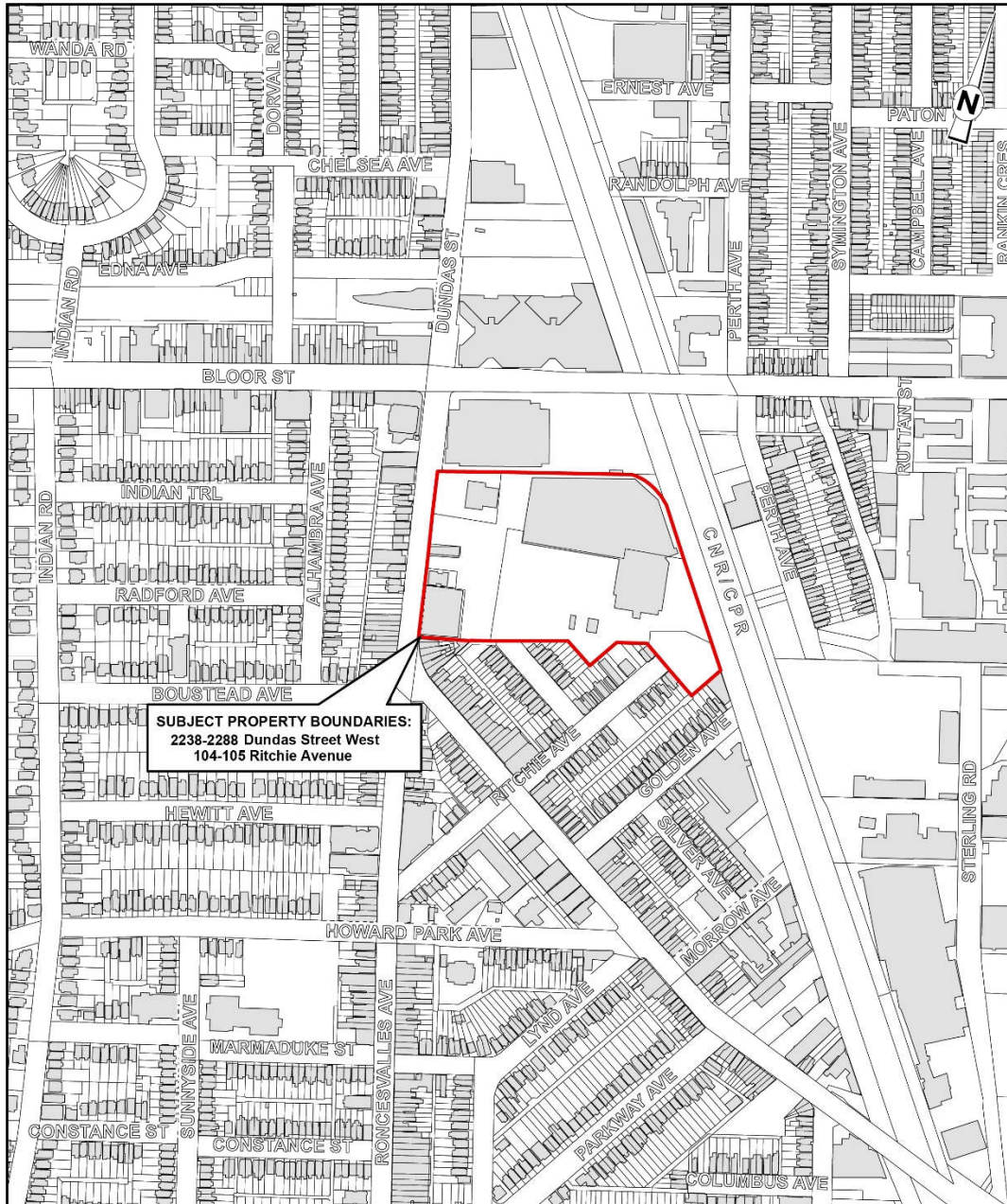
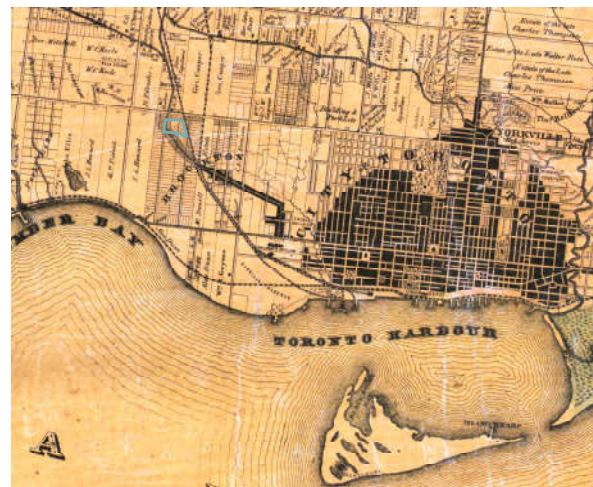


Figure 1: The location of the 2238, 2252, 2264, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue subject property.





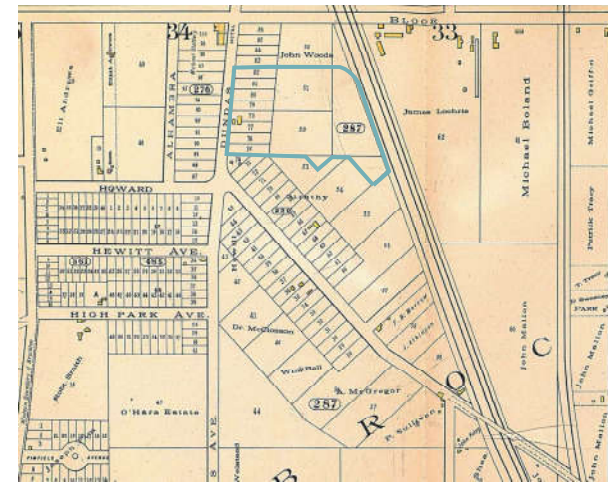
Browne 1851



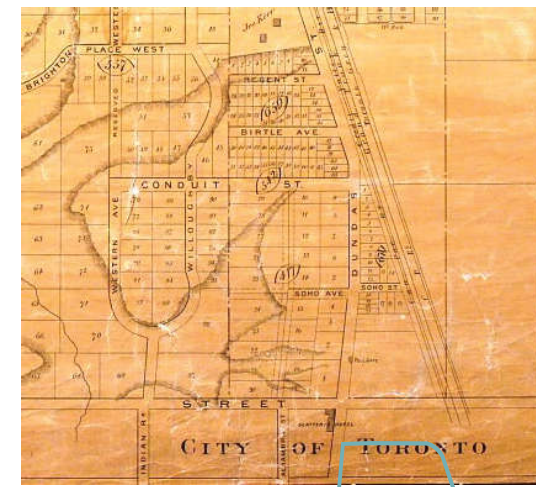
Tremaine 1860



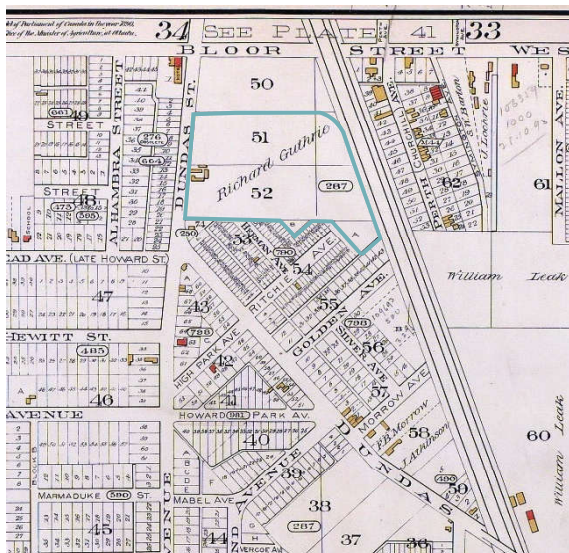
Miles & Co. Atlas 1878



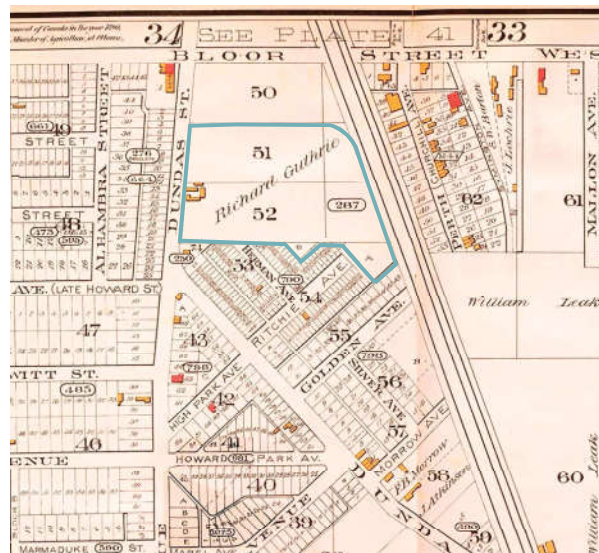
Goad's Atlas 1884



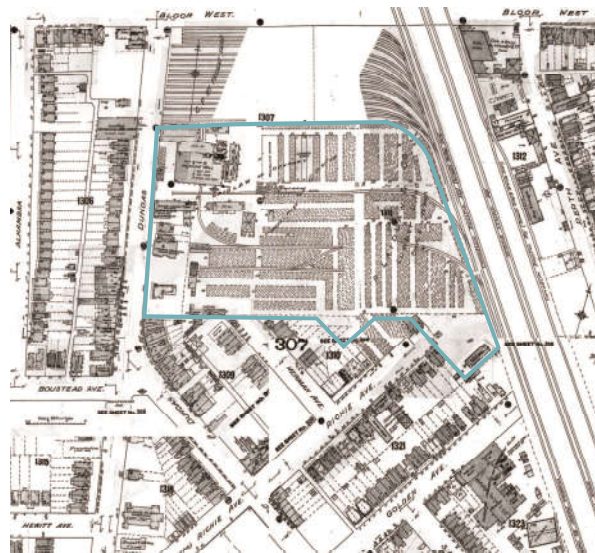
Speight and Van Nostrand 1886



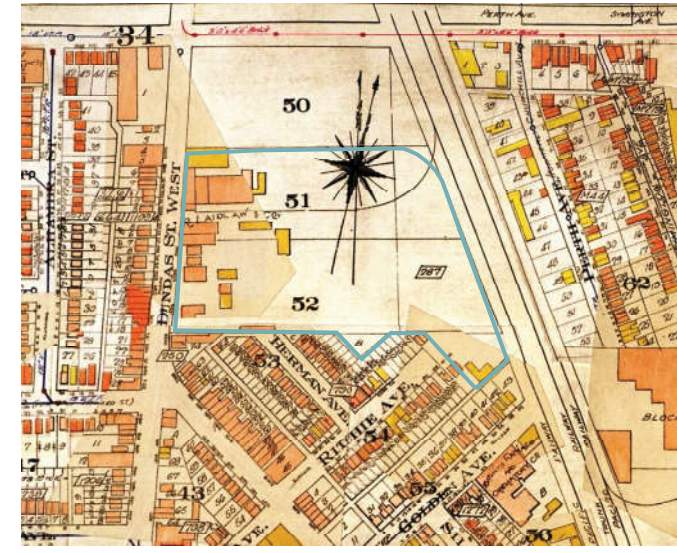
Goad's Atlas 1893



Goad's Atlas 1903



Goad's Fire Insurance Plan 1910



Goad's Atlas 1923



1947 Aerial Photography



City of Toronto 1957



1959 Aerial Photography



1964 Aerial Photography



1973 Aerial Photography



1983 Aerial Photography

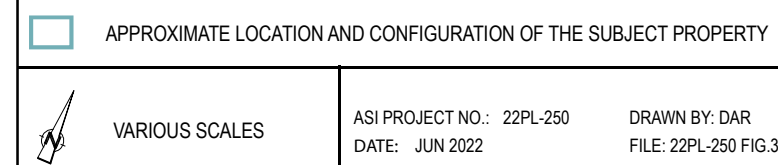


Figure 2: The nineteenth- and twentieth-century development of the 2238, 2252, 2264, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue subject property.

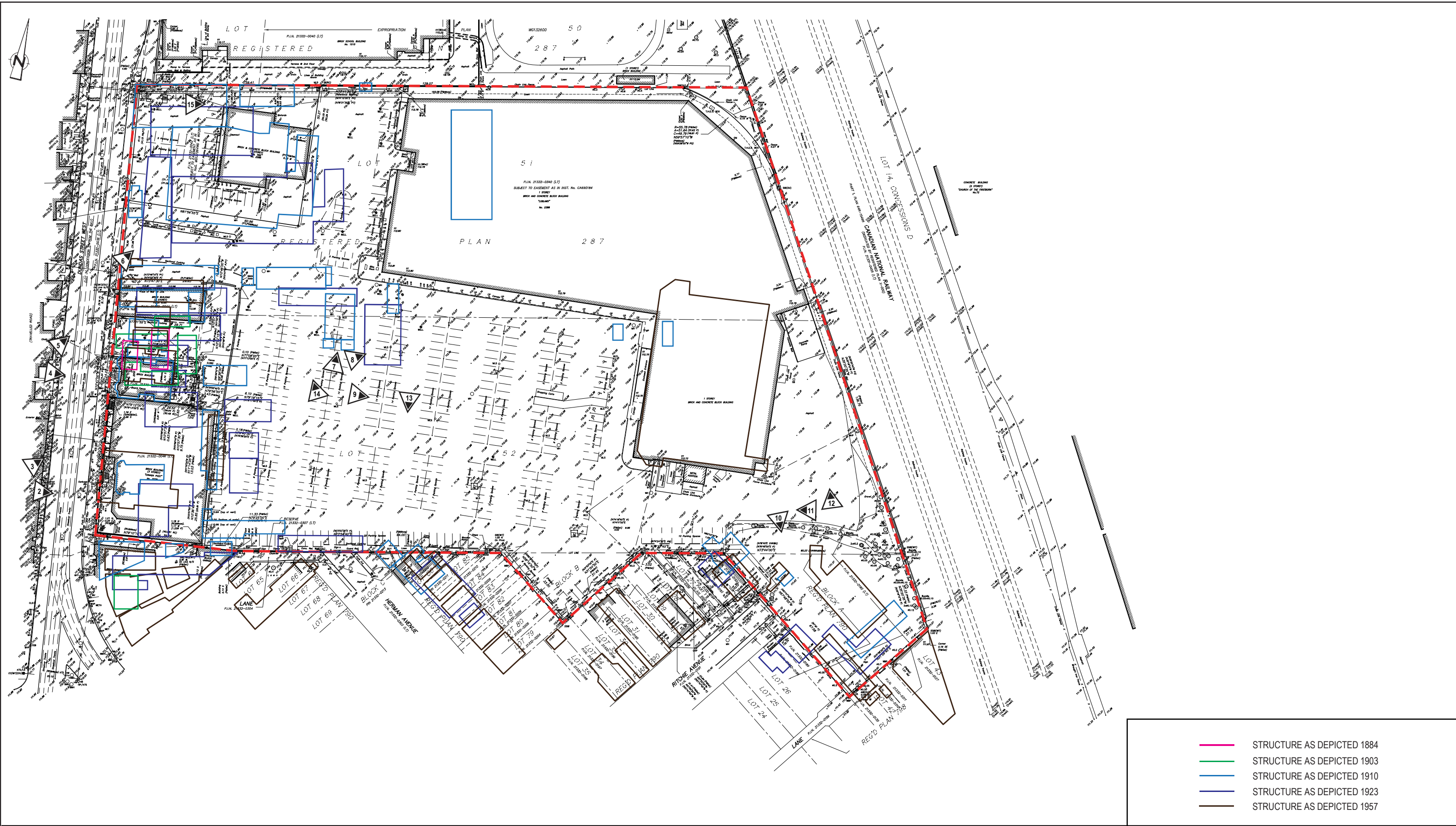


Figure 3: Stage 1 Archaeological Resource Assessment of 2238, 2252, 2264, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue — existing conditions and assessment of potential.