



Ontario Archaeological Society

Arch Notes

New Series Volume 5, Issue 6

ISSN 0048-1742

November / December 2000



Partners in the Past: U of T and OAS Digs

OAS news

President's notes	3
Teacher's edge	3
From the OAS office	5
Emerson silver medal citation	
Paul Lennox	6
Watching the wheels turn	7
OAS 2000 highlights	
50 th Anniversary Year	8
Archaeology unearthed	13
OAS chapters	26

Arch features

Partners in the past : U of T and OAS digs exhibit opening	
<i>P. Reed</i>	11
The 50s phenomenon	
<i>H. Devereux</i>	11
A user's guide to field vehicles	
<i>L.R.B. Parker</i>	14

Arch shorts

Letters to the editor: rebuttals to Mr. Mayer	
<i>L. Jackson</i>	23
<i>T. Arnold</i>	24

Board of Directors

President

Robert Mayer
519-472-8100

MayerHeritage@compuserve.com

Treasurer/Finance

Henry van Lieshout
416-446-7673

oas@globalserve.net

Director of Chapter
and Membership Services

Eva MacDonald
416-534-9384

emmdar@sympatco.ca

Director of Heritage Advocacy

Tony Stapells
416-730-0797

oas@globalserve.net

Director of Marketing
and Promotion

Hugh Daechsel
613-384-0947

hquest@aibn.com

Director of Public Services

Vito Vaccarelli
416-248-9651

vito.vaccarelli@sympatco.ca

Director of Publications

Caroline Thériault
416-652-6444

pmct@interlog.com

Executive Director

Jo Holden
1-888-733-0042
905-787-9851

oas@globalserve.net

Editor, *Ontario Archaeology*

Editorial Board, OAS

Editor, *Arch Notes*

Frank Dieterman
905-333-9324

fdieterm@chass.utoronto.ca

Editor's note ...

I have to hand it to Bob – he's come up with fifty points promoting the achievements of the OAS for our 50th anniversary! When you read this list, you'll have a better understanding of both the breadth and success the OAS has enjoyed this past anniversary year. Thanks for compiling our achievements, Bob!

Speaking of achievements, Paul Lennox is the recipient of the J. Norman Emerson Silver Medal – Congratulations!

This is the last issue bearing the terrific OAS 1950-2000 logo (thanks to Vito for the great artwork). But that does not mean a lowering of standards for AN by any measure. I would like to extend a heartfelt round of applause to all those who contributed to AN this past year, making my job just a little (ok, a lot) easier to fill up 24 (or 26!) pages every two months with your submissions of interesting, stimulating, perhaps controversial, and always excellent material relating to archaeology at home and abroad, in the field and behind the desk.

Happy holidays one and all.

 Frank Dieterman, Arch Notes editor

Welcome New OAS Members

D. Ablett - Glen Williams	S. Glidden - Toronto
E. Bastien - St. Catherines	C. Hum - Brockville
M. Cowan - Brampton	M. & B. Johnson - Windsor
P. Dolanjski - Ancaster	M. McCarthy - Waterloo
Superior National Historic Forest - Maine USA	

ARCH NOTES ADVERTISING

Loose Insertions only

Insert Rates:

Full Page	\$140.00	8.5 x 11"	17 x 22 cm
Half Page	\$84.00	5.5 x 8.5"	11 x 17 cm

Discount 25% for six issues (one year).

Discount 10% for two or more inserts per issue.

Inserts must be of interest to the archaeological/heritage community and are subject to editorial criteria.

For more information, contact Jo Holden
at the OAS office.

President's notes

IN SWITCHING FROM MONTHLY to quarterly meetings this year, the Society's Board of Directors (BoD) actually spent more productive time on Society business than ever before by use of e-mail to exchange information and to vote on important issues. In addition, far less travel time had to be spent by those BoD members who live outside the greater Toronto area. An impressive list of highlights achieved by the OAS so far in 2000, our 50th Anniversary year, is presented elsewhere in this issue. This list documents the strong commitment and work ethic demonstrated by all BoD members, by Jo Holden, our Executive Director, and most especially by about 50 volunteers from the Society at large.

The Ontario Ministry of Citizenship, Culture and Communication is continuing with the previously announced second round of telephone interviews as part of its Archaeology Customer Service Project (ACSP). Allen Tyyska and Louise Barry spent more than six hours during conference calls with me on two Saturday mornings in October. They asked about 160 questions regarding the Ministry's review of all licence report categories (including conservation licence reports prepared by Ministry staff), and licence holder's obligations to submit archaeological site registration and update forms.

The point was made that different categories of licences necessitate different types of reports. For example, the content, artifact analysis, inference/conclusions, level of inter and intra site comparisons and recommendations documented in a report for a cultural resource management project are quite different than in an academic research report or in an avocational report. This is because the purpose in conducting the fieldwork necessitates a different end product for licencing regulations and/or clearance of a condition from a development application.

A second point was that the ever-increasing delay in having reports reviewed by Ministry staff has reached a crisis level and is costing the development industry substantial interest per day on banks loans. The adages "time is money" and "time is of the essence" are

SOME GREAT WEB LINKS...

As a grade 2/3 teacher I have first hand experience tracking down usable resources and information that can be incorporated into my units of study. While the following web sites are not directly linked to my grade's expectations, my former life as an archaeologist is what sparked my initial interest in them. I am passing them along in the hope that other educators might be able to make use of them.

Busy Teachers' Web Site K-12
www.ceismc.gatech.edu/busyt/archae_o.html

THIS SITE is a great resource for all teachers and covers all of your typical subject areas such as math, language arts, science, etc. What's interesting is that it also includes archaeology. The site is easy to understand and provides teachers with links to a variety of areas including ancient Egypt, ancient Greece, and ancient Rome (great for the grade 4 social science curriculum on ancient civilizations).

Arch Net
<http://archnet.uconn.edu>

ACCORDING TO the site's homepage, this site supposedly was to have ceased operation on Oct. 16th but access to its extensive links are still on-line. This site is fantastic for both teachers and archaeologists alike. It was developed by the University of Connecticut and has 100's of links to various archaeologically related sites including universities, museums, research centres, assorted journals, etc. If anyone is interested in taking up the challenge of maintaining the site, the current administrators would love to hear from you. You can contact either Jonathan Lizee at: jonathan.lizee@yale.edu or Thomas Plunkett at: thomas_plunkett@hotmail.com

Teacher's Edge

readily demonstrated when one considers that the current 8% interest rate on a \$1,000,000 loan for a small development costs \$219.18/day, \$1,538.46/week, \$6,666.67/month and \$80,000.00/year. In most cases, it is not the cost of hiring a consultant to do an archaeological assessment that is so disturbing to the development industry but the interest that needlessly accrues when the Ministry takes five to six months to review a report in the normal course of events. At the request of a frustrated client, I recently inquired from the Ministry about the status of their review of a project that underwent an assessment in 1996. The next day the Ministry issued the letter of clearance four years after it was originally requested. In the interim, the Ministry did not follow common business practice to acknowledge receipt of the assessment reports nor did it indicate if there was any outstanding information it needed before it could issue the letter of clearance. Based upon my experience, and that of others, this is not an isolated incident.

A third point was the backlog of site registration and update forms that remain to be entered into the Ministry's Archaeological Site Database Files. This backlog has led to the Ministry issuing incomplete and incorrect information consultants routinely use in Stage 1 background research, and also to redundant Stage 2 general surveys of properties that had been adequately surveyed previously. E-mail filing of site information by licence holders was recommended as one means of eliminating the backlog. Some of my consulting licence reports have had to be submitted without previously registered site information because the Ministry could not provide it in time to meet proponents' deadlines. Nonetheless, full marks were given to the Ministry and Robert von Bitter for routinely providing by e-mail digital copies of topographic maps showing where registered sites are in relation to study areas. It was noted, however, that read-only access by licenced individuals on a need to know basis would speed up background research, and make it more effective and efficient by reducing the staff time it now takes to answer all the requests for information during the current booming economy.

In conducting the ACSP, I believe the Ministry recognizes that its customers have concerns that were not being addressed, and that the Ministry should be doing a better job. If the project cannot find an

More Teacher's Edge

Elise Abram

[www.members.home.net/
eliseabram/archres.htm](http://www.members.home.net/eliseabram/archres.htm)

Finally, former OAS member, Elise Abram, has some good links on her archaeology web page. Elise is currently teaching Secondary School in Scarborough and has had a keen interest in Educational Archaeology for many years. She's recently received the green light from her school's administration to run an archaeology course, she developed, at her school next year. She can be reached at: eliseabram@home.com

Greg Purmal

internal way for the Ministry to keep up with an increasing work loan and to maintain a reliable and professional level of service, then external ways must be explored and developed if archaeology at all levels as well as other heritage interests are to become sustainable. Subject to the outcome of the ACSP, I will propose that the Ontario Archaeological Society discuss a cooperative arrangement with as wide a range of archaeological community support as possible including organizations such as the Association of Professional Archaeologists, the Canadian Association of Professional Heritage Consultants, Save Ontario Shipwrecks, among others. The purpose of the arrangement would be to formally announce to the Ministry an interest in establishing self-regulation and to determine an appropriate method of passing an Act to establish self-regulation. These are not impossible or even formidable tasks. While Jo Holden suggests reviewing the "British Archaeologists' Code of Practice", Caroline Thériault, our Director of Publications, has indicated that Ontario geoscientists have successfully done this as recently as this year after being formerly regulated by the Ministry of Natural Resources. The following web address provides details of how they did it: www.gov.on.ca/MNDR/MINES/OGS/reg/introe.htm

The input the ACSP receives will help to shape its final recommendations to the Ministry's senior management in late 2000 or early 2001. If anyone has any questions or concerns they would like to see addressed, please contact:

Louise Barry, Project Manager
Archaeology Customer Service Project

Ministry of Citizenship, Culture and Recreation
400 University Ave., 5th Floor
Toronto, Ontario M7A 2R9
Phone: (416) 314-6601
E-mail: louise.barry@mczcr.gov.on.ca

 Bob Mayer, President

From the OAS office...

JUST AS THE WEATHER started to make sitting outside on a Sunday night with that last coffee a little chilly, CBC television has presented its viewers with a spectacular new series, "Canada; a Peoples History". It is beautifully filmed, historically accurate and it used many of our Province's historic sites, and Professionals as resources to round out the story lines. Past President, John Steckley was the resource for the Huron language scenes. Good going John! Maybe in a future *Arch Notes*, John can write up his experiences on the set?


As *Arch Notes* went to press for this past issue (Sept/Oct) our office heard of that one of our colleagues had a very serious accident on the job. Our condolences went out and I have heard that many within our professional community have visited and offered their help. In many ways that is what a community does. However this situation is exactly why the Society has struck a partnership with Johnson Insurance. This company offers, and I know we have profiled it in *Arch Notes*, a Health Insurance Plan for independent professionals. If you do not have personal accident insurance, please consider calling Johnson for further information on their personalized coverage plans, or call the office for their number. Make sure you tell them you are an OAS member and you will get personalized attention from our agent Donna Kidd.

In recent weeks much has been written about the issues swirling about the McMichael Canadian Art Gallery. Bill 112 was passed a few weeks ago, not without the Heritage Community trying to input their influence. The changes to Bill 112 only affect that institution, however it sets a critical precedent regarding the trust Donors have traditionally put in the institutions that they choose to deposit their articles in. It also identifies issues regarding the governance of cultural institutions including arms length management, acquisition and de-accessioning policies, philanthropy including the rights of donors and their estates, the definition of Canadian cultural heritage and the role of the government in relation to collections held in the public trust. Although Bill 112 was passed, the Heritage community will be monitoring the impact of it closely.

You will notice in this issue that activities are starting to happen in our new home starting in January. Consider attending our lecture series starting on January 10th, be sure to attend our Open House on January 20th, and round up the group to attend our annual Signature Event, Archaeology Unearthed on February 17th.

It's been a busy year for the OAS and I know the Board of Directors and myself are looking forward to a Holiday Season where everyone can recharge for the activities of 2001... Happy Holidays.

Note: The OAS Office will close on Fri. Dec 15, 2000 at 4:30 p.m. and reopen Tues. Jan. 2, 2001

 Jo Holden, Executive Director

To our Volunteers

*There is no greater gift than the gift of yourself! For the time and expertise you have given the Society,
Thank you so much for all your help. You're appreciated more than you know.*

Respectfully, Jo Holden and the 2000 Board of Directors.

J. Norman Emerson Silver Medal Citation for Paul Anthony Lennox, B.A., M.A.

by J. Trevor Hawkins and Bob Mayer

PAUL LENNOX was born in Niagara Falls. At the age of 12 in 1963, he started artifact collecting along the Grand River in Dunnville. That same year he attended his first Ontario Archaeological Society (OAS) meeting in Toronto. In 1971, he started studying Anthropology at the University of Waterloo, and completed his studies for the Honours Bachelor of Arts degree at McMaster where he proceeded to Graduate Studies, receiving the Master of Arts degree in Anthropology in 1978. He then spent two more years in the Ph.D. program studying archaeology at Simon Fraser University in British Columbia. Paul is a long-time member of the Canadian Archaeological Association, the Ontario Association of Professional Archaeologists, and a Life Member of the OAS. During the 1980s, he served as Vice President and President of the London Chapter of the OAS.

Paul has been engaged in archaeology for almost forty years now, having started as an avocational collector. He served as a field-crew member, rose to Supervisor of Volunteer Excavations, Assistant in Charge of Excavations, then Supervisor of Excavations and ultimately, Director of Excavations. In these roles, he has been associated with McMaster University, the University of Toronto, the National

Museum of Canada, and the then Ontario Ministry of Culture and Recreation. He has been an academic Course Instructor at McMaster, presenting courses entitled Fossil Man and North American Prehistory. Under the tutelage and mentoring of Tim Kenyon, Paul mastered the archaeology-related disciplines of cartography, photography, darkroom processing, and graphic illustration. At Simon Fraser, he knapped lithic artifacts to use as teaching specimens. For the Ontario Ministry of Culture and Recreation, he served as Provincial Park Archaeologist with all the attendant public education responsibilities of that position.

For the past twenty years, Paul has been an Ontario public servant. Not a civil servant of the type we love to denigrate and mythologise, but one who is clearly dedicated, productive and creative, and whose sphere of influence is much greater than the highways and bridges he has helped build. On April 1, 1980, Paul was hired by the Ontario Ministry of Transportation as its Southwestern Regional Archaeologist to be responsible for archaeological resource assessment surveys and salvage excavations. In this position, he has conducted more than 200 projects, and has filed more than 75 reports under the regulations of the Ontario Heritage Act.

Beyond his employment responsibilities, but often with the support of the Ministry of Transportation, in his private time after hours, on week-ends and on vacations, Paul has prepared some 40 archaeology papers, which he has been invited to present throughout Ontario and in Quebec, Manitoba, Ohio and Michigan at archaeological conferences as well as to professional groups outside archaeology, school groups and to First Nations. He also has 34 publications to date, many of which are in refereed journals such as the National Museum of Canada's "Mercury Series" (possibly the most prolific author within this series), the "Midcontinental Journal of Archaeology", and the OAS's "Ontario Archaeology", as well as numerous newsletter articles in "Arch Notes" and the OAS London Chapter's "Kewa" plus contributions to and editing of monographs for the London Museum of Archaeology and the Ottawa Chapter of the OAS.

Paul has received a number of Ontario government grants from the Ontario Heritage Foundation and the Community Facilities Improvement Program to support his independent research projects. Two such projects, encompassing some 16 years of work, have been the Archaeology of the Barrie Area (1984), and the resulting Molson

Site Project monograph that is currently in press by the London Museum of Archaeology. This latter project used many of Paul's natural talents and acquired skills, which resulted in a long-term display constructed for students in the Barrie Education Centre. Using artifact presentation, text, and the latest computer graphics technology, he challenged the students in much the same manner as the archaeologist is challenged. In addition, a published report he co-authored on the Wiacek site featured an exquisitely designed multi-colour cover and numerous large-size photographic reproductions of rim sherds. This report was so far removed from the early spirit-duplicated or Gestetner-duplicated manuscripts that, with respect to report publication for distribution to a wider public audience, Paul truly "raised the bar".

Paul's influence was felt in the Culture Resource Management area as well, a fact, of which he, himself, might not be aware. For instance, he was one of the early users of cellular telephone technology. Now commonplace, this provided not only for easy communication, but also increased the safety level for all field crews now working in remote places. Also in the safety field, Paul showed the wisdom of using hard hats, reflective safety vests and vehicle-mounted strobe lights, which served not only to warn approaching motorists, but also hunters whose stray bullets have been known to cause distress to archaeology field crews.

The Ontario Association of Professional Archaeologists honoured Paul earlier this year for his truly outstanding role in co-ordinating the 1998 Ontario Archaeological

Society's 25th annual symposium in Brantford entitled "Archaeologists and First Nations: Bridges from the Past to a Better Tomorrow". Paul has indicated recently that he is looking forward to spending time at his St. Thomas home, and to continuing his personal research and writing, building, if you will, ever more "highways and bridges" between archaeologists, First Nations and the wider community interested in this province's rich heritage. As an extracurricular activity, his already substantial contributions in this regard are clearly independent of professional requirements and capacities.

In this, the Ontario Archaeological Society's 50th anniversary year, we are honoured to present to Paul Anthony Lennox, a life-long archaeologist of accomplishment, influence, and distinction, our highest recognition, the J. Norman Emerson Silver Medal.

Watching the wheels turn

Jo Holden, Executive Director

Dorothy Duncan, a colleague, friend and Executive Director of the Ontario Historical Society asked in a recent column for the services of a really good detective regarding her concerns about the doings in the Heritage community within The City of Toronto.

Right now I would settle for a Poirot, Columbo, Sherlock Holmes, or even Thomas Magnum, to investigate the mystery of the sliding due dates of the operating grants for Provincial Heritage Organizations (PHO) from the Ministry of Citizenship, Culture and Recreation (MCzCR). These grants provide much of the operating capital for Societies and Associations like ours. The OAS builds its yearly budget around the arrival of this critical piece of financial assistance. This past spring the MCzCR gave the OAS office three weeks to prepare and send in the PHO operating grant application. This is a task that is so intense, I literally have to close my eyes to all other OAS business in order to complete it for the Ministry's due date. The PHO group was told they would see their grants between the close of August and mid September. At this writing, (mid November) my Advisor

at the Ministry feels helpless in that they have no idea, influence or control regarding when this cheque will arrive. To be honest, the OAS is hurting due to this delay.

Yes the OAS has taken a gigantic leap of faith towards self-sufficiency by partnering with the Town of Richmond Hill. In fact the OAS succeeded in doing exactly what the Ministry asked us to do in the new financial environment that Minister Helen Johns described to the PHO's in November 1999. The OAS did partner, twin and is in the process of reaching out to the business community. However if we ever needed this annual support to be on time, it was this year.

To realize the move and partnership the OAS had to extend itself financially. (Yes Virginia, moving does cost!) The Society was depending on the PHO grant to arrive on time to assist in the move.

To return to the opening of my commentary, I would be pleased to see any one of those detectives walk into my office and solve this mystery, pro bono of course; in the meantime I will continue to watch the wheels turn.

OAS 2000 HIGHLIGHTS 50th ANNIVERSARY YEAR

by Bob Mayer

The Ontario Archaeological Society began 50 years ago as a single non-credit course offered by Dr. J. Norman Emerson at the University of Toronto. The Society has since risen to a pre-eminent status as the largest archaeological organization in Canada. There are many reasons why it has survived and prospered—not the least of which is our members' dedication to achieving the Society's aims, which cover the gamut of avocational, academic and professional interests. These aims are:

- to bring together individuals interested in the practice, promotion and advancement of archaeology, particularly in the province of Ontario;
- to encourage and assist every effort, both individual and collective, which tends to foster, elevate and advance archaeology in the fields of learning and culture;
- to discourage illegal archaeological investigation and excavation;



- to facilitate the exchange of ideas and information, and to encourage co-operation among all those interested in the study of archaeology;
- to publish archaeological literature and site reports; and
- to stimulate the interest of the general public in archaeology.

In reviewing back issues of the Society's *Arch Notes* newsletter from this past year or so, it is quite apparent that the OAS is accomplishing these aims, and is "the voice of Archaeology in Ontario." Highlights of the Society's recent successes and those members who contributed include:

Arch features – Partners in the past

- development and implementation of a new three-year strategic plan (by Board of Directors [BoD] and members at large);
- on-going cooperation with the Red Tape commission and keeping our membership informed about developments (by BoD and members at large);
- representation at the “Cultural Heritage Tourism Conference” in Pembroke (by Hugh Daechsel);
- “OAS: Ontario’s Best Kept Secret” article published in Arch Notes (by Hugh Daechsel);
- organization of the Society’s “Anniversary Fundraising Dinner” (by Hugh Daechsel and Eva MacDonald);
- permanent archiving of OAS corporate records at the Ontario Archives (Jo Holden);
- establishing and maintaining OAS-L as a free mailing list to facilitate discussing archaeological issues, posting questions, and communicating ideas (by Vito Vaccarelli);
- OAS 50th Anniversary logo designed and put on letterhead, coffee mugs and caps (by Vito Vaccarelli);
- design and printing of a new OAS educational poster as a 50th Anniversary project (by Rita Granda and Vito Vaccarelli);
- establishment of the Society’s 8th regional chapter in Niagara-on-the-Lake (by Eva MacDonald, Ron Williamson, Laura Dodson, & Joy Ormsby);
- facilitating the Society’s “Passport to the Past” program as well as other volunteer activities (by Eva MacDonald, Bev Garner, Marianne Murphy, Megan Grant, and Andy Schoenhofer);
- 73 new members joined the Society in 2000 raising the cumulative number of individual, family, student and institutional memberships to more than 675 throughout the year to date (by Eva MacDonald and Hugh Daechsel);
- winners of the OAS Membership Contest were Ellen Blaubergs (1st prize), Ken Oldridge (2nd prize), and Tina Canzinella (3rd prize);
- establishing an educational programming partnership with the Town of Richmond Hill and resulting move to new corporate office (by Jo Holden, Henry van Lieshout, Megan Grant and Martin Cooper);
- proposed amendments to the OAS Constitution to be ratified at the Annual Business Meeting (by Henry van Lieshout);
- coach, train, school bus and boat trip to Moosonee last August (by Henry van Lieshout);
- reintroduction of an “OAS Annual Report” for fundraising purposes and to keep the membership fully informed (by Henry van Lieshout);
- electronic publishing of CAA proceedings from 2000 Conference in Ottawa (by Jo Holden);
- establishing a new editorial board for Ontario Archaeology journal (by Caroline Thériault);
- establishment of awards for best graduate and undergraduate student paper on Ontario archaeology (by Caroline Thériault and OA editorial board – Susan Jamieson, Andrew Stewart and David Robinson);
- maintaining a watching brief on the renewal of the Ontario Realty Corporation Class EA process (by Jo Holden and Tony Stapells);
- committee work with various organizations regarding a new Ontario Heritage Act (by Jo Holden and Tony Stapells)
- as part of the Ontario Heritage Alliance, monitoring the activities of the province’s Apolrod Committee regarding where original 19th century land registry records will be placed (by Jo Holden);
- presentation and display of the various avenues of archaeology at the “Association for Brighter Children’s Conference” (by Jo Holden, Greg Purmal and Norma Knowlton);
- the successful “Day on a Dig” for OAS members and the public at the Lt.-Colonel John Butler Homestead in Niagara-on-the-Lake (by Jo Holden, Jane Sachetti, Ellen Blaubergs, and Archaeological Services Inc.);
- semi-monthly publication of our newsletter Arch Notes (by Frank Dieterman);
- presentation of the Society’s highest award, the “J. Norman Emerson Silver Medal”, to Bill Renison in 1999 and to Paul Lennox in 2000;
- presentation of the “Kenyon Citation of Merit Award” to Martha Kidd in 2000;
- presentation of the Ottawa Chapter’s “Peggy Armstrong Public Archaeology Award” to Gordon Watson in 2000;
- an honorary life membership presentation to Paul Sweetman, a past president of the Society;
- presentation of 25 Year Membership Award Pins to Christopher J.-Anderson, Sylvia Cowsls, Ella Garrad, S.R. Leslie, James Shropshire, Beverley

- Smith and Mark Warrick in 1999, and to Bob Pearce in 2000;
- announcement of 50 Year Membership Award Pins to Helen Devereux and Bill Renison;
- cataloguing the Society's library into a computer database for access on our web page (by Norma Knowlton and Andy Schoenhofer);
- generating a computerized digital CD containing the first 20 years of the Ontario Archaeology journal - 1950 to 1969 (by Nick Adams);
- maintaining a series of down-loadable on-line articles on Ontario archaeology on the OAS web page (by Nick Adams);
- maintaining and updating an Educational Kit on Ontario archaeology for circulation to schools (by Jo Holden);
- OAS members attending open houses at the Ojibwa Cultural Centre on Manitoulin Island and at Nin-Da-Waab-Jig on Walpole Island (Paul Lennox, Jo Holden, Ron Williamson, Deborah Steiss; Janet Turner; Gary Warrick & Bob Mayer);
- the Society was instrumental in having the Ontario Ministry of Citizenship Culture and Recreation investigate the apparent blatant increase in the sale of artifacts (by BoD);
- organizing a successful 26th annual symposium in Waterloo (by Robert Park, Dean Knight, Rob MacDonald, and many University of Waterloo student volunteers);
- organizing a successful 27th annual symposium in Midland (by Jim Shropshire, Gary Warrick Norma Knowlton, Melanie Priestman, Marg Clarkson, Annie Gould, Rosemary Vyvyan, Jamie Hunter, and Ellen Blaubergs);
- organizing another in a long series of successful Archaeology Unearthed events in Toronto (by Jane Sacchetti, Jo Holden, Carolyn Theriault, Vito Vaccarelli, John Steckley, Rudy Fecteau, Dan Long, and Peter Hamalainen);
- based upon successful experiences in 1981 and 1991, the OAS is again sponsoring a two to three week tour for members and the public in the fall of 2001 to principal archaeological sites in Egypt (by Charlie Garrad);
- another OAS 50th Anniversary special event is the opening of "Partners in the Past: U. of T. and OAS Digs"—an archaeological and photographic

exhibit (prepared by Pat Reed and Bev Garner of the Department of Anthropology, University of Toronto); and

- maintaining an affinity partnership with Johnson Insurance Inc. and expanding it to include home, car and health for Society members who enroll (by Jo Holden).

In looking ahead, the Society will continue to seek opportunities to educate and share with the people of Ontario the rich archaeological heritage in this province. It will maintain and increase its cooperative working relationships with First Nations. Increasing the Society's membership base will also be a prime goal. To a large degree the partnership with the Town of Richmond Hill will attract new members may eventually even foster a new regional chapter.

While the operating grant the Society receives from the Ministry of Citizenship, Culture and Recreation's Provincial Heritage Organization program is greatly appreciated, it does not cover even half of the Society's day-to-day expenses let alone any of the Society's special activities. In order to continue the Society's drive to become self-sustaining, the OAS must "dare to risk" creating a more active role for itself with regard to fundraising, the self regulation of all levels of archaeological practice, resolving resource management issues on a pro-active not a reactive basis, and providing direction to government on heritage matters. The Society must never become complacent, thinking that government or business will always do the right thing with regard to archaeology just because there are federal or provincial policies and guidelines in place that protect and manage heritage resources.

If the Society tries to just maintain the present status quo, it cannot survive or continue to sustain itself for very long. It must stand up for its aims and objectives, without fear or favour, and articulate informed positions whenever important issues arise. Subject to approval from the membership and the BoD, these are the directions and the "big picture" that I recommend that the Society work toward.

Arch features

"Partners in the Past: U of T and OAS Digs" exhibit opening

The opening reception for the exhibit "Partners in the Past: U of T and OAS Digs" took place on October 18, 2000, in Sidney Smith Hall, University of Toronto. OAS members, and faculty, students and alumni from U of T enjoyed refreshments kindly provided by Jo Holden of the OAS and viewed the exhibit which includes 13 sites that were excavated by U of T with the assistance of the OAS in the 1950s. The highlight of the evening was a talk given by Helen Devereux, long-time member of the OAS and former faculty member of the Department of Anthropology, U of T. Helen's talk captured the theme of the exhibit perfectly and has been reproduced below.

The University of Toronto is proud to assist the OAS in the celebration of its 50th year through the creation of this exhibit that highlights the early digs which involved the cooperation of both institutions. In his 1970 article, 'The Ontario Archaeological Society: Two Decades of Development', Dr. J. N. Emerson of the University of Toronto stated that: "In the first decade of the society, the university very much depended upon the trained members of the OAS to help them run, direct, and supervise their large student digs...I am very grateful for the help of the OAS during those years. It could not have been done without such help."

In the first decade of the society, members assisted Dr. Emerson in excavations at such sites as Ault Park, Aurora, Bennett, Benson, Black Creek, Bosomworth, Downsview, Graham Rogers, MacMurchy, Parsons, Seed-Barker, Thompson and Warminster. The artifacts and archival records from these excavations reside at the University of Toronto and form the basis for this exhibit. The sites exhibited range in time from Middle Archaic to Late Iroquoian and in geography from Hamilton to Cornwall (W-E) and Lake Ontario to Huronia (S-N).

"Partners in the Past: U of T and OAS Digs" will be open until the summer of 2001. Viewing is by appointment only and arrangements can be made by contacting Pat Reed at 416-978-6293 or by e-mail at preed@chass.utoronto.ca.

Pat Reed, Curator of "Partners in the Past: U of T and OAS Digs"

THE 50s PHENOMENON

By H.E. Devereux

October 18, 2000: It is my pleasure to have been asked to talk about Ontario archaeology in the decade of the 1950s. This is the decade, illustrated by this exhibit, when the Ontario Archaeological Society and the Department of Anthropology were very close partners indeed.

What I have to say is partly factual and partly my own impressions of events of a half century ago.

The decade of the 1950s was remarkable because during that short period Ontario archaeology changed significantly from what it had been in the



Bill Renison, charter member of OAS, and H.E. Devereux

first half of the 20th century. As I see it in retrospect, the following changes occurred:

- 1) Archaeology moved from an elitist and dusty museum subject into a lively activity open to

OAS features - Partners in the past

- anyone who was interested, while maintaining a fairly rigorous process.
- 2) Ways were adopted of putting large numbers of excavators in the field with little or no money.
 - 3) Ways were found of teaching large numbers of novices how to process and analyze artifacts and other relevant materials.
 - 4) Interpretations of data began to be made within the framework of a more valid chronology. Much of this chronology arose from the data from sites dug during the decade.
 - 5) The personnel of archaeology came to include a continuing cadre of graduate students on their way toward professional goals. Many of these students eventually occupied top decision making positions in universities, museums and government. Bill Taylor, George MacDonald and Jim Wright come to mind.



In sum, the partnership between the OAS and U of T illustrated in these cases, played an important part in the radical changes in Ontario archaeology over the decade.

The question is intriguing as to how that partnership came into being and how it functioned. During the late 1940s, Dr. J.N. Emerson offered a non-credit night course entitled "Indians Before Columbus". Thirty-two students from this course were so interested by the subject that, on January 24, 1951, they officially formed the Ontario Archaeological Society, under the guidance of Dr. Emerson.

One of these charter members is with us tonight: Bill Renison. On January 24, 2001, Bill will celebrate 50 years as a member of the OAS. Bill was

awarded the Emerson Medal in 1999 in recognition of his contribution to Ontario archaeology.

A year or two earlier the archaeology program at the University of Toronto had begun to take shape as follows and U of T became the other partner. In the late 1940s, Professor T.F. McIlwraith, founder and head of the Department of Anthropology, hired Professor Emerson to develop a program in Ontario archaeology within the department. In his article of 1970, Emerson states his basic precept for this program: "Field experience and excavation is basic to the development of a true interest in archaeology. All else proceeds from the digging

experience". During the late 1940s, with a modest program of excavation under way, McIlwraith and Emerson trained a few senior students in the skills of excavation. These included: Bob Popham, Doug Bell, Peter Pratt, Dave Box and Stu Nease. Sites such as Kant or Mud Lake and Warminster 1946 and 1947 come to mind.

So by 1950, the two partners, the OAS and U of T, were in place and the partnership took off that was to revolutionize Ontario archaeology.

The process unfolded as follows, as I remember. Those senior students of the 1940s were around long enough to play a significant part in training the earliest OAS members in the arts of excavation. The Benson site of 1951 was one example. However, it is a fact that 'a student is a passing thing' and these early supervisors moved on. However, it did not take long for the OAS to be able to assemble a mature, well-trained, stable contingent of supervisors. These, of course, were not a passing thing but something that could be counted upon for years to come.

The U of T with its burgeoning enrolments in the archaeology program came to depend heavily upon this OAS contingent of supervisors. I recall that on one U of T fall student dig, 600 students - 200 per weekend for 3 weekends - were involved, so that the need for supervisors was great. In his article of 1970, Dr. Emerson wrote: "I am very grateful for the help of the OAS during those years. It could not have been done without such help".

A further aspect of the partnership was that U of T was able to assist the OAS with their continual problem of location. It was in U of T labs with U of T instructors (such as Jim Anderson and Howard Savage) that OAS members learned to process artifacts and other relevant materials.

By the late 1950s, the U of T's own body of trained students had burgeoned and the OAS had developed its own complement of seasoned supervisors, excavators and analysts. The OAS began

to concentrate upon its own excavations: Fairly, Draper, Boyd and other sites were dug. Thus the decade of mutual dependence came to an end and the partnership became less integral. Although both partners developed their own programs, both bore heavily the stamp of the style of the earliest days.

They say 'what goes around comes around'. And here we are a half-century later in partnership again even though briefly.

There is no doubt that between them, the OAS and the U of T have a significant backlog of artifacts and raw data. And we have embarked upon a new millennium and technological era that holds exciting new directions for archaeology here.

Times are tough again for archaeology. Do we need each other again? Is it time for another explosive decade? It worked before: perhaps it could work again.

The Ontario Archaeological Society and the Town of Richmond Hill Parks, Recreation and Culture Department present
6th Annual



ARCHAEOLOGY UNEARTHED

*A day long workshop for budding and wannabe archaeologists
or those just curious as to how its done...*

SATURDAY, FEBRUARY 17, 2001 8:30 a.m. to 4:30 p.m.

Elgin West Community Centre, 11099 Bathurst Street, Richmond Hill, ON L4C 0N2
\$55.00 Adults \$45.00 Students and Seniors (bring your own lunch)

Note: Programme best suited for ages 10 to adult

LEARN HOW TO:

- make stone tools
- date pottery
- analyse animal bones
- recreate ancient environments from seeds

Use the attached Richmond Hill Parks, Recreation & Culture registration form

Registration is done by computer random selection

For more information about registration call the Elgin West Community Centre (905) 508-7012

*** Upon registration declare that you are an OAS member so you are NOT charged the \$10.00 non-residents fee



A user's guide to field vehicles

L.R. Bud Parker

Introduction

The following paper will present aspects of the most expensive tool used in Ontario archaeology, the field vehicle. Using experience in archaeological fieldwork and the automotive industry, published data from retail and government sources, and survey answers from colleagues in archaeology, the writer presents a primer for the purchase, maintenance and choice of archaeological field vehicles.

When working in archaeology in Ontario, in either consulting (CRM) or research, you have to get to the study area and/or site in the most practical and efficient manner. Unless your study area happens to be near a transit stop (bus or subway), you must use some sort of field vehicle. This vehicle has to carry the researcher(s) and the necessary gear (ie. tools of the trade) as close to the site as possible. You can arrive in style, in a Jaguar coupe, or a chauffeured limo, but in most cases the types of field vehicles are more mundane. Two-wheeled transportation may be fine for survey work for one or two people, but shovels and screens are hard to carry on motorcycles or mountain bikes. So, for practical reasons, a car or a truck is the logical choice for archaeological work in Ontario.

Survey of Working Archaeologists

In order to ascertain the most useful archaeological field vehicle for work in this part of North America, a brief survey was taken of 43 working archaeologists. Three questions were asked in this informal poll:

- A) List memorable past field vehicles in your career.
- B) What is your current field vehicle?
- C) What is your ideal field vehicle? Why?

Of the 43 archaeologists polled, 15 (individuals and/or companies) responded to the survey. A brief discussion of the survey results will be presented below (Table 1). It should be noted that the responses were sometimes very specific as to make and model of vehicles, while other responses were more generic. The idea of this paper is not product endorsement, so only basic terms will be used in most cases (ie. pickup truck, van, etc.).

Table 1: Results of Vehicle Survey

<i>Types of Vehicle</i>	<i>Past Vehicles</i>	<i>Current Vehicles</i>	<i>Ideal Vehicle</i>
Vans	5	4	3
Cars	4	2	0
Pickup trucks	4	4	4
Medium SUV	7	7	2
Large SUV	6	2	8

Arch features – Field vehicles

The types of vehicles in the first column of Table 1 have been generalized from the survey responses. Vans include both full-size and mini vans. All cars (hatchbacks, coupes, sedans and station wagons) have been labelled "cars". Finally, the difference between medium and full-size SUVs (sport utility vehicles) is based on industry standards. Full-size SUVs would include Chev/GMC Suburban, Yukon, Tahoe, Chev/GMC V8 Blazer/Jimmy, Ford Expedition Excursion, Lincoln Navigator, Ford V8 Bronco, Dodge Durango, Hummer and Toyota Sequoia. Medium-size SUVs include all other smaller truck-based and hybrid models, including Land Rover, Subaru Outback/Forester, all Jeeps, Chev/GMC V6 Blazer/Jimmy, Toyota 4Runner, Isuzu Trooper, Ford Explorer, Nissan Pathfinder, and other similar sized products. Four (4) responses included basic requirements, such as, "room for six passengers, four-wheel drive, and lots of cargo room", and these were placed into the "Large SUV" category, although they could have also been put in the pickup truck category for four-door (crew cab) models.

The general results of the survey show that cars are used but not ideal, and the same can be said for medium SUVs, to a lesser degree. The need for cargo space for tools (ie. wooden tripod legs for screens, shovels, etc.), passenger room for six, and four-wheel drive are the requirements of the ideal field vehicle. This could be either a large SUV or a four-door pickup truck. Vans are noted to be useful, but lack 4x4 capability in most cases. Medium SUVs lack some passenger and cargo room, but are more fuel-efficient than the larger vehicles.

The heavy-duty needs of archaeology do not deal kindly with some types of vehicles. Cars are not meant to go 'off-road', and their low ground clearance leads to expensive repairs. The writer has used full-sized station wagons to some success (room for six, plus cargo space), but pulling corn stalks out of the chassis was tiring. Front-wheel drive vehicles (most minivans), are also a bit delicate on farm lanes and logging roads (low ground clearance), but are fine for urban settings, as long as regular checks are made of the driveshafts and other front-end components (ie. CV joint boots are easily split in rough terrain). Newer SUVs have expensive, hard-to-clean, plush interiors, and the medium-sized ones are a little cramped for five adults and archaeological gear. Four-wheel drive vehicles are less fuel-efficient and have more driveline components that could potentially wear out for more expensive repair costs. Vehicles with standard transmissions are more fuel-efficient versus those with automatic transmissions, and the latter are more expensive to fix, should the transmission fail. Options, such as seat heaters, power windows, and sunroofs are nice in luxury vehicles, but for a "work truck" they would probably just break down at the most inconvenient moments, and are expensive to repair. Full-sized passenger vans, large SUVs and crew-cab (or extended cab) pickup trucks are the most practical field vehicles, with 4x4 available on the last two types. In comparison to other industries that use vehicles for crews and equipment, one could look at the construction trades. Construction companies tend to use vehicles that would be ideal for archaeological use (ie. pickups, full-sized vans).

Locating the Ideal Vehicle

Most automotive consumer guides delve into great detail in regard to the purchase of a new or used vehicle (cf. Edmonston 1998). The sellers of trucks, vans and SUVs include: private individuals, used car dealers, new car dealers, auction companies, brokers/agencies, leasing companies and on-line (internet) services. Any purchase should include a preview, test drive and/or inspection of the vehicle, in person, and (for used vehicles) preferably a mechanical inspection by the purchaser's own mechanic/garage. If the seller refuses to have the vehicle inspected, then they may have something to hide, so do not proceed with the deal.

When a vehicle is purchased from an individual in Ontario, the seller has to provide "used vehicle information package" (UVIP), a history of ownership and other relevant details of a specific vehicle. If a 10-year-old vehicle has a history of less than 10 years of Ontario registration, then it probably has been imported into Ontario from another province. A vehicle from the Vancouver would be less rusty, and may be more expensive due to its

Arch features - Field vehicles

more pristine condition. Tax benefits include the exclusion of GST when buying privately. Finally, beware of "curbsiders", dealers who pose as private sellers, usually trying to sell rebuilt, crashed and/or totalled (or occasionally stolen) vehicles. A sure sign of a curbsider is a cell phone number rather than a home number in their advertisement, or their insistence in meeting the prospective buyer at a mall parking lot, rather than the seller's home.

Used car dealers vary from large, upscale businesses with service facilities, extra warranty packages and membership in dealership associations, to small garages/lots with less than 10 vehicles. Historically, used car dealers have been fodder for stand-up comedians, usually due to horror stories which may or may not be true. A good used car dealer stands behind their vehicles (figuratively) and will reimburse the seller (within time limits) if a vehicle turns out to be defective. The prospective buyer should insist upon a third-party inspection of any used vehicle, even if the vehicle has been "certified" by an Ontario 'safety certificate'. (In Ontario a "safetied" vehicle merely has to meet minimum safety standards prior to a change in owner registration and licensing, and it is very common for such a vehicle to require repairs soon after being sold). Finally, remember that a used vehicle should sell for significantly less than a new vehicle of the same type (except in the case of rare, collectible vehicles), and may even have some factory (original manufacturer's) warranty remaining (ie. 100,000 km or 3 years).

New car dealers are the official franchised sellers of the automotive manufacturers. These businesses also sell or lease used vehicles and for these vehicles they should be approached in the manner described in the paragraph above. For new vehicles, you have to go to the dealer, and then you will receive full warranty and other positive aspects only a new vehicle dealer can offer, such as factory-trained technicians. During the warranty period factory defects are supposed to be corrected by the manufacturer through repairs at the dealer, unless the breakdown was caused by driver error and/or abuse (ie. drag racing). Dealers also offer incentives in the form of rebates and other discounts (ie. low financing rates). Of course, a new vehicle will be sold at a much higher price versus a comparable used vehicle of the same type, but no one should be surprised by this fact.

Buying a vehicle through an auction, whether at one of the government sales (ie. Ministry of Transportation), or a private auction facility, may yield a good purchase price, but the purchaser must accept that there is a risk. The principal disadvantage is the lack of adequate inspection time. At auctions available to the public, a review is available before the sale, but test-drives and mechanical inspections are not generally allowed. Make sure arrangements can be made to return the vehicle to the auction company (usually for a hefty deposit fee) if the vehicle turns out to be defective. In cases where "all sales are final", try to include a buffer for "major repairs" in your bidding price. Those big auctions for used vehicles we occasionally hear about are usually for dealers, and not open to the general public, with prices set at "wholesale" rates.

Auto brokers and internet services offer both new or used vehicles to the public. These businesses are third party providers of vehicles. They sell/lease to you for a fee, either "up-front" as a retainer or surcharge, or through the term of the lease/loan. If you are uncomfortable in the whole vehicle search process (ie. the leg-work), and you know what kind of vehicle you want, then these services may be the way to go.

Renting a vehicle is also an option, especially for the occasional short-term project. When research grants were available in past decades the cost of rental vehicles was considered normal. Even today, in the CRM (consulting) industry, renting of vehicles can be easily done, as long as you remember to charge the client enough to cover the rental fees. The rates for renting vary, depending of the size of the vehicle and the duration/term of rental. Other costs include fuel and insurance, and maintenance. Most rental companies are competitive, and rates are similar. In Kitchener, local rental companies provided the following weekly rates for vehicles ideal for archaeological fieldwork: full-size (12 passenger) van, \$449.00, full-size crew-cab pickup truck, \$299.00, and medium SUV, \$359.00.

Asking Prices

When considering the purchase of a field vehicle, either new or used, the price is one of the most important factors. The old adage, “you get what you paid for”, applies when buying a vehicle. Anything under \$5,000.00 is probably over 10 years old and tired, and may last for another 10 years if it is pampered. Archaeological fieldwork is not all highway cruising, and from the experience of the writer, field vehicles are treated to severe conditions most of the time. An old vehicle bought for a cheap price will probably not last long. In order to present a price range for the ideal field vehicle (see Table 1), a recent issue of *Truck Trader*, was examined, and the following is a summary of the prices of new and used vans, pickups and SUVs from Southern Ontario (Table 2). All asking prices are negotiable, even if the selling dealer has a ‘no dicker’ policy. The prospective buyer should offer a reasonable amount. If the dealer refuses to respond to haggling, try to get other things thrown into the deal that shrink their profit margin (ie. accessories, rustproofing, etc.).

Table 2: Asking Prices for Ideal Types of Field Vehicles, 1990-2000 Models

Vehicle Type	Average Asking Price	Price Range
Crew Cab Pickup (4 door, 6 passenger)	\$23,300.28	\$4,500.00 – 39,900.00
Minivan (7-8 passenger)	\$12,978.03	\$3,500.00 – 39,500.00
Full Size Van (8-15 passenger)	\$18,084.72	\$5,995.00 – 30,800.00
Medium SUV (V6, 5 passenger)	\$16,809.05	\$3,900.00 – 38,500.00
Large SUV (V8, 6+ passenger)	\$27,238.55	\$6,995.00 – 48,333.00

(TMC 2000)

Repairs

The key to proper vehicle ownership is preventative maintenance. The writer currently works in the parts department of a new car dealer, and has seen how the neglect of basic vehicle maintenance can shorten the life of a car/truck by 50% or more. An annual mechanical inspection, along with regular oil and filter changes is ideal. There are several parts that, by their very nature, wear out and need to be periodically replaced. Engine oil and oil filters should be changed every 5,000km. Other fluids, which should also be changed on a regular basis, include transmission and differential fluid, engine coolant and brake/clutch fluids. Some parts have friction surfaces or seals which wear out and need to be replaced every so often, and these include: brakes, clutches, tires, ball joints, shocks/struts, tie rods, wheel bearings, water pumps, power steering pumps, air conditioning compressors, v-belts and serpentine belts, timing belts/chains, hinges, drive shafts, parking brake cables and wiper blades. Ignition components also wear out, due to electrical discharge, moisture, heat and other factors, and these parts include: battery, distributor cap and rotor, spark plugs and wires, ignition coil and switch, starter, and computerized components (ie. modules, relays and major processors). Rust usually attacks the body, undercarriage and exhaust components of all vehicles, especially here in Ontario, where road salt is used in the winter. Filters should be regularly changed too: air filter, dust/pollen filter (for heater), fuel filter, and auto transmission filter. Do not be surprised when the above-noted parts wear out due to age or use.

When you require repairs, find a repair facility you trust, and in turn the repair shop will provide you with service based on your needs (and budget). New vehicle dealers may not have the cheapest labour rates, but their technicians know their product better than facilities where detailed product knowledge is not as important as knowing a little about all the different makes and models. Most shops warranty their repairs (including parts and labour) for a certain time period. Be wary of garages with “cash only” policies, and mechanics who do not

Arch features - Field vehicles

have their accreditation (license). If you feel that the garage/dealer is trying to 'up-sell' you repairs you may not need, then you should get another opinion at another shop. If you are handy, most basic repairs can be completed by the "do-it-yourselfer", as long as you refrain from "Red Green" methods (ie. extensive use of duct tape). Try to be realistic and not too sentimental with your vehicle when it comes to repairs. If it needs a lot of work to stay on the road, maybe it would better to scrap it, rather than to spend too much money to fix its many problems. Recyclers (wreckers) are providing a much needed service, and whether you sell it to a scrap yard, or stash it behind your grandfather's barn, the retired field vehicle slowly becomes an artifact in its own right.

Warranties

All new vehicles have a base warranty for a certain time or distance (ie. 2 years or 40,000 km). This 'bumper-to-bumper' warranty covers the repair and replacement of factory defects, excluding minor things like light bulbs. Usually, only new car dealers can perform warranty work, but occasionally they can approve third-party repairs, such as bodywork. Other new vehicle warranties include items that are warranted for longer periods (ie. 5 years, 100,000 km), such as the drivetrain (engine, transmission, etc), or emissions components (oxygen sensor, catalytic converter, etc).

Extended warranties are available from new and used car dealers, but are through a third-party company (ie. Global Warranty, GE, Lubrico, etc.) for an extra charge (usually around \$1,000.00). Extended warranties are essentially insurance against the risk of expensive repairs after you take possession of the vehicle, and after its factory warranties have expired. For some vehicles that are prone to expensive repairs, then this extra fee may be worth it in the long run. However, some warranties are not applicable for commercial vehicles (ie. CRM work). Extended warranties are sold to the buyer by the dealer as part of the vehicle sale, but are a huge profit maker for them (along with rustproofing, fabric protection, life insurance, etc.) and should not be bought without some forethought.

Warranties are great, when properly implemented by both parties (dealer and purchaser). However, the payment for any warranty repair to the dealer is a lot less than the retail payment for the same repair. The dealer's service department makes a lot more profit if the purchaser has to pay for repairs, so they would rather not do warranty work. The buyer may have to fight for warranty repairs, and if they are not assertive in their demands to have the work done under warranty, some dealers will try to get them to pay for the work at the retail rate (parts and labour). Some warranties are very specific as to which parts or vehicle systems are covered, and many extended warranties are infamous for declining claims (ie. the timing belt is covered by warranty, but its failure led to bent valves and broken lifters, and they are not covered). If your vehicle has a problem you feel should be repaired, but the dealer insists that they find no problem, make sure your complaint has at least been documented, in writing, on a work order in their service department. That persistent problem that the dealer "cannot find" may suddenly become an expensive repair just after the warranty expires. Conversely, be aware that the warranty should not cover items that are obviously due to driver neglect and/or abuse (ie. standard transmissions driven by 'power shifting' - bypassing the clutch), or items which are minor (ie. wiper blade rubber). Finally, most tire warranties for new vehicles are claimed through the tire manufacturer, not the car dealer (ie. Firestone, not Ford), and new vehicle, factory-installed, tires usually do not have 'road hazard' warranty (but their replacements will often be covered by a pro-rated warranty).

Insurance

Insurance is very important (and a requirement by law) when operating any vehicle. Get coverage that provides protection against all typical perils (ie. liability, comprehensive, collision/upset, etc.). Older vehicles will cost

Arch features - Field vehicles

less to insure than new ones, and remember that 'collision' is considered optional on vehicles owned by you (not leased) if they are over 10 years old. 'Collision' coverage provides repairs to damage caused by the owner (or designate) to their own vehicle (ie. accidents where you or your driver are at-fault). When you see a vehicle with mismatched colours for bolted-on components (ie. doors, fenders, hoods, etc.), then that owner may have had no 'collision' coverage, and repaired damage caused by them (or any driver of the vehicle) the cheapest way possible. Shop around for companies that suit your needs, especially if you are using the vehicle for commercial (ie CRM/consulting) work. An insurance broker provided a quotation (Table 3), for a 1995 commercial vehicle, based on 5 examples of 1995 vehicles of the types listed in Table 2 (above). Examine your current policy, because if you are doing CRM work with a vehicle that is not insured for 'commercial' work, then any claim for repair for damage may not be covered under your non-commercial policy (ie "pleasure use only"). Insurance appraisers are intelligent enough to know when a so-called personal vehicle has been used in a commercial manner (ie. type and/or place of collision). It may be hard to convince your insurance company that your personal vehicle rolled over in a meadow, 300m from the nearest road, on your way to "work".

Table 3: Insurance Quotation for Commercial Vehicle

Vehicle (model year and original price)	1995 \$31,000-\$37,000
Coverage: Liability	\$1,000,000.00
Accident Benefits	Yes
Collision	\$300 deductible
Comprehensive	\$300 deductible
Family Protection Endorsement	Yes
Loss of Use (Rental)	Yes
Premium: \$1,002.00 + \$40.08 (tax)	Annual Premium \$1,042.08

Environmental Costs

The ideal field vehicle noted above is large, and with a gasoline-powered engine it is not very fuel-efficient. In Table 4, the fuel efficiency of several typical choices of field vehicles is listed. Alternate fuel delivery systems can be retrofitted to gasoline vehicles, and factory-equipped diesel powered trucks are also available. Propane and natural gas vehicles can be purchased new from some manufacturers, or can be retrofitted from gasoline vehicles. Both of these fuels are compressed gases (propane is more common), and are much cheaper and cleaner than diesel or gasoline in the combustion process. In the case of natural gas, dual fuel capability (gasoline or natural gas) is the normal way vehicles are retrofitted, with two sets of fuel tanks (gasoline tank in original position, and natural gas tanks in another location). Rebates from the government can be used to offset the \$3,000 cost of retrofitting to propane or natural gas. Diesel fuel is a lot cheaper than gasoline, and diesel engines have more torque at lower engine speeds than gasoline models. Diesel engines are also clean burning, when properly tuned, and require less frequent ignition component maintenance.

Recent Ontario legislation requires that vehicles registered in southern Ontario must pass standard emission tests when their licenses are renewed. If your vehicle is properly maintained, then you should pass these tests. The fee for the emission test is \$30.00, with a portion of it going to the testing facility, and the other going to the government. If your vehicle fails the emission test, you are under obligation to have it "corrected" (ie. repair whatever is causing the high emissions), but not necessarily at that testing facility. Have your own repair shop

Arch features – Field vehicles

fix any emission problems, which could be as simple as a new air filter, or as expensive as a new engine computer.

Table 4: Fuel Consumption for Selected Field Vehicles (2000 Models)

Vehicle Type	Litres per 100 km (highway)	Miles per Imperial Gallon (highway)
Subaru Forester 4x4 (2.5l 4) SUV	7.4	38
Chev Venture/Pontiac Montana/Olds Silhouette (3.4l V6) Minivan	8.4	34
Honda Odyssey (3.5l V6) Minivan	8.5	33
Toyota Sienna (3.0l V6) Minivan	8.8	32
Nissan Quest (3.3l V6) Minivan	9.0	31
Ford Windstar (3.8l V6) Minivan	9.4	30
Dodge Grand Caravan/Chrysler Town & Country 4x4 (3.8l V6) Minivan	9.6	29
Mazda MPV (2.5l V6) Minivan	9.9	29
Jeep Cherokee 4x4 (4.0l 6) SUV	10.5	27
Volkswagen Eurovan (2.8l V6) Minivan	11.0	26
Ford Explorer 4x4 (4.0l V6) SUV	11.0	26
Chev Blazer/GMC Jimmy 4x4 (4.3l V6) SUV	11.1	25
Toyota 4Runner 4x4 (3.4l V6) SUV	11.1	25
Jeep Grand Cherokee 4x4 (4.7l V8) SUV	11.2	25
Chev Astro/GMC Safari 4x4 (4.3l V6) Minivan	11.4	25
Isuzu Trooper 4x4 (3.5l V6) SUV	11.6	24
Nissan Pathfinder 4x4 (3.3l V6) SUV	11.6	24
Nissan Xterra 4x4 (3.3l V6) SUV	11.7	24
Dodge Ram Wagon (5.9l V8) Van	12.1	23
Chev/GMC Crew Cab 4x4 (5.3l V8) Pickup	12.3	23
Ford Club Wagon (5.5l V8) Van	12.5	23
Chev/GMC Suburban (5.3l V8) SUV	12.5	23
Toyota Sequoia 4x4 (4.7l V8) SUV	12.6	22
Range Rover 4x4 (4.0l V8) SUV	12.7	22
Ford Expedition/Lincoln Navigator 4x4 (5.4l V8) SUV	13.1	22
Ford Crew Cab 4x4 (5.4l V8) Pickup	13.3	21
Dodge Dakota Crew Cab 4x4 (5.9l V8) Pickup	13.4	21
Chev Tahoe/GMC Yukon/Cadillac Escalade 4x4 (5.7l V8) SUV	13.4	21
Dodge Durango 4x4 (5.9l V8) SUV	13.4	21
Chev Express/GMC Savanna (5.7l V8) Van	13.6	21

(NRC 1999)

Parts

If you wish to repair your vehicle, then quality replacement parts should be used. Used parts can be utilized in certain situations, especially interior and body components. Automotive recyclers (wreckers) provide used parts to the public, at costs usually 50% cheaper than new parts from the manufacturer (dealer). However, gone are the days when you could go to the salvage yard and wander about amongst the wrecks, and remove your own parts. Now, with liability risks and other reasons, recyclers will provide the buyer with the parts they require from already dismantled vehicles, or they will remove parts as needed, but their yards are not open to the public. Most recyclers sell the majority of their parts to other recyclers, or to garages and body shops. If you have a tight budget, and you do not mind taking a chance on some used parts, then this source of parts can be useful. However, the following parts should never be purchased "used": brakes, radiators, fuel/brake lines, and rubber hoses. You should also be wary of used engines, transmissions, differentials, starters, alternators, electric motors (ie. wipers, window lifters), computers and any pumps (ie. oil, fuel, water). If you do wish to have a major component replaced with a used one, then let your service shop handle the job, since they have an easier time returning defective used parts than you would.

Remanufactured or rebuilt parts are also a frugal way to replace components on your field vehicle. Many parts stores and new vehicle dealers sell rebuilt parts, and all you have to remember is that your old, defective part is traded-in as a 'core' to be rebuilt for someone else. The following parts are commonly rebuilt: engines, transmissions, clutches/flywheels, brake calipers and shoes, water pumps, power steering pumps and racks/boxes, starters, alternators, instrument clusters, air conditioning compressors, radiators (copper cored), and driveshafts.

Aftermarket replacement parts are available at parts stores, not at the manufacturer/dealer. These parts are made by companies for the public and repair industry as an alternative to original equipment (OE) parts. In some cases these parts are a lot cheaper than OE parts. In other cases the lack of quality is obvious, and the aftermarket parts do not fit very well. In the case of some aftermarket parts, the manufacturer makes certain parts fit a broad range of applications (ie. spark plugs, filters, wiper blades, etc.), not specific models. That spark plug set you buy from an aftermarket store may fit several different engines from many different products, but its heat range and gap may not be exactly the same as required by the original manufacturer.

The new car dealer parts department provides OE parts to the public and to repair shops. These parts are supplied to the manufacturer to meet the exact specifications of the factory-original parts. They will fit perfectly when installed on the vehicle. There is also a myth about expensive prices for OE parts. Compare the price of OE parts with aftermarket parts and you will be surprised to find that the OE parts are often less expensive to buy. Most parts are available from the dealer for vehicles under 10 years old, and some parts are only available from the dealer (or used from a recycler). The writer may be biased because of his current employment at a dealership, but certain parts, such as spark plugs and timing belts, should always be OE supplied. The current crop of vehicles on the market have very sophisticated engines, and cheap aftermarket parts may not perform to the required standards, and may even cause expensive damage. Beware of so-called universal applications, such as oxygen sensors, from non-OE sources, which could damage the catalytic converter (in the exhaust system), leading to higher pollution and fuel consumption and lower power, plus the cost of an replacement converter.

Tires are probably one of the most neglected parts on a vehicle. Recent recalls of Firestone tires on SUVs and pickup trucks has been in the news lately, with claims of under inflation and/or heat causing sudden tread separation. The field vehicle should have tires that are the correct size and type for the specific vehicle. Light truck tires have stiffer sidewalls than passenger car tires and both of these types of tires have different handling characteristics. All vehicles have a sticker on the door or door post with the manufacturer's recommended tire size, with air pressure recommendations. Regular rotation (ie. moving the front tires to the back or visa versa), proper suspension alignment and correct air pressure will ensure that tires do not wear out before they should.

Arch features - Field vehicles

Premature tire wear can be caused by: incorrect alignment, broken suspension components, worn springs and/or shocks, incorrect inflation, aggressive driving, and overloading. It is wise to have the tires rotated and balanced on an annual basis, and replaced before they are a danger to the people who drive the vehicle and others who share the road. When replacing tires, the correct size, as recommended by the vehicle manufacturer, is very important. Any change in tire width, or overall diameter may alter the speedometer reading and could cause the ABS braking system (if equipped) to malfunction. Tire sizes are based on a numeric code, such as "235/75/15". The first number is the measurement of exterior tire surface from the one rim to the other rim (in the shape of an arch) in millimeters. The second number is the percentage of the first measurement in height/profile. The third number is the rim diameter in inches. A 235/75/15 tire is not as tall as a 235/80/15 tire (ie. the former has a lower profile). New tires can be purchased directly from the tire manufacturers' dealers (ie. Firestone, Goodyear), or from any auto repair shop. Used tires are also available, but these will not have any warranty.

Conclusions

The above paper is a rough guide to the selection, price and maintenance of archaeological field vehicles for Ontario. The writer has had many of the above-noted types of vehicles, and has probably logged over 500,000 km in total driving in the past 19 years of archaeology. Experience in the auto parts industry has also contributed valuable knowledge to the writer. While the paper may contain both general facts and some opinions, it is hoped that the reader will be informed enough to consider some of the text when they consider the purchase and/or maintenance of their field vehicle. Most archaeologists in Ontario probably do not have the financial means to purchase a new or a slightly used vehicle. The majority of working archaeologists own well used vehicles (ie. 10+ years old), with very high odometer readings. Archaeologists tend to be collectors at heart, and their old vehicles are often kept for sentimental reasons. For the sake of safety, the environment, and the automotive industry, those old "s-- boxes" (that's car industry lingo for automotive artifact) should be retired for more reliable and efficient newer models.

References Cited

Edmonston, P.

1998 Lemon-Aid Used 4x4s, Vans and Trucks 1999. Stoddart Publishing, Toronto.

NRC (Natural Resources Canada)

1999 EnerGuide Fuel Consumption Guide. Office of Energy Efficiency, NRC, Ottawa

TMC (Trader Media Corporation)

2000 Truck Trader. Kitchener-London Regions. October 6-12, 2000.

Correction:

**David Smith kindly pointed out a couple of site name errors
in the James Pendergast feature last issue.
It is the Waupoos site (not Wampoos),
and the Maynard-McKeown site (not Maynard Ferguson - the jazz trumpeter).**

Thanks Dave!

Arch shorts

Letters to Arch Notes: Rebuttals to Mr. Mayer's comments in AN N.S. 5(5)

Rebuttal No. 1

November 16, 2000

WE READ WITH INTEREST the recent letter from President Bob Mayer printed in the September/October 2000 issue of *Arch Notes*. We would like to make a few comments where we feel clarification is needed and also offer our support to the Ontario Archaeological Society. Firstly, although examples from the B.C. Association of Professional Consulting Archaeologists and the Archaeological Society of British Columbia are discounted because they are 5,000 km from Ontario, we would suggest that distance is no obstacle to a good idea. Secondly, simply because the OAS is 50 years old is not, in and of itself, a good reason to claim its primacy in administering a profession. The OAS began and continues to function as a highly successful organization for both avocational and professional archaeologists. As a former Director of the OAS and one-time editor of *Ontario Archaeology*, I applaud its many efforts and see it continuing in a strong educational role. However, along with many other professionals, I would have some difficulty in accepting the OAS as "the" regulatory body for archaeology in Ontario. The OAS does not engage in professional practice and perhaps should not mistake its large avocational membership base for a mandate to regulate a profession.

Several provinces of Canada, including B.C., Saskatchewan, and Ontario, have their own professional association which although relatively young (12 years old in the case of Ontario), are beginning to deal successfully with the realities of archaeology in the 21st century. These organizations will naturally evolve to take on regulatory functions. We agree that Ontario archaeologists should be assuming more responsibility for themselves but differ in our perception of how this will all take place. For instance, while working towards self-regulation we also support a continuing role for the Ministry of Citizenship, Culture and Recreation. Ontario's Association of Professional Archaeologists has long established itself as a self-regulating professional organization, has incorporated standards of professional performance for membership admission (different from the OAS) and established a certification process – all part of President Mayer's suggested "order of battle". The OAS and APA have been working co-operatively in the recent past and we only wish to remind the President of the OAS and all other OAS and APA members, that co-operation is the best course for achieving the difficult goal of self-regulation.

Sincerely,
Lawrence Jackson, Ph.D.
President, Association of Professional Archaeologists



Rebuttal No. 2

November 10, 2000

FIRST, I WOULD LIKE to apologize to the editor and the readers for this verbose response to Bob's reply, but I felt it was necessary to clarify my position. Also, since no one else is commenting I will make this my last letter on the subject and allow Bob to have the final word. However, since I began writing this rebuttal Bob has sent me draft of an item that is to be published under the Presidents Notes in (I believe) this issue of *Arch Notes*. Although the draft forwarded to me suggests a more open approach to the issue of self-regulation, something I do tentatively support, I still feel I must respond to Bob's previous comments.

In his reply to my comments on his initial letter Mr. Mayer contends that the experience of consulting archaeologists in British Columbia in setting up a self-regulating industry "...is not relevant to the Ontario situation." I would like to make two points regarding this. First, in my 20 odd years in archaeology I have had the opportunity to work in consulting archaeology not only in Ontario but also on the plains (Alberta and Saskatchewan) with some work in British Columbia and Nova Scotia. Based on this experience I can say that, although there are some differences (e.g., ploughzone archaeology is not normally conducted out west), there is a commonality to consulting archaeology across the country. This commonality, as I see it, is that consulting archaeology working in a business environment is attempting to document in a systematic fashion the archaeological record. Second, British Columbia is part of Canada and its laws and the basis for its laws are not that different from those of Ontario. These two points together suggest that Ontario consulting archaeologists, in their quest for self-governance, could learn from the experience of BC archaeologists. There may be or may not be reasons why they did not consult with the OAS equivalent in BC. More importantly, since they have already tread that path they no doubt experienced set backs and other obstacles that they

had not envisaged. This experience would be relevant to Ontario archaeologists.

I applaud the OAS for working with MCzCR to upgrade its programs for its licenced avocational members, this a job the OAS is qualified to fulfill. The statement that it "...will soon be in a position to do the same for professionals." appears pretentious and raises several basic and important questions that demand answering. Is there so little difference between avocational and professional archaeologists? If so, why are we claiming professionalism? Is it simply because we get paid for doing archaeology (one definition of professional)? Or, are we also claiming to have great skill, experience and assured competence (another equally valid definition of professional) in the field of archaeology in order to satisfy MCzCR concerns involving development projects? I prefer to emphasize the latter.

My impression from Mr. Mayer's statements (and I am admittedly reading between the lines here) is that a university degree would no longer be required to become a professional archaeologist in Ontario. This is the basis of my statement that the university system is better suited than the OAS to provide the basic training for professional archaeologists. All modern professions (i.e., lawyers, doctors, engineers, and teachers) require a university degree followed by a period of some practical experience (articling, residency etc.) and then in some cases written examinations. Unless, the OAS is planning to become a degree granting institution, that would radically alter the nature of the organization, universities are the only organizations able to provide this requirement. How to introduce new graduates to the practical aspects of the consulting industry is a more difficult question to answer? Such experience cannot be taught in a classroom, whether that classroom be at a university or run by the OAS. While working as an archaeologist with a large engineering firm I was in-

formed that the firm had a mentoring system for recently graduated engineers. As I understood it, these new engineers were paired with a senior engineer of the firm for a year or more in order to provide the former with the practical experience of day to day work of engineering. A system like this might be appropriate for archaeological consultants, but at present most firms are too small, job security practically non-existent, and the pay scale too inadequate to make it practical.

Dr. Fagan's (and academic archaeologist with not experience in consulting) thoughts aside, universities are the main source of field methods and the source of initial training in field methods for archaeologists. So it is only logical that they have a role in the development of professional archaeologists. In addition, university courses provide the basic knowledge of culture history, artifact identification and analysis and the theoretical underpinning for these areas (or why we know what we know). They also require students to develop their writing and presentation skills. With this infrastructure already in place it would in fact only take a little twiggling to satisfy the needs of the consulting industry.

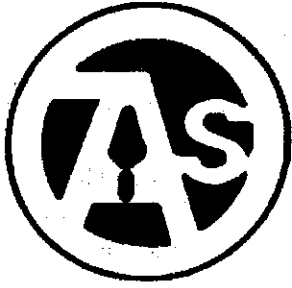
The university system also has the expertise in management since most have business programs of one sort or another. The development of a basic management course (Basic Business and Accounting for Archaeologists 101) is not beyond the ability of universities to develop. Business professors and not archaeology professors probably should teach such courses. The appeal for such courses could go beyond those students aiming at a consulting industry since academic archaeologists must account for and manage research grants. It seems to me that the university system already has the wheels in place. I am hard pressed to believe that OAS courses could provide the same degree of preparation as a university degree in anthropology or archaeology.

Mr. Mayer may very well have behind the scenes information but his statement that he has had "...an opportunity to think it through to a further degree..." does not bare witness to the facts. His failure to see the relevance of the BC experience or the role that universities in the development of future professional archaeologists suggests a poorly researched, narrow and inadequate understanding of the situation and its implications to consultants in Ontario.

Finally, Mr. Mayer's challenge to join him in a formation of a joint paper is premature considering the lack of consensus we have on some basic issues relevant to this discussion. I cannot even agree with his proposed battle order or at least understand the final two steps. In step 7 it suggests the establishment of a Board/College that would presumably grant archaeological licences or its successor to those wanting to practice in Ontario. I feel such an institution must be independent and at arms length from all existing archaeological institutions in order to be effective or else it is a sham. Once set up why would such an institution then contract out its management or accreditation programs. What is its reason for being if it is not running such programs? Certainly, the OAS could be involved, as all archaeologists could be, in the creation of such programs but once created it is paramount that this independent body run its own ship.

Until, these basic issues are addressed Bob I see no point in attending meetings to argue endlessly our respective positions. This is better done in an open and public forum like Arch Notes or the OAS-L and not behind the scenes.

Sincerely,
Tom Arnold



The Ontario Archaeological Society Inc.

The Ontario Archaeological Society Inc.
11099 Bathurst Street
Richmond Hill ON L4C 0N2
Phone: (905) 787-9851
Toll free: 1-888-733-0042
Fax: (905) 787-9852
Email: oas@globalserve.net
Internet: www.ontarioarchaeology.on.ca

OAS Membership

(second figure includes subscription to Ontario Archaeology)

Individual	\$31 / \$40
Family	\$36 / \$45
Student	\$20 / \$29
Institution/Corporate	\$60
Life	\$750

Arch Notes Submissions

Contributor deadlines:

January 15	July 15
March 15	September 15
May 15	November 15

Email, disks, graphics?
Send to:

Arch Notes editor
369 Bryant Crescent
Burlington ON, L5L 3Z4
fdieterm@chass.utoronto.ca

Hard copy?
Send to the OAS office

Grand River- Waterloo chapter

President - Dean Knight
Secretary - (vacant)
Mailing address - c/o Dr. Dean Knight
Wilfred Laurier University, Archaeology
75 University Avenue West,
Waterloo ON N2T 3C5

President - Jacqueline Fisher
Vice-President - Brad Bandow
Secretary/Treasurer - Helen Stuis
Newsletter - The Heights
Editor - Bill Fitzgerald
Mailing address - 452 Jackson Street W., Hamilton ON L8P 1N4
Membership - \$10
Meetings - usually at 7:00pm on the 3rd Thursday of the month,
except June-August, at Dundurn Castle
Email - hamilton.oas@hwcnc.org / Internet - www.hwcnc.org/link/hcoas

Hamilton chapter

London chapter

President - Christine Nelson
Vice-president - Paul O'Neal
Secretary - Karen Mattila
Treasurer - Chris Ellis
Directors - Kristen Snarey, Susan Lancashire
Newsletter - KEWA

Editors - Christine Dodd & Chris Ellis
Mailing address - 55 Centre Street London ON N6J 1T4
Tel. (519) 675-7742, Fax (519) 675-7777
Internet - <http://yoda.sscf.uwo.ca:80/assoc/oas/lonoas.html>
Membership - individual and family \$18, institutional \$21
Meetings - usually at 8:00pm on the 2nd Thursday of the month
except May-August, at the London Museum of Archaeology

President - Lois King
Vice-President - Tim Panas
Secretary - Heather Stronach
Treasurer - Bill MacLennan
Public Archaeology - Kathi McAinsh
Director-at-large - Jean-Luc Pilon, Ian Dyck
Newsletter - Ottawa Archaeologist; Editor - Jean-François Beaulieu
Mailing address: Box 4939 Station E, Ottawa ON K1S 5J1
Internet - <http://www.cyberus.ca/~jlpilon/otchh.htm>
Membership - individual \$17, family \$20, student \$10
Meetings - usually at 7:30pm on the 2nd Thursday of the month, except
June-August, at the Routhier Community Centre, 172 Guingues Street, 3rd floor

Ottawa chapter

Thunder Bay chapter

President - Frances Duke
Secretary/Treasurer - Andrew Hinshelwood
Mailing address - 331 Hallam Street,
Thunder Bay ON P7A 1L9
Meetings - usually at 8:00pm on the last Friday
of the month, except June-August, in the
anthropology teaching lab, room 2004
Braun Building, Lakehead University

President - Jim Shropshire
Vice-President - Norma Knowlton
Secretary - Annie Gould
Treasurer - Melanie Priestman
Newsletter - Profile; Editor - (vacant)
Mailing address - Toronto's First Post Office,
260 Adelaide Street East, Box 48, Toronto ON M5A 1N1
Membership - individual \$10, family \$12
Meetings - usually held at 7:30pm on the 3rd Wednesday of the month,
except June-August, in the Sidney Smith Hall basement, room 560a
University of Toronto, 100 St. George Street

Toronto chapter

Windsor chapter

President - Rosemary Denunzio
Vice-President - James Washington
Secretary - Lori Fatin
Treasurer - Michael Primeau
Newsletter - Squirrel County Gazette; Editor - Peter Reid
Mailing address - 2338 Chilver Road, Windsor ON N8W 2V5
Tel. (519) 253-1977
Membership - individual \$17, family \$30
Meetings - usually held at 7:00pm on the 2nd Thursday of the month,
except June-August, at the Windsor Family Credit Union,
2800 Tecumseh Road East (back door)