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Notice is Hereby Given that the Council of The Corporation of the Town of Newmarket intends to designate as a property of cultural heritage value and interest the following property in accordance with the Ontario Heritage Act, 1990:

Property Description: Newmarket Canal System.

The Newmarket Canal System is integrated into the Holland River within the boundaries of the Town of Newmarket. The property consists of the partly natural and partly dredged and modified waterway. The designed cultural heritage landscape runs from the northern extent of the Town of Newmarket just south of Green Lane through to the turning basin at Davis Drive. The landscape consists of the remnants of a lock, turning basin and trestle bridge. The river was modified and infrastructure was built between 1906 and 1912.

Legal Description: Lot 87-95, Concession 1 East of Yonge Street, Geographic Township of Whitchurch, Lot 96-97, Concessions 1 East of Yonge Street Former York County).

Publication Date: October 6, 2022

Last Date for Objection: November 5, 2022

Any notice of objection to this Notice of Intention to Designate, setting out the reason for objection and all relevant facts, must be served upon the Town Clerk within 30 days of the first publication of this notice.

Statement of Cultural Heritage Value or Interest

Physical/Design Value

The Newmarket Canal System, built between 1906 and 1912, is a representative example of a canal system in Ontario with a modified river, locks and turning basin.

Most canals in Ontario were built before 1850, making the subject canal a very late example. The Newmarket Canal was the planned south extension of the Trent Valley Canal System from Lake Simcoe through to the Town of Newmarket. Sir William Mulock, prominent Newmarket citizen and politician, felt that Newmarket had not progressed in the same manner that surrounding communities had and suggested that developing a canal would promote industrial development. It was thought that the canal would lower freight rates on supplies such as lumber and manufactured goods. The building of the canal was undertaken as a federal initiative beginning in 1906 before being stopped by a change in the government in 1912. Only a portion of the planned canal system was constructed including three locks, one of which is within the current Town of Newmarket boundaries (Lock 3), four swing bridges (all demolished), and a turning basin at Davis Drive (infilled, 1980s remnants remain). The lock infrastructure was integrated into the Holland River, which is a partly natural and partly dredged and modified waterway north of the Davis Drive turning basin. Although never used for the industrial and commercial purposes for which it was built,

the Newmarket Canal System is now part of a recreational trail system that runs through the centre of the Town of Newmarket.

Historical and Associative Value

The Newmarket Canal System is associated with Sir William Mulock.

Born in nearby Bondhead, Mulock moved to Newmarket as a child and lived and retired on his farm at the corner of Mulock Drive and Yonge Street. He was a prominent citizen of Newmarket, leaving his mark on the federal stage as Postmaster General from 1896 to 1905 and Minister of Labour from 1900 to 1905 under the Laurier Liberal government. He abolished the sweat system with the help of young economist and to-be Prime Minister, William Lyon Mackenzie King and is credited with helping to convince King to remain in politics. Mulock was an active participant in the negotiations that led to the entrance of Alberta and Saskatchewan into Confederation in 1905. It has been documented that the Newmarket Canal scheme originated with Sir William Mulock when he represented York federally. After retiring in 1905, he remained an active member of the Newmarket community as Head of the Treasury Branch of the Supreme Court of Ontario as Chief Justice from 1923 to 1936 while also remaining an active farmer. Referred to as "Farmer Bill" during his political career, he continued to run his model farm after retirement. Here he experimented with new methods and crops and provided agricultural and leadership training for many students from the Ontario College of Agriculture. As an early and vocal proponent of the Newmarket Canal project, it has been referred to as "Mulock's Folly," as the project fell victim to politics when it was cancelled by the conservative government in 1912.

Contextual Value

The Newmarket Canal System is situated between a railway line and a recreational trail that passes generally north-south through the centre of the Town of Newmarket. It possesses contextual value as it is functionally linked to the Holland River as a canal that was built into the existing waterway. It is physically linked to the Holland River as a varied use transportation route running parallel to a railway line and maintains the industrial character of the transportation corridor. The Newmarket Canal System is a conspicuous landmark located in the core of Newmarket.

Additional information, including a full description of the rationale for designation is available upon request from Umar Mahmood, Planner, Committee of Adjustment and Cultural Heritage, Planning Services at 905-953-5300, extension 2458, or at umahmood@newmarket.ca during regular business hours.

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Dated at the Town of Newmarket this 6th day of October, 2022

**Lisa Lyons, Town Clerk | Town of Newmarket
P.O. Box 328, 395 Mulock Drive, Newmarket, ON L3Y 4X7**