



An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act Register, which is accessible through the website of the Ontario Heritage Trust at **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

---

Ce document est tiré du registre aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.



# Corporation of the Town of Newmarket

## By-law 2023-04

A By-law to designate the Newmarket Canal System, as being of cultural heritage value or interest pursuant to the Provisions of the Ontario Heritage Act, 1990.

**Whereas** pursuant to Section 29, Part IV of the Ontario Heritage Act, 1990, the Council of a municipality is authorized to enact By-laws to designate a real property, including all the buildings and structures thereon, to be of cultural heritage value or interest; and,

**Whereas** authority was granted by Council to designate the Newmarket Canal System as being of cultural heritage value or interest; and,

**Whereas** the Council of the Corporation of the Town of Newmarket has caused to be served on the owners of the lands and premises known as the Newmarket Canal System, and upon the Ontario Heritage Trust, Notice of Intention to Designate the Newmarket Canal System, and has caused such notice of intention to be published once in a newspaper having a general circulation in the municipality; and,

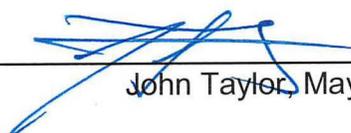
**Whereas** no notice of objection to the Notice of Intention to Designate was served to the City Clerk of the Corporation of the Town of Newmarket; and,

**Whereas** the reasons for designation are set out in Schedule "B" to the By-law;

**Therefore** the Council of the Corporation of the Town of Newmarket enacts:

1. That the Newmarket Canal System, more particularly described in Schedule "A" of this By-law, is hereby designated as being of cultural heritage value or interest.
2. That the attached Schedules form part of the By-law.
3. That the Town Clerk is hereby authorized to cause a copy of this By-law to be served on the owners of the lands described in Schedule "A" hereby and on the Ontario Heritage Trust and to cause notice of the passing of this By-law to be published in the Newmarket Era.
4. And that the Town Clerk is authorized to cause a copy of this By-law to be registered against the property described in Schedule "A" to this By-law in the proper Land Registry Office.
5. This By-Law shall come into force and take effect on the date of its passing.

Enacted this 23<sup>rd</sup> day of January, 2023.

  
\_\_\_\_\_  
John Taylor, Mayor

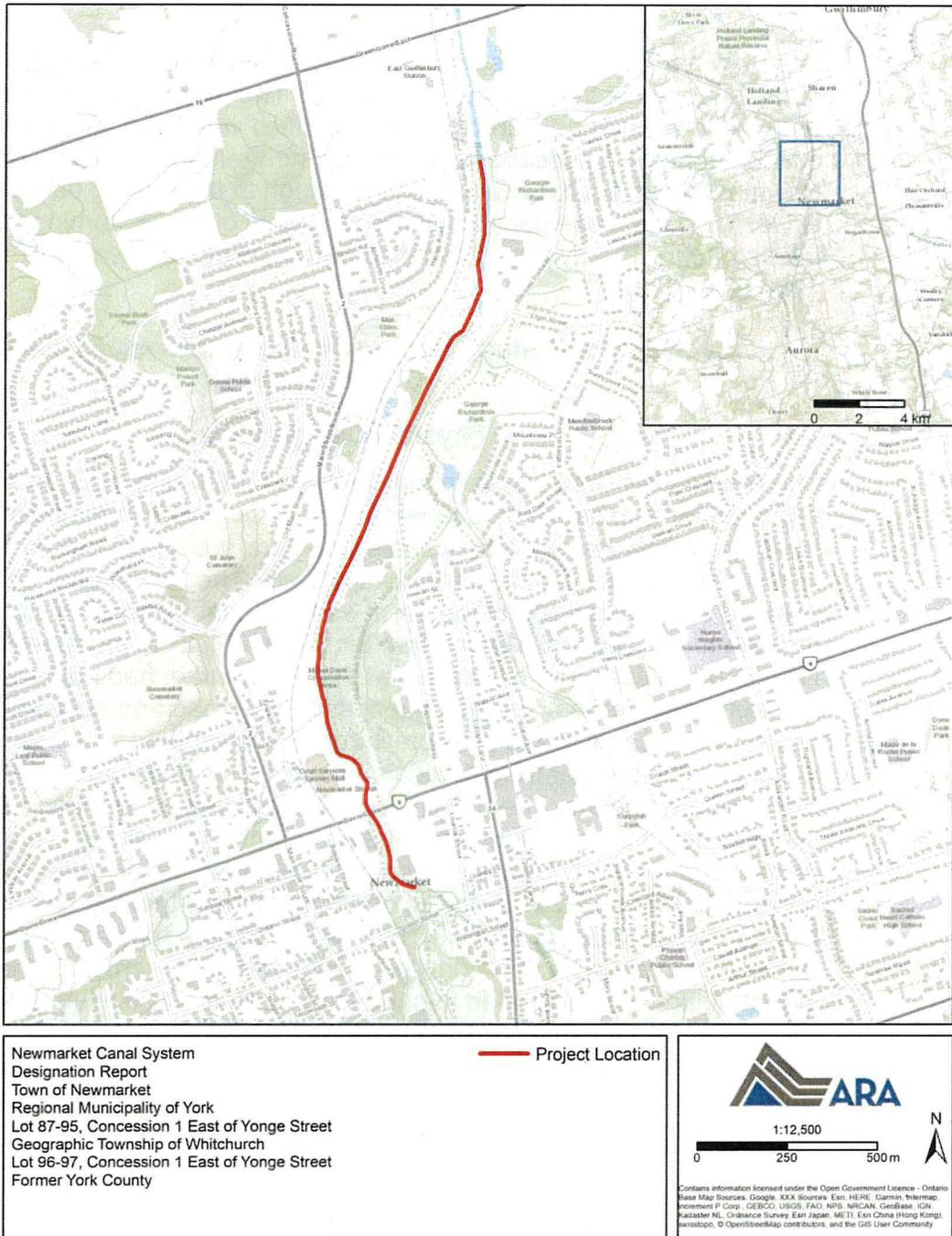
  
\_\_\_\_\_  
Lisa Lyons, Town Clerk

## Schedule "A" to By-law 2023-04

In the Town of Newmarket in the Regional Municipality of York, property descriptions as follows:

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).

Property Identification Number: N/A



## **Schedule "B" to By-law 2023-04**

### **Statement of Significance Reason for Designation**

The Newmarket Canal System (Ghost Canal)

#### **Reason for Designation**

The Newmarket Canal System is worthy of designation under Part IV, Section 29 of the Ontario Heritage Act, 1990 for its cultural heritage value or interest, and meets Ontario Regulation 9/06, for design/physical value, historical/associative value and contextual value.

#### **Description of Property**

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.

### **Statement of Cultural Heritage Value or Interest/Statement of Significance**

#### **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/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.

### **Cultural Heritage Attributes**

The heritage attributes that contribute to the Cultural Heritage Value of Interest of the Newmarket Canal System include, but are not limited to:

- Lock 3
  - Poured-in-place concrete construction
  - Dam with four outlet bays and auxiliary spillway
    - Access stairs
  - Platform
  - Wing walls
  - Lock chamber
    - Cast iron drains and drain covers
    - Cast iron dock cleat and pulley system
- Turning basin remnant
  - Poured-in-place concrete construction
  - East wingwall and towpath
  - Cast iron dock cleat
- Integration into the Holland River from the northern extent of the Town of Newmarket (just south of Green Lane) to Davis Drive
- Location adjacent to the railway line through the centre of the Town of Newmarket.