

**Evaluation of the Newmarket Canal System  
According to *Ontario Regulation 9/06*  
Town of Newmarket**

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**Original**

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#### GLOSSARY OF ABBREVIATIONS

ARA – Archaeological Research Associates Ltd.  
 CHVI – Cultural Heritage Value or Interest  
 OHA – Ontario Heritage Act  
 OHT – Ontario Heritage Trust  
 O. Reg. – Ontario Regulation

#### PERSONNEL

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**Project Manager:** J. McDermid, BA  
**Site Visit:** J. McDermid and S. Clarke, BA  
**Historical Research:** S. Clarke  
**Photography:** J. McDermid  
**Cartographer:** K. Brightwell (GIS)  
**Technical Writers:** K. Jonas Galvin, J. McDermid and L. Benjamin, MAES, RPP, MCIP, CAHP

## 1.0 INTRODUCTION

The Town of Newmarket has requested that Archaeological Research Associates Ltd. (ARA) evaluate the cultural heritage value or interest (CHVI) of the Newmarket Canal System, which spans from the northern extent of the Town of Newmarket just south of Green Lane through to the turning basin at Davis Drive, according to *Ontario Regulation 9/06* (O. Reg. 9/06) to determine if the property is worthy of designation under Part IV of the *Ontario Heritage Act* (OHA).

## 2.0 METHOD

This report examines the design of the property, presents its history and describes its context.

### 2.1 Site Visit

A site visit was conducted on March 11, 2020. Permission to enter the property was not required as it is comprised of public lands. Limited access was possible under the Davis Drive Bridge due to the presence of construction fencing. ARA staff were accompanied by a Town of Newmarket Planner.

### 2.2 Research

Background information was obtained from historical maps (i.e., illustrated atlases), archival sources (i.e., historical publications and records) and published secondary sources (online and print). Background information was obtained from historical maps (i.e., illustrated atlases), archival sources (i.e., historical publications and records) and published secondary sources (online and print). Newspapers were also consulted. Building permits may provide additional details, but time allocated for their consultation was beyond the scope of this report. Collections held at the Library and Archives Canada (LAC) in Ottawa include images, documents and maps pertaining to the Newmarket Canal in RG43-B-I-1, RG12-B-13, RG84M, MG26-G, MG26-H, NMC 52582 and various individual images files. These resources were not reviewed due to time-budget constraints. A list of resources available at LAC has been included as Appendix B. Aerial image coverage for the project location is available beginning in 1946, dated after the period of the construction of the canal. As such, historic aerial images were not reviewed for this project, with the exception of the 1954 aerial which is included in the report. The earliest available fire insurance plan dates to 1959. As such, it does not further our understanding of the historic canal landscape as it dates to well after the construction and was therefore not included in the report. Due to the COVID-19 pandemic, additional research materials were not accessible.

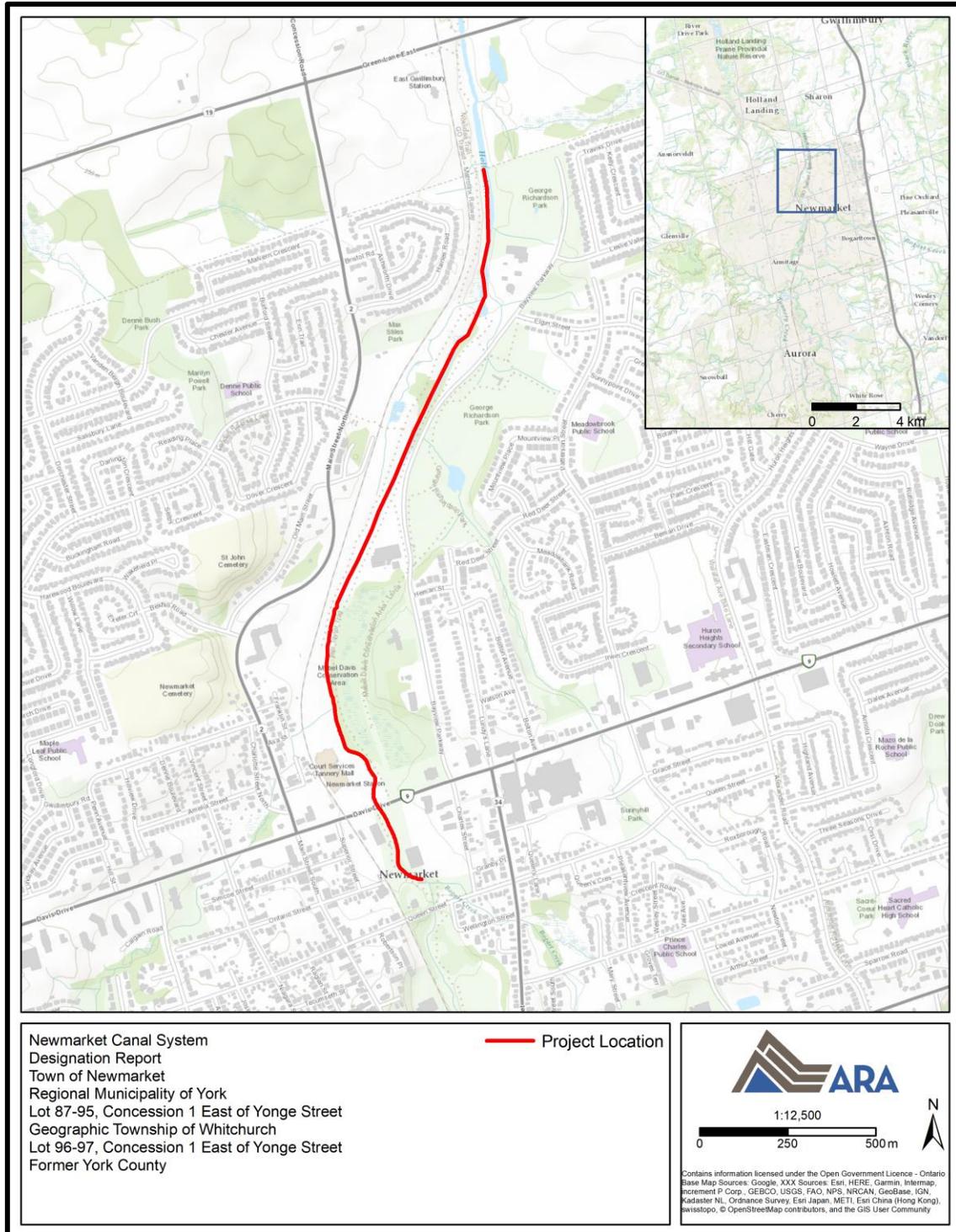
### 2.3 Method Conclusion

Using the results of the site visit and research detailed above, the CHVI of the Newmarket Canal System is evaluated against the criteria prescribed in *O. Reg. 9/06* of the OHA. If the property meets any of the criteria, a Statement of Cultural Heritage Value or Interest is then provided including a list of heritage attributes.

### 3.0 PROPERTY INFORMATION

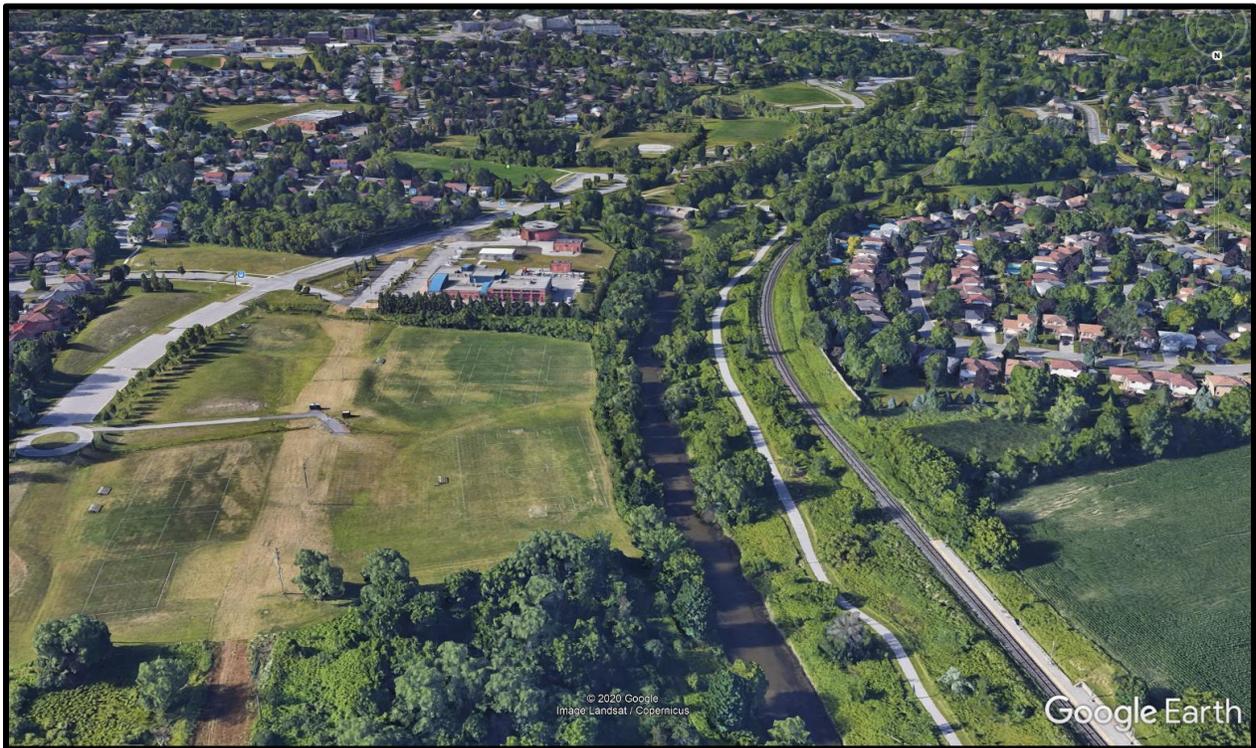
Civic Address: n/a

Common Name: Newmarket Canal System (Ghost Canal)



**Map 1: Subject Property in the Town of Newmarket**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

#### 4.0 PHOTOGRAPHS



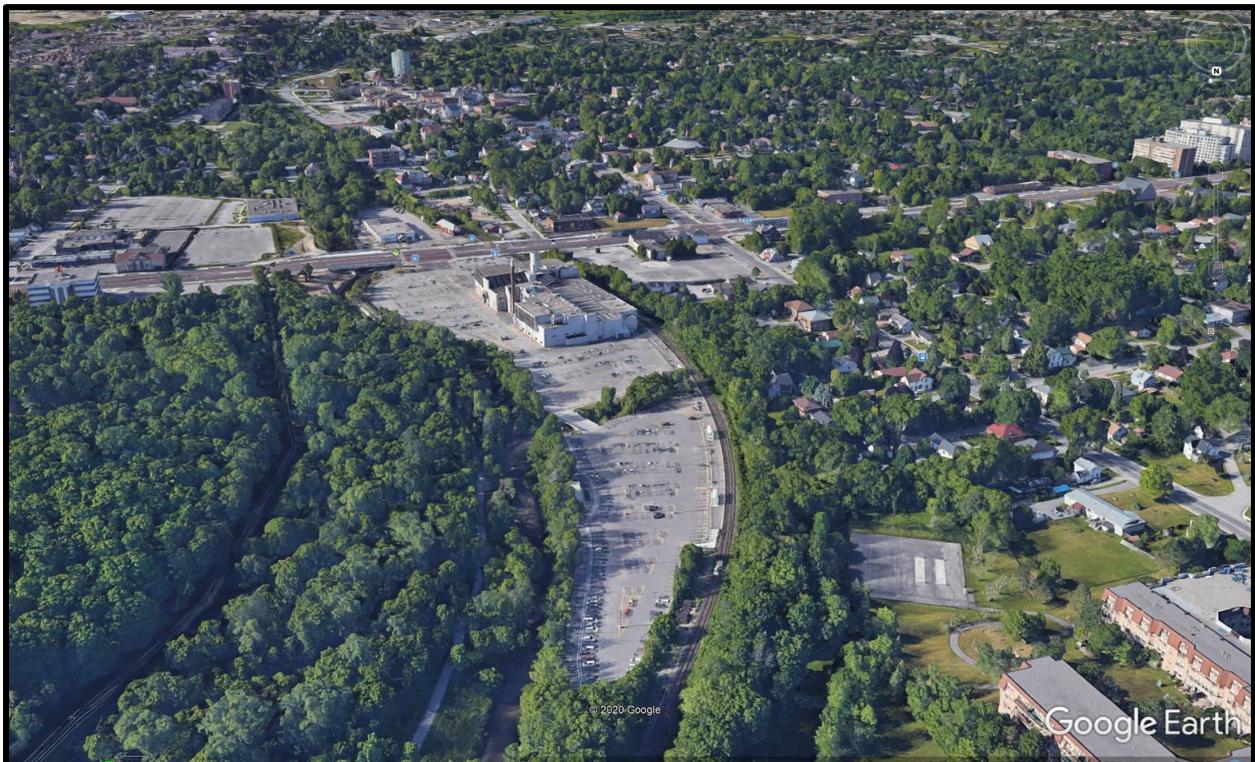
**Figure 1: Oblique view from north extent of project location  
(Google Earth 2020: Looking South)**



**Figure 2: Oblique view detail of Lock 3  
(Google Earth 2020: Looking South)**



**Figure 3: Oblique view of canal from Lock 3 to Davis Drive Bridge  
(Google Earth 2020: Looking South)**



**Figure 4: Oblique view of remnant turning basin at Davis Drive Bridge  
(Google Earth 2020; Looking South)**



**Map 2: Photo locations along the Newmarket Canal System**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



**Map 3: Historical arrangement of Lock 3 over current aerial**  
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



**Image 1: Dam stair access to footbridge  
(Photo taken on March 11, 2020; Facing Northeast)**



**Image 2: View north of the dam at Bywash Spill looking at platform  
(Photo taken on March 11, 2020; Facing North)**



**Image 3: North side of dam from footbridge  
(Photo taken on March 11, 2020; Facing East)**



**Image 4: North side of dam from platform**  
(Photo taken on March 11, 2020; Facing Southeast)



**Image 5: South side of Dam – detail of auxiliary spillway**  
(Photo taken on March 11, 2020; Facing East)



**Image 6: Detail of auxiliary spillway**  
(Photo taken on March 11, 2020; Facing East)



**Image 7: Lock 3 lock chamber**  
(Photo taken on March 11, 2020; Facing North)



**Image 8: Lock 3 platform**  
(Photo taken on March 11, 2020; Facing North)



**Image 9: Lock 3 looking toward north end of lock chamber**  
(Photo taken on March 11, 2020; Facing Southwest)



**Image 10: View across north end Lock 3 lock chamber - bottom lock gates**  
(Photo taken on March 11, 2020; Facing Southeast)



**Image 11: Lock 3 lock chamber west wall**  
(Photo taken on March 11, 2020; Facing Southwest)



**Image 12: Drain north end of Lock 3 lock chamber  
(Photo taken on March 11, 2020)**



**Image 13: Access panel to drain lock chamber of Lock 3  
(Photo taken on March 11, 2020)**



**Image 14: Access panel to drain south end of lock chamber Lock 3  
(Photo taken on March 11, 2020)**



**Image 15: Detail of board marks in concrete of Lock 3  
(Photo taken on March 11, 2020: Facing West)**



**Image 16: Dock cleat bolt without encasement**  
(Photo taken on March 11, 2020)



**Image 17: Pulley system south side of Lock 3**  
(Photo taken on March 11, 2020: Facing Northeast)



**Image 18: Detail of pulley system south side of Lock 3  
(Photo taken on March 11, 2020: Facing East)**



**Image 19: Detail of pulley system south side of Lock 3  
(Photo taken on March 11, 2020: Facing North)**



**Image 20: View upstream  
(Photo taken on March 11, 2020; Facing Southwest)**



**Image 21: Original concrete wing wall (background) and newer stone wall (foreground)  
(Photo taken on March 11, 2020; Facing Southwest)**



**Image 22: Concrete work of wingwall at south end of Lock 3  
(Photo taken on March 11, 2020; Facing West)**



**Image 23: View of canal  
(Photo taken on March 11, 2020; Facing Northeast)**



**Image 24: One of 10 kilometre markers  
(Photo taken on March 11, 2020; Facing Northeast)**



**Image 25: Newmarket Canal and recreation trail  
(Photo taken on March 11, 2020; Facing North)**



**Image 26: Detail of redirected feeder stream  
(Photo taken on March 11, 2020; Facing West)**



**Image 27: Newmarket Canal  
(Photo taken on March 11, 2020; Facing North)**



**Image 28: Concrete work of turning basin near northside of Davis Drive Bridge  
(Photo taken on March 11, 2020; Facing South)**



**Image 29: East side of turning basin, north of Davis Drive Bridge  
(Photo taken on March 11, 2020; Facing South)**



**Image 30: West side of modern block retaining wall, north of Davis Drive Bridge  
(Photo taken on March 11, 2020; Facing South)**



**Image 31: Dock cleat detail  
(Photo taken on March 11, 2020)**



**Image 32: Davis Drive Bridge**  
(Photo taken on March 11, 2020; Facing South)



**Image 33: Original poured-in-place concrete canal east wall with recent stepped cuts**  
(Photo taken on March 11, 2020; Facing Northeast)



**Image 34: Plaque**  
 (Photo taken on March 11, 2020; Facing South)



**Image 35: Concrete Radial Railway Arch**  
 (Photo taken on March 11, 2020; Facing North)

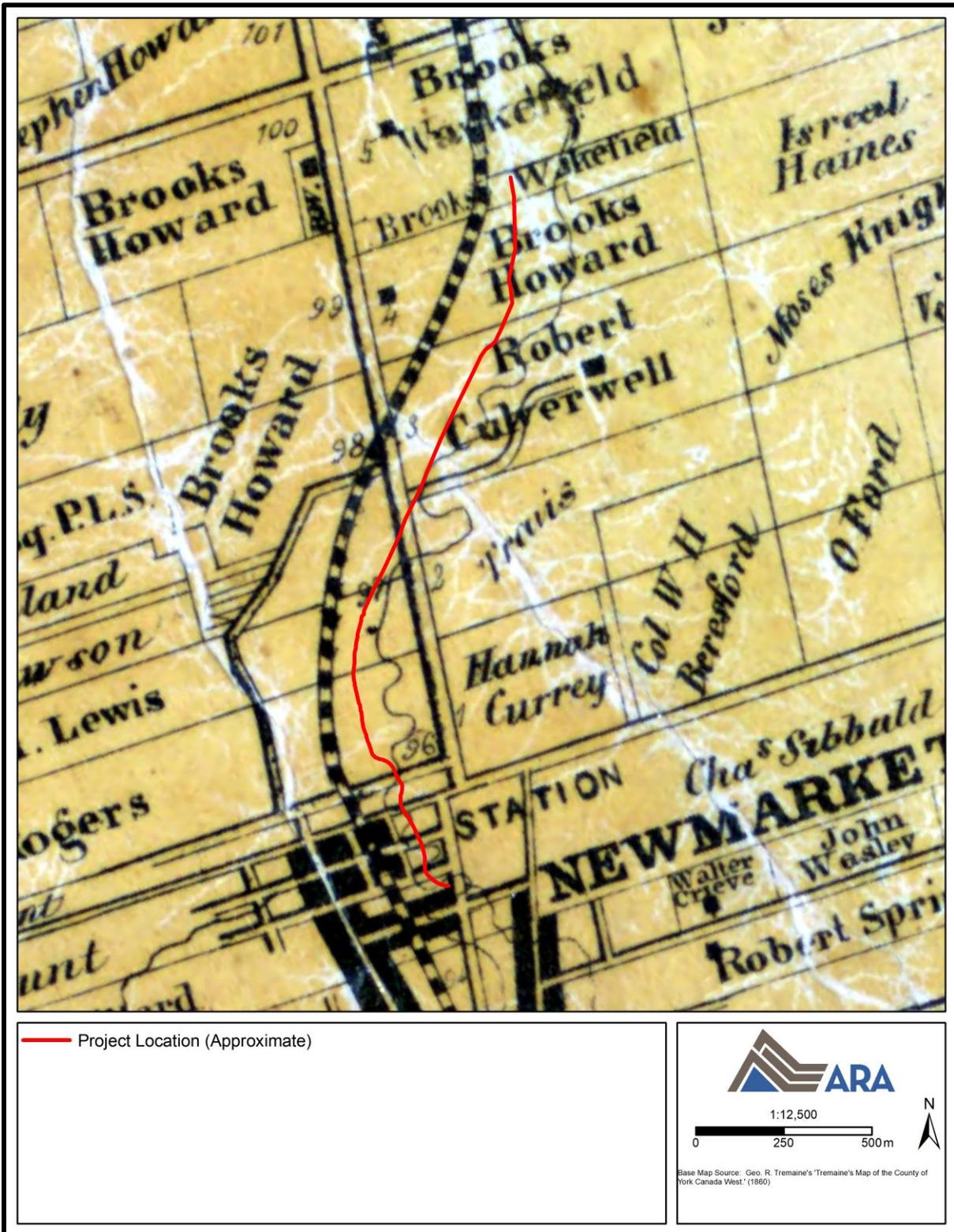


**Image 36: Radial Railway Arch**  
 (Photo taken on March 11, 2020; Facing South)

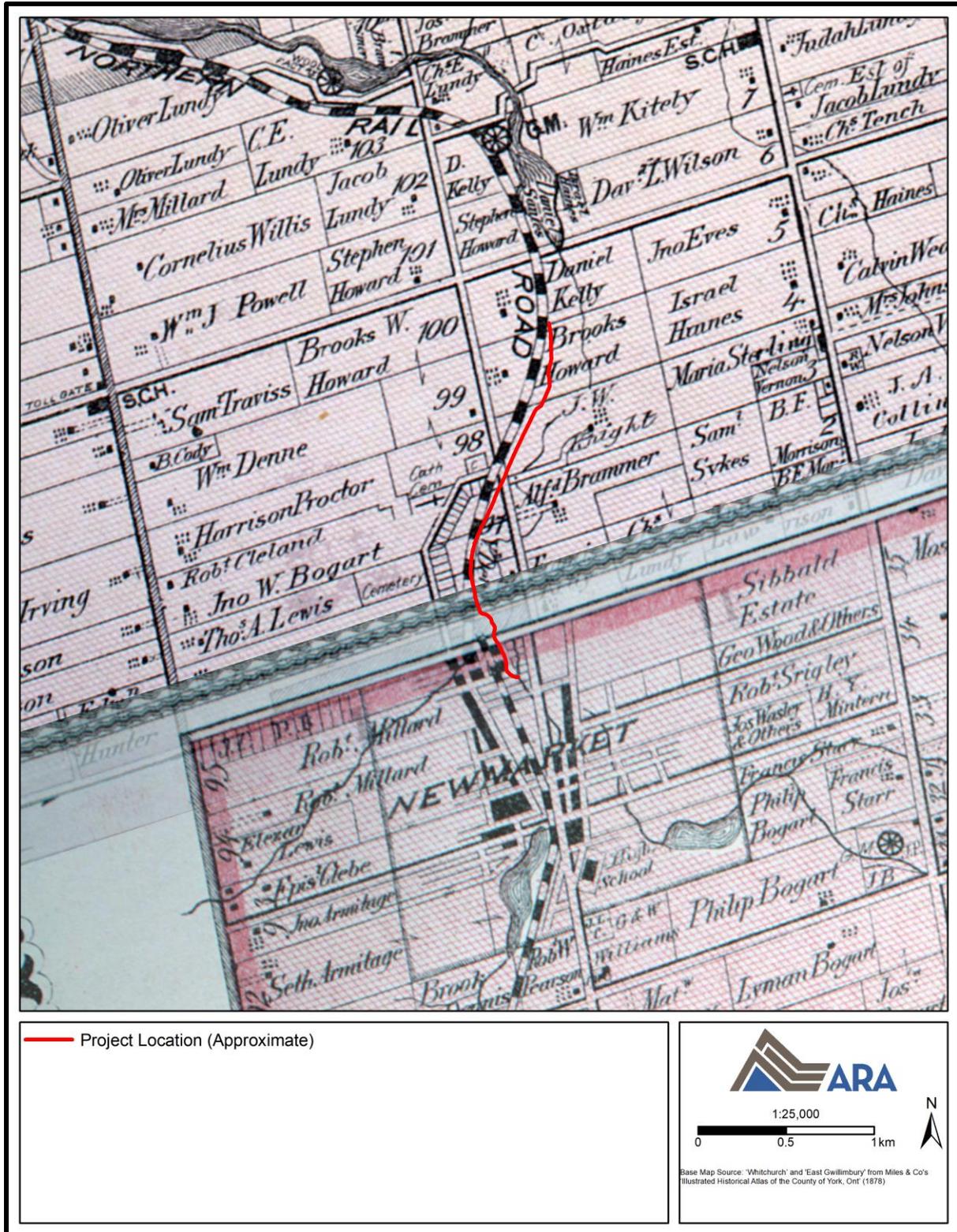


**Image 37: OHT Plaque for Newmarket Radial Railway Arch**  
 (Photo taken on March 11, 2020; Facing South)

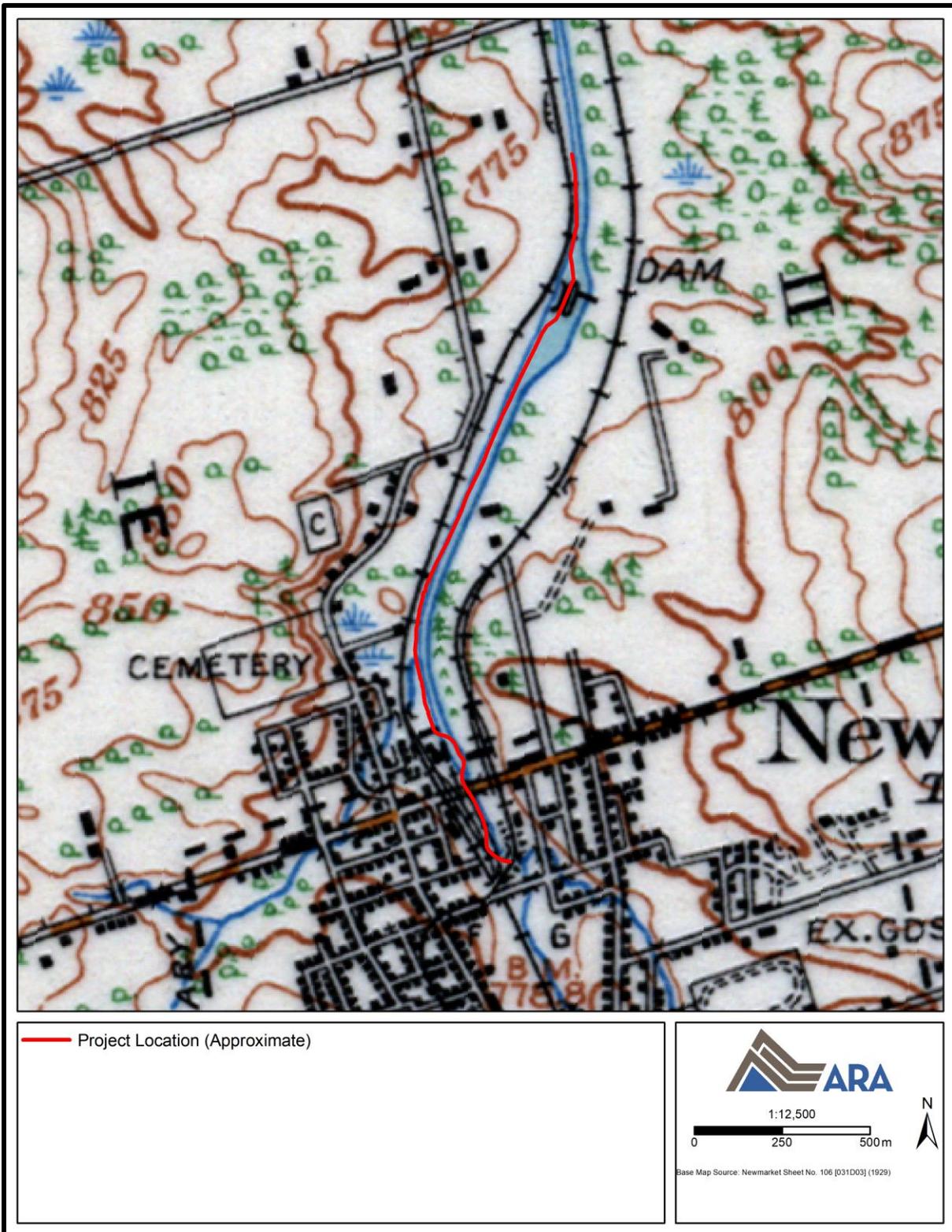
5.0 MAPS



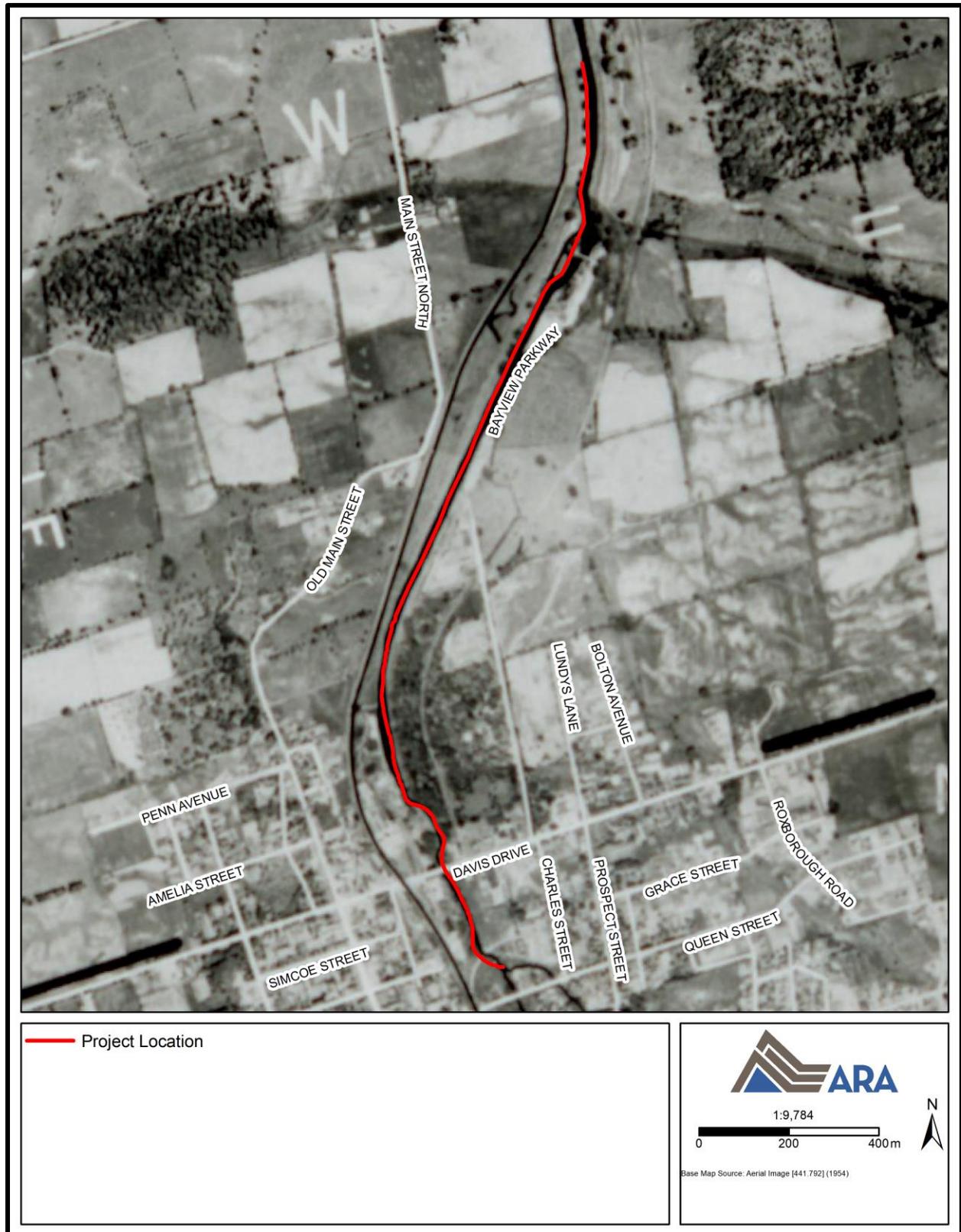
**Map 4: 1860 Historic Map**  
(Produced under licence using ArcGIS® software by Esri, © Esri; OHCMP 2020)



**Map 5: 1878 Historic Map**  
(Produced under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)



**Map 6: Historic 1929 Topographic Map**  
(Produced under licence using ArcGIS® software by Esri, © Esri; OCUL 2020)



**Map 7: Historic 1954 Aerial Image Showing the Project Location**  
(Produced under licence using ArcGIS® software by Esri, © Esri; University of Toronto)

## 6.0 BACKGROUND INFORMATION

### 6.1 Architecture or Design

- The canal was planned as a southern extension of the Trent Valley Canal System, running from Lake Simcoe through to the Town of Newmarket. The Newmarket portion, constructed between 1906-1912, runs from the Town's northern extent just south of Green Lane through to the turning basin at Davis Drive;
  - Three locks were constructed (one of which is within the current Town of Newmarket boundaries) (see Image 1–Image 22, Plate 1–Plate 8), as well as four swing bridges (all demolished) and a turning basin at Davis Drive (see Image 28–Image 33);
  - All three locks were similar with the exception of the dam arrangements (Macleod 2019:5);
- The Newmarket Canal System is a representative example of a canal system in Ontario;
  - Most canals in Ontario were built before 1850 (see Table 1), making the subject canal a very late example;
  - Built for industrial uses, it is now used primarily for recreational purposes as seen with the many associated trails, a trend commonly seen in other canals in Ontario (see Table 1);
  - The subject canal runs along the existing Holland River;
    - Establishment of a canal along an existing waterway is common;
  - The railway line follows the river and is in close proximity to the canal (see Map 1–Map 7);
  - The canal is constructed of poured-in-place concrete (see Image 15 and Image 22);
- Lock 3 is located near Main Street, the northern-most point of interest within the Town of Newmarket boundaries (see Plate 1, Plate 3, Plate 8, Map 3):
  - Lock 3 features wing walls at the embankments on the east and west side at both the north and south end of the lock (see Image 20–Image 22);
  - The south end, or forebay, would have included a top lock gate, while the north end, or aftbay, would have had the bottom lock gate. None of the gates were yet installed when the canal project was cancelled in 1912;
  - The dam portion of the lock has a main spillway with four outlet bays and an auxiliary spillway (bywash spill);
  - The lock chamber would have dropped approximately 16 feet (McLeod 2019:5). It is now filled in as a result of flooding from ground water sources (see Image 7, Image 10, Image 11);
  - Cast iron instruments observed include drains, drain accesses, pulley systems, docking cleats/bolts (see Image 12–Image 19);
- The turning basin was filled in in the 1980s, however some remains are visible near the Davis Drive Bridge;
  - The turning basin marks the southern terminus of the canal;
  - It is constructed of poured-in-place concrete;
  - The east side wingwall remains and the west wall was reconstructed (see Image 28–Image 33);
  - Cast iron cleats remain (see Image 31);
- A concrete radial railway arch is located south of the Davis Drive turning basin;
  - Built in 1909 at the same time as the canal, it is a remnant of a demolished trestle bridge that carried the railway over the canal (see Image 35, Image 37, Image 36);

- It is a reinforced concrete arch with a 7 metre rise and 15 metre clearance;
- Small concrete support bases are still noted that would have supported the trestle bridge (see Image 35, Plate 6);
- Earth that was dredged for the turn basin was used to build up the trestle bridge embankment;
- An Ontario Heritage Trust (OHT) plaque commemorates the Newmarket Radial Railway Arch, which was designated in 1997 under Part IV of the Ontario Heritage Act (Town of Newmarket heritage designation By-law, 1997-37);
- As the Radial Arch is located south of the Davis Drive turning basin, it does not have a strong association with the canal, therefore is not a heritage attribute of the Newmarket Canal System;
- Recreational trails, the Nokiidaa bike trail and Tom Taylor Trail, follow the path of the canal;
  - Ten wooden Indigenous themed kilometre markers are located along the trail system in recognition of the Indigenous significance of the Holland River (see Image 24);
  - Various commemorative plaques are located along the trails (see Image 34);
- The degree of modification to the river (i.e., where dredged, straightening of the river course) was not clear from the available secondary sources. Primary sources may be necessary to confirm any modifications that could be considered heritage attributes.

## 6.2 History

- The instigating factors in the construction of the Newmarket Canal System include:
  - The plan by Surveyor Smith from 1800 indicates that a canal was planned to connect the Rouge and Holland Rivers at that time, although it was never built (Trehwella 1967:273);
  - William Cane's woodenware factory was a leading industry in Newmarket in the late-1800s and needed a supply of lumber as Newmarket stands were exhausted. A decision was made to dredge the Holland River to float logs down the river as a less expensive option than rail transport (MacLeod 2019);
  - Grand Trunk Railway (GTR) freight costs increased as the rail line had a monopoly in the area in 1904 (MacLeod 2019);
    - Cane's factory was using between 500 and 600 rail cars of pail timber a year, the Office Specialty company was using about 300 rail cars of lumber and the Davis Leather Company was using about one car of hides per month (Newmarket Era 1930);
  - Was thought that the canal would lower freight rates on supplies such as lumber and manufactured goods (Trehwella 1967:271);
  - Sir William Mulock, a Newmarket citizen and Member of Parliament, felt that Newmarket had not progressed in the same manner that surrounding communities had and suggested that developing a canal would promote industrial development (Trehwella 1967:271);
  - Supporters of the canal, including Mayor and Council, suggested that "deepening the East Branch of the Holland River to Newmarket and Aurora, the West Branch into King Township and the Black River into Sutton, with such improvements thereon as will render them available as commercial highways" (Trehwella 1967:271);
- Sir William Mulock was a prominent Newmarket citizen;
  - William was the son of Dr. Thomas Homan Mulock who practiced medicine for some of the earliest village inhabitants in nearby Bondhead, where William was born;

- William moved to Newmarket as a child;
- He purchased a 400-acre farm at Mulock Drive and Yonge Street in Newmarket (Newmarket Today 2018);
- Mulock was Postmaster General from 1896 to 1905 in Sir Wilfrid Laurier's Liberal government (LAC 2016);
  - He was an early proponent of the Newmarket Canal, which has been referred to as “Mulock’s Folly”;
- He sat in the House of Commons from 1882 to 1905 (LAC 2016);
- Sir William Mulock was the first Minister of Labour from 1900 to 1905 (LAC 2016);
  - He abolished the sweat system with the help of the young economist, William Lyon Mackenzie King, and he founded the *Labour Gazette*;
- William convinced Mackenzie King to join the federal public service when the latter was more attracted to the teaching profession (LAC 2016);
- Just before retiring, Mulock was an active participant in the negotiations that led to the entrance of Alberta and Saskatchewan into Confederation in 1905 (LAC 2016);
- After retirement in 1905, he remained an active member of the Newmarket community;
  - He was Vice-rector of the University of Toronto from 1881 to 1900 and Rector from 1924 to 1944 (LAC 2016);
  - Mulock was the head of the Treasury Branch of the Supreme Court of Ontario as Chief Justice from 1923 to 1936 (LAC 2016);
  - As a working farmer, he was also referred to as “Farmer Bill” during his political career and he continued to run the model farm after retirement (Newmarket Today 2018);
    - His farm was known for its flowers, black walnut grove, apple orchards, and prize shorthorn cattle and Shetland ponies;
    - The farm was set up to experiment with new methods and crops, and provided agricultural and leadership training for many students from the Ontario College of Agriculture (Newmarket Today 2018);
- Prime Minister William Lyon Mackenzie King said, “He [Mulock] will be remembered as being among the fundamental architects of Canada” (Newmarket Today 2018);
- A feasibility study to evaluate the canal’s construction was conducted by the federal government in 1904, which determined that the canal was a good idea (MacLeod 2019);
  - Sir William Mulock contemplated a transportation network that would be connected to the Trent Valley Canal system in 1904 (Trehwella 1967:271);
    - According to documentation, the Newmarket Canal scheme originated with Sir William Mulock when he represented York federally (Marchington 1935);
  - Lands were expropriated for the construction of the canal (LAC 1908);
  - First the Holland River was to be dredged from Lake Simcoe to Holland Landing, then three locks were to be built between Holland Landing and Newmarket, then five or six more locks were to be constructed between Newmarket and Aurora depending on the chosen route of the canal there (Dodge 2009);
  - The canal was to span from Newmarket to Lake Simcoe;
    - Part 1 from Lake Simcoe to Holland Landing;
    - Part 2 from Holland Landing to Newmarket (Trehwella 1967:271);
  - The Newmarket section of the canal was to be the southerly branch of the Trent-Severn Canal from Lake Simcoe to Aurora along the Holland River (Dodge 2009);
  - Only Part 2 was constructed, which required three locks (Trehwella 1967:271);
  - Low water levels required dredging of the riverbed;

- Canal construction began with the dredging of the turning basin on the north side of Davis Drive in Newmarket (Trehwella 1967:271);
- Issues were experienced in maintaining appropriate water levels in the canal to keep it navigable (Dodge 2009);
- Water was to be pumped uphill from Lake Simcoe to the Oak Ridges Moraine at Aurora (Dodge 2009);
- The first lock (Lock 3) was built on the outskirts of the Town of Newmarket (Trehwella 1967:271);
- The second lock was built mid-way between Newmarket and the community of Holland Landing in the Town of East Gwillimbury (Trehwella 1967:271);
- The third lock was built in Holland Landing (Trehwella 1967:271);
- It was planned that canal use would be for small crafts, barges and logs floated down the canal to reduce shipping costs (Trehwella 1967:272);
- Construction on the project occurred from 1906–1912 and was cancelled by the incoming Conservative federal government led by Robert Borden in 1912 (Marchington 1935; TMC 2012);
  - Conservative government argued that the canal did not hold enough water to float a barge (Newmarket Era 1930);
  - The Newmarket Canal System cost close to \$1 million to construct and yielded \$6,000 in rent from cow pasture and land leases to the federal government (Marchington 1935);
- The Newmarket end of the Trent Canal was abandoned in 1916 (Trehwella 1967:273);
- A request was sent to the federal government to clean up the canal at Davis Drive in 1936;
  - The cost was anticipated to be between \$1,000–\$2,000 and the federal government denied the expenditure as the Town and Davis Tannery continued to dump sewage and waste into the canal (Newmarket Era 1936).

To help conceptualize the typical characteristics of a canal system in Ontario, Table 1 on the following page lists elements of select comparable canals in the province. The Newmarket Canal System exhibits many of the characteristics common in other canals and can therefore be considered a representative example of an Ontario canal system. When compared to other canal systems, it is was constructed much later.

### 6.3 Context

- Stretching down the centre of the Town of Newmarket, following the flow of the Holland River, the Newmarket Canal System begins at Cooks Bay to the north and terminates just north of the Davis Drive Bridge at the largely infilled turning basin;
- One of the three locks, Lock 3, is located in the Town of Newmarket;
- The canal runs parallel to the rail line and a recreational trail system.

**Table 1: Characteristics of Industrial-purpose Ontario Canals**

Canals	Study Outlining Key Features, CHVI and Heritage Attributes	Year	Indigenous Significance Noted (Yes/No)	Company or Individual (Name)	Remnants of Canal Infrastructure Remain (Yes/No)	Structures Related to industrial Uses Remain (Yes/No)	Industrial Uses (Industries Listed in Study)	Pathways and Trails (Yes/No)	Historic Recreational/ Cottage Use (Yes/No)	Follows Natural Waterway or Created	Place of Commemoration (Noted in Study)	Close Relationship to Rail Line	Evolved Landscape or Designed Landscape	Dominant Current Uses
Newmarket Canal	Unknown	Begun 1906, Cancelled 1912	No	Federal Government of Canada	Yes	Yes	Built for shipping and never used	Yes	Yes	Natural Waterway – Holland River	No	Yes	Designed	Recreational
Desjardins Canal	Unknown	Opened 1837	Unknown	Individual – Peter Desjardins	Yes	Yes	Shipping	Yes	Yes	Created waterway	Yes – OHT Plaque	No	Evolved	Recreational
Grand River Navigation Company Canal – York to Dunnville	Unknown	Opened 1835	Yes	Grand River Navigation Company	Yes	Yes	Shipping	Yes	Yes	Natural Waterway - Grand River and created waterway	Yes	Yes	Evolved	Recreational
Grand River Navigation Company Canal – Brantford Cut	Cultural Heritage Landscape Feasibility Study: Mohawk Canal and Alfred Watts Hydro Generating Station Ruins, City of Brantford, Ontario (ASI 2016)	Opened 1848	Yes	Grand River Navigation Company	Yes	Yes	Shipping	Yes	Yes	Created waterway	Yes	Yes	Evolved	Recreational
Welland Canal	Unknown	1829	No	Welland Canal Company under William Hamilton Merritt	Yes	Yes	Shipping, Recreational boat use	Yes	Yes	Created waterway	Historic Sites and Monuments Board (1924); OHT Plaque	Yes	Evolved (Referred to in 2009: Canals 1–3 Relict Landscapes; Canal 4 Continuing Landscape)	Shipping, Recreational boating, Recreational
Trent-Severn	Unknown	1833 (Bobcaygeon) to 1920 (Georgian Bay)	Yes	Federal Government of Canada	Yes	Yes	Industrial, Recreational	Yes	No	Natural and created waterways	Yes – OHT Plaque	Unknown	Designed	Recreational
Rideau Canal	UNESCO World Heritage Site	1832	Yes	Lieutenant-Colonel John By	Yes	Yes	Designed for steam-powered vessels, Shipping, Recreational	Yes	N	Natural waterway Cataraqui and Rideau Rivers and created waterway	Yes – Historic Sites and Monuments Board, OHT Plaque	Unknown	Designed	Recreational

## 7.0 EVALUATION OF SIGNIFICANCE

**Table 2: Evaluation of the Cultural Heritage Value or Interest of the Newmarket Canal System in Accordance with O. Reg. 9/06**

Criteria	Description	✓	
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	The Newmarket Canal System is a representative example of a canal system in Ontario exemplified by a modified river, locks and turn basin.
	Displays a high degree of craftsmanship or artistic value		The Newmarket Canal System does not display a high degree of craftsmanship or artistic value.
	Displays a high degree of technical or scientific achievement		The Newmarket Canal System does not display a high degree of technical or scientific achievement as it is a later version of a decades old technology.
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	The Newmarket Canal System has a direct association Sir William Mulock, an early champion of the canal project and prominent Newmarket citizen as chancellor of U of T, Post Master General, the Minister of Labour under the Laurier Liberal government, Chief Justice, and a model farmer. The Canal has been referred to as "Mulock's Folly."
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		The Newmarket Canal System does not yield information that contributes to the understanding of a community or culture.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		The property does not demonstrate or reflect the work of an architect, builder, artist, designer or theorist who is significant to a community.
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area	✓	The Newmarket Canal System maintains the industrial character of the transportation corridor through the Town of Newmarket.
	Is physically, functionally, visually or historically linked to its surroundings	✓	The Newmarket Canal System is physically and functionally linked to the river as a canal that was integrated into the existing waterway.
	Is a landmark	✓	The Newmarket Canal System is a conspicuous

Criteria	Description	✓	
			landmark running through the middle of the Town of Newmarket.

## 8.0 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

### Introduction and 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

#### *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 “Mullock’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 CHVI 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.

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## 9.0 CONCLUSIONS

O. Reg. 9/06 of the OHA requires that to be designated, a property must meet one or more of the criteria grouped into the categories of design or physical value, historical or associative value and contextual value. The Newmarket Canal System meets the criteria for determining CHVI as outlined in O. Reg. 9/06.

It should be noted that new information may result from further research (i.e., at the Library and Archives of Canada as listed in Appendix B). The proposed list of heritage attributes and/or the Statement of Cultural Heritage Value or Interest may need to be re-examined. For instance, the degree of modification to the river may result in additional heritage attributes listed.

The *Provincial Policy Statement* notes that CHVI is bestowed upon cultural heritage resources by communities (MMAH 2020). Accordingly, the system by which heritage is governed in this province places an emphasis on the decision-making of local municipalities in determining CHVI. It is hoped that the information presented in this report will be useful in those deliberations.

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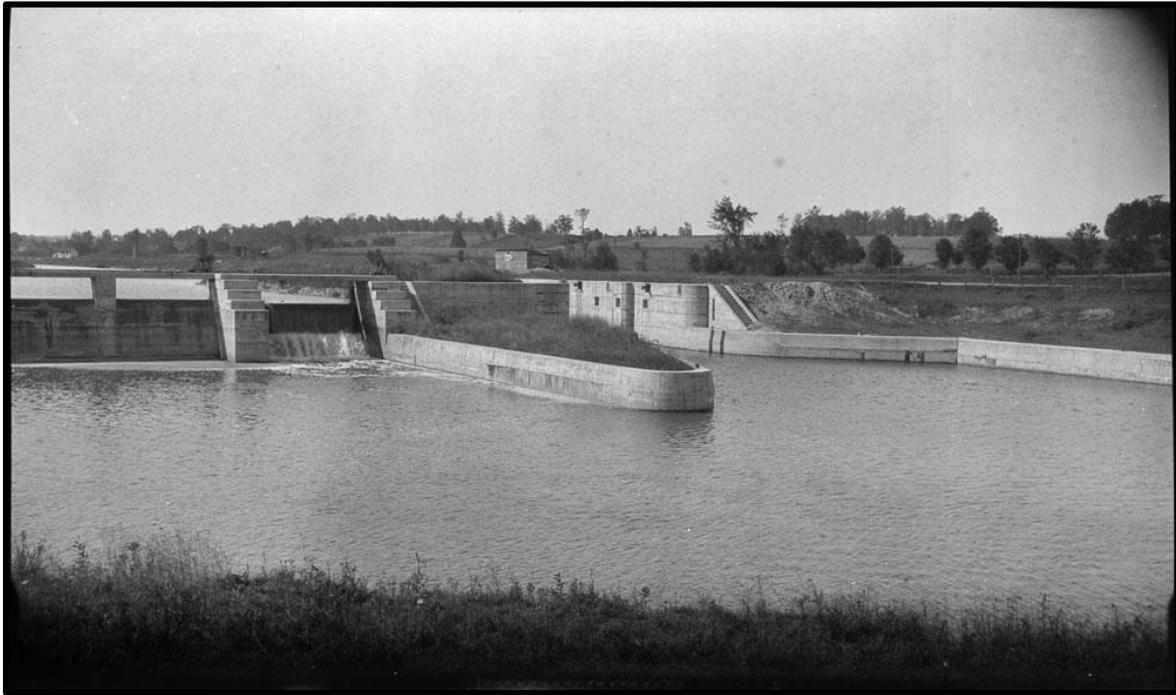
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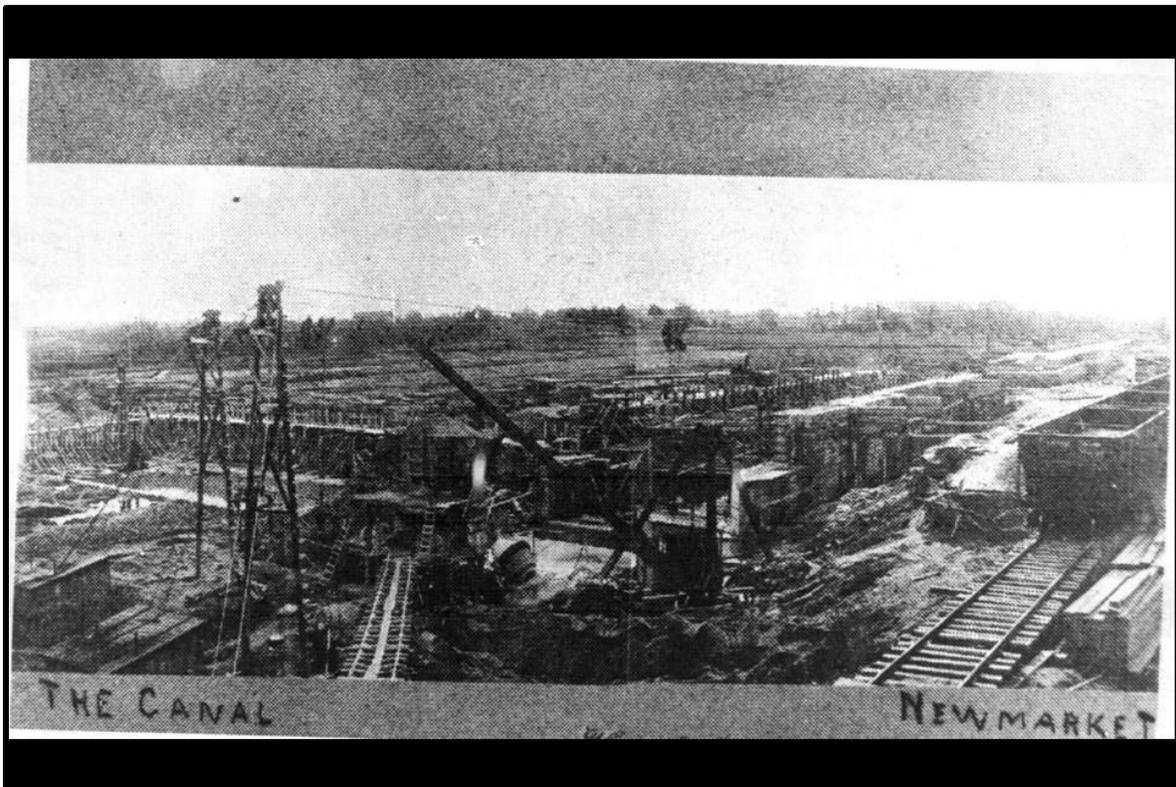
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**Appendix A: Background Material**



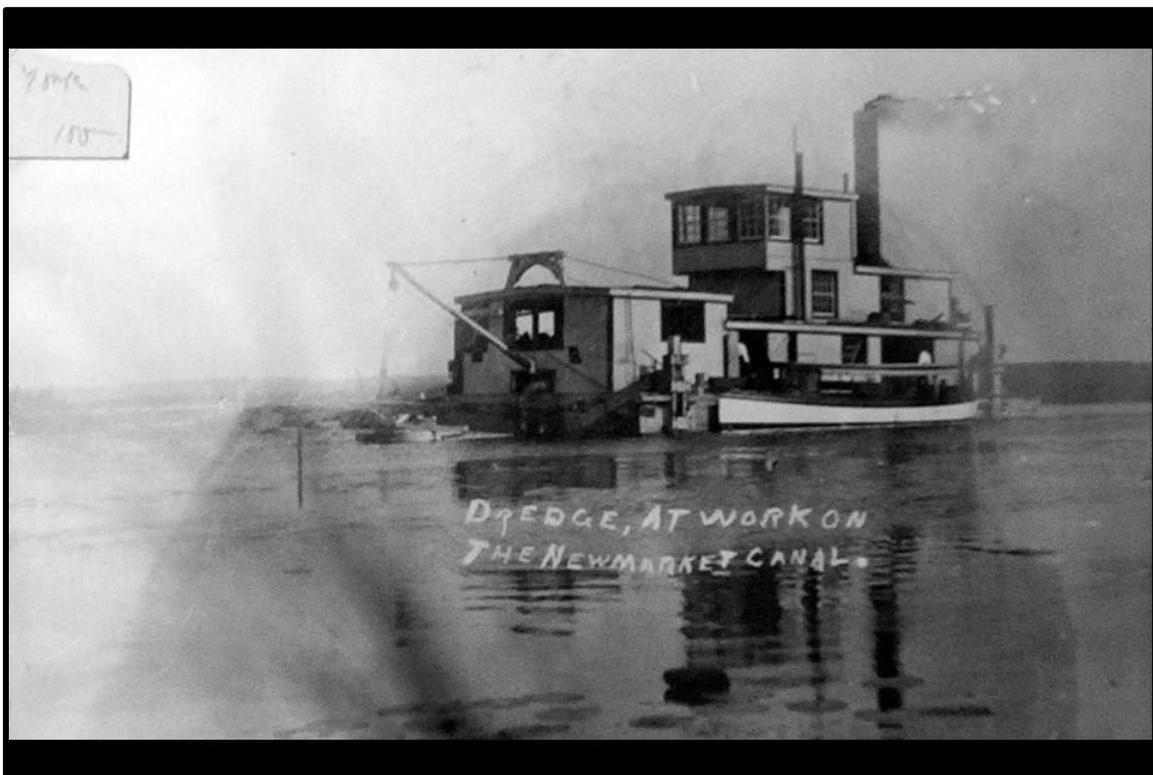
**Plate 1: Newmarket Canal Lock 2 and headgate**  
(LAC n.d.)



**Plate 2: Newmarket Canal construction**  
(Adapted from Dodge 2009)



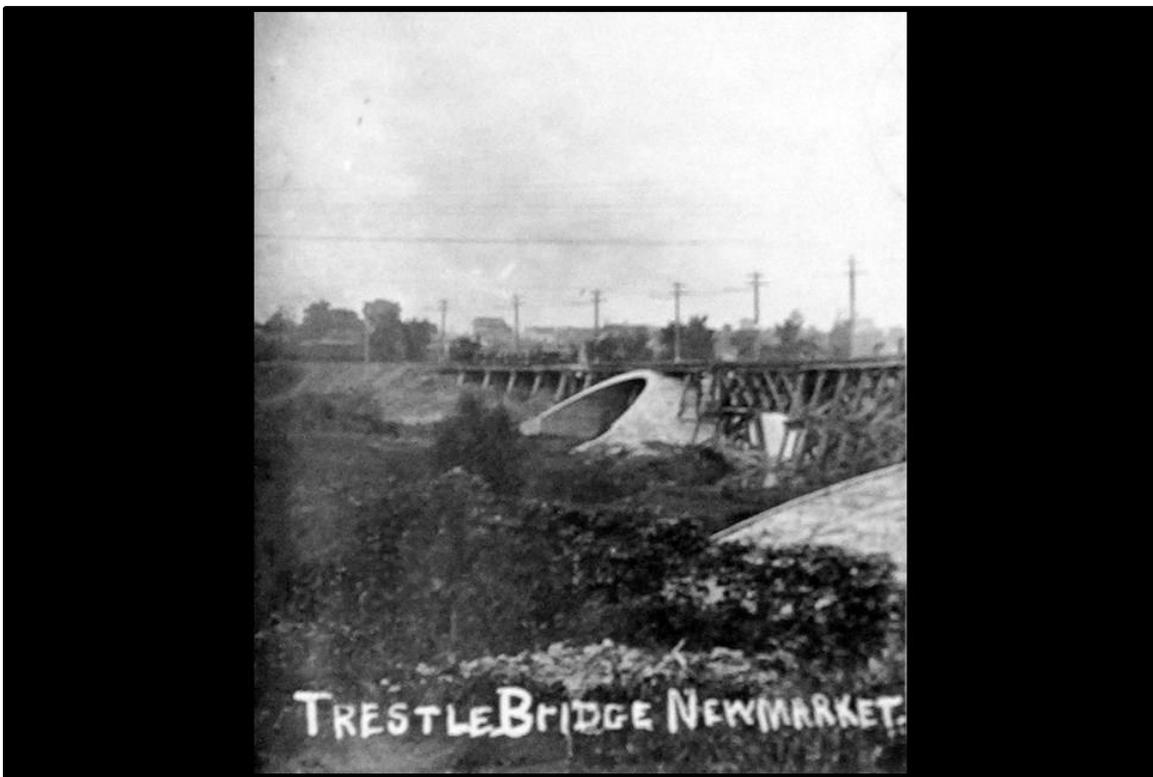
**Plate 3: Construction of Lock 2**  
(Adapted from Dodge 2009)



**Plate 4: Dredging the Newmarket Canal**  
(Adapted from Dodge 2009)



**Plate 5: Lock 1**  
(Adapted from Dodge 2009)



**Plate 6: Trestle bridge with arch**  
(Adapted from Dodge 2009)



**Plate 7: "At Work on Canal, Newmarket, Ont."  
(Adapted from Dodge 2009)**



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## Appendix B: Libraries and Archives Canada Suggested Additional Sources

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