APPENDIX M

Cultural Heritage Evaluation Report – Newmarket GO Station
TAYLOR HAZELL ARCHITECTS

Newmarket GO Station
Cultural Heritage Evaluation Report

FOR METROLINX
FEBRUARY 2017

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FINAL
Newmarket GO Station
Cultural Heritage Evaluation Report

FOR METROLINX
FEBRUARY 2017  |  THA NO. 1635

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Executive Summary

This Cultural Heritage Evaluation Report (CHER) is an evaluation of the cultural heritage value of the Newmarket GO Station, located at 465 Davis Drive in Newmarket, Ontario. The subject property contains a shopping mall, which houses the GO station, the station platform, and numerous parking lots. Metrolinx owns the station platform, while the Tannery Mall and parking lots are privately owned and operated.

This CHER was prepared by David Deo (Heritage Specialist) under the direction of Ellen Kowalchuk (Associate, Manager of Heritage Planning) of Taylor Hazell Architects (THA). It has been prepared using the criteria in O. Reg. 9/06 and O. Reg. 10/06 as required by the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010) (S&G PHP).

The consultant’s recommendations regarding the heritage value of the property are contained in a separate Recommendations report, which accompanies this CHER.
### 1.0 Introduction

#### 1.1 Historical Summary

The Newmarket GO Station moved to the Tannery Mall in 1988, as part of a large renovation project that converted a historic tannery complex into a retail mall. The tannery buildings date back to the early 20th century, when the Davis Leather Company’s predecessor established new facilities in Newmarket in the wake of a catastrophic fire at their rural Kinghorn tannery. Following the fire in 1903, local businessmen set about inducing the tanners to relocate to Newmarket. Their efforts paid off, and in 1904 the Davis Leather Company built a large tannery at the northern town limit on Huron Street (now Davis Drive). Specializing in fine calf leather, the company would grow to be the largest supplier of calf leather in the British Empire following additions to their facilities in 1912. The Davis Leather Company was sold in 1962, and the building remained substantially empty until a redevelopment scheme by a Toronto-based company created the Tannery Mall in the late 1980s. The Newmarket GO Station relocated to the mall as part of the redevelopment. After scandals and lawsuits, the Tannery Mall is primarily an office venue today.

#### 1.2 Description of Property

The Newmarket GO Station is located in the Tannery Mall at 465 Davis Drive in Newmarket, Ontario (figure 1). The subject property is comprised of two parking lots, the mall structure, and the train platform. The mall is situated beside the train platform, which runs along the west side of the property. The parking lots make up most of the property, interrupted only by a small stretch of vegetation.

The Tannery Mall is a four-storey commercial complex, composed of structures built in 1998 and renovations of former tannery buildings. The exterior presents a busy, somewhat incoherent design loosely relying on historic motifs executed primarily in veneer stone, stucco and glazing. The interior is composed of office space set about an L-shaped circulation corridor. Interior materials and forms include marble flooring and cladding, in addition to many historically derived forms with faux finishes imitating marble and stone. The Newmarket GO Station is located in a small area off the main atrium, comprised chiefly of ticket booths and a passageway to the train platform.

#### 1.3 Current Context

The Tannery Mall is located on the north side of Davis Drive, on a large triangular piece of property bordered by the Barrie GO Line on the west, and the Holland River to the east (figure 2). Historically part of the Newmarket’s north end, today the property is set quite centrally within the town. Located on the north side of Davis Drive, a major east-west commercial thoroughfare, the property is located north of the historic town. Aside from the Mabel Davis Conservation Area located directly east, most of the Newmarket area north of Davis Drive is comprised of postwar residential subdivisions. The site can be accessed by road, rail, or the recreational trail that runs along the east side of the property.

The subject property has a contextual relationship with the Barrie GO Line that began with the Davis Leather Company’s tannery operations in the first half of the twentieth century. This relationship has been revived with the relocation of the Newmarket GO Station to the Tannery Mall in 1988.
2.0 Methodology and Sources

This CHER and accompanying Recommendations were prepared by THA. It has been prepared in accordance with the Metrolinx Interim Heritage Process and using the criteria in O. Reg. 9/06 and O. Reg. 10/06 as required by the Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010).

A site visit and photographic documentation was conducted on June 22, 2016 by David Deo (Heritage Specialist) and Eric Shell (Intern Architect) of THA. GO Staff were present to grant access to the station facilities.

2.1 SECONDARY SOURCES

Sources related to the history of Newmarket, the Davis Leather Company, Canadian railways, and early 20th century Canadian architecture were consulted as part of the research. A complete list of sources is contained in the Bibliography.

2.2 PRIMARY SOURCES

This research of this report was informed by archival newspaper collections, Fire Insurance Plans, trade catalogues, and archival architectural periodicals. A complete list of sources is contained in the Bibliography.

2.3 CONSULTATIONS

THA’s consultation plan was approved by Metrolinx on June 21, 2016. THA contacted the Senior Planner – Community Planning for Newmarket initially on June 23, 2016 and again on July 4, 2016. Neither email received a response. Additionally, contact information for the owner of the Tannery Mall was not provided to THA.

3.0 Heritage Recognitions

3.1 MUNICIPAL

The property at 465 Davis Drive is included on the Town of Newmarket’s Municipal Register of Non-Designated Heritage Properties.

3.2 PROVINCIAL

There are no known provincial heritage recognitions at this time.

3.3 FEDERAL

There are no known federal heritage recognitions at this time.
4.0 Adjacent Lands

There are numerous properties included on the Town of Newmarket's Heritage Inventories adjacent to the Tannery Mall property at 465 Davis Drive:

<table>
<thead>
<tr>
<th>Address</th>
<th>Name</th>
<th>Date Built</th>
<th>Status</th>
<th>Designation By-Law</th>
</tr>
</thead>
<tbody>
<tr>
<td>450 Davis Drive</td>
<td>Newmarket Railway Station</td>
<td>1900</td>
<td>Part IV OHA</td>
<td>1987-110</td>
</tr>
<tr>
<td>71 Franklin Street</td>
<td>Alexander Moffat House</td>
<td>c.1875</td>
<td>Included on the Town of Newmarket's Municipal Register of Non-Designated Heritage Properties</td>
<td>N/A</td>
</tr>
<tr>
<td>75 Franklin Street</td>
<td>Robert Murray House</td>
<td>1868</td>
<td>Included on the Town of Newmarket’s Municipal Register of Non-Designated Heritage Properties</td>
<td>N/A</td>
</tr>
<tr>
<td>91 Franklin Street</td>
<td>Joseph A. Collins House</td>
<td>1881</td>
<td>Included on the Town of Newmarket’s Municipal Register of Non-Designated Heritage Properties</td>
<td>N/A</td>
</tr>
<tr>
<td>27 Main Street N</td>
<td>Robert Murray House</td>
<td>c.1875</td>
<td>Included on the Town of Newmarket’s Municipal Register of Non-Designated Heritage Properties</td>
<td>N/A</td>
</tr>
</tbody>
</table>

5.0 Archaeology

Archaeological assessments were not undertaken as a part of this research.

6.0 Community Input

THA contacted Dave Ruggle, Senior Planner – Community Planning as per the submitted stakeholder consultation plan in June 2016, and sent a follow-up email in July. To date, there has been no response.

7.0 Discussion of Historical or Associative Value

The Tannery Mall is related to the tannery buildings of the Davis Leather Company. It has associations with the Davis Leather Company and Davis family, as well as Newmarket-based architect O.E. Tench.

7.1 HISTORICAL THEME/CULTURAL PATTERN

Barrie GO Rail Corridor History
The line for the Barrie GO Rail Corridor was established in 1853 by the Ontario, Simcoe and Huron Union Railroad Company (OSHR). Originally chartered on August 29, 1849 as the Toronto, Sarnia and Lake Huron Railway, the company’s line was to run from Toronto to Georgian Bay via Barrie. In 1853 the company changed its name to the Ontario, Simcoe and Huron Railroad Company (OSHR). The inaugural 48 kilometre (30-mile) run from Toronto to Aurora on May 16, 1853 initiated steam train service in Ontario. The section to Bradford opened on June 13, 1853, followed by Barrie in October of that year.¹

The OSHR was one of a number of competing railway ventures aimed at northward expansion and linking the area between Lake Ontario to Lake Simcoe and Georgian Bay. Referred to as the “Oats, Straw & Hay” line due to its primary function as a freight line for agricultural products, the railway did carry forest products such as lumber. By 1855 the railway extended its line to Collingwood on Georgian Bay thus providing the OSHR a northern terminus and ability to control navigation on Lake Simcoe through the purchase of steamers and wharves. In August 1858, the name of the railway was changed to the Northern Railway Company of Canada (NRC). In June 1879 the NRC merged with the Hamilton and Northwestern Railway (HNWR) to become the Northern and Northwestern Railway (NNR). In 1887, the NNR was taken over by the Grand Trunk Railway (GTR). The acquisition of small railway companies by the GTR in this period was part of a corporate strategy to protect GTR territory from encroachments by the Canadian Pacific Railway (CPR) during a period when it was expanding rapidly in Ontario.

The optimism of the GTR was short-lived and the company went into receivership in 1919. In 1920 the federal government took over management of the GTR and in 1923 it was absorbed into the government-owned Canadian National Railway (CNR). CNR operated the line as the CN Newmarket Subdivision, beginning a commuter service in 1972. The commuter service was taken over by VIA Rail in 1978 and by GO Transit in 1982. By 2009 Metrolinx had acquired the entirety of the line between Union Station in Toronto and Allandale Waterfront in Barrie. Currently Metrolinx operates the line between these points with stops at York University, Rutherford, Maple, King City, Aurora, Newmarket, East Gwillimbury, Bradford and Barrie South.

### 7.2 LOCAL HISTORY

Toronto and the lands to the north were occupied by the Mississaugas after they were able to penetrate into Iroquois Confederacy territory on the north shore of Lake Ontario in the early 1700s.² The Mississaugas continued to occupy these lands until the late-18ᵗʰ and early-19ᵗʰ centuries, when land cessions to imperial countries confined them to a portion of their former territory. The Seven Years’ War between rivals Great Britain and France ended in 1763 and with it came the *Royal Proclamation* issued by King George III to establish the basis of government administration in the territories formally ceded by France to Britain. The *Royal Proclamation* included provisions for managing lands occupied by Aboriginal groups including the Mississaugas. The Proclamation forbade the settlement of those

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teritories by non-aboriginals and that the land could only be alienated by negotiation and sale to the Crown.

The following years saw numerous land surrenders. In 1781 the Mississaugas surrendered a large tract of land along the west bank of the Niagara River from Lake Ontario to Lake Erie. The end of the American Revolution and the Treaty of Paris, 1783, created a boundary which divided the Mississaugas territory through the middle of the Great Lakes. The end of the Revolution also created a wave of Loyalist settlers into southern Ontario. In 1784, the Mississaugas surrendered another large tract in the Niagara peninsula and shortly after, the land on the north shore of Lake Ontario known as the ‘Carrying Place’. The ‘Carrying Place’ was an ancient portage route from the Humber River to the Holland River. British authorities, under direction of Sir John Johnson, Superintendent General of Indian Affairs, met with the Mississaugas in September 1787 to negotiate the lands between Toronto and Lake Huron – this became known as the Toronto Purchase.

As a result of conflicting and contradictory accounts and documents, an attempt was made in 1805 to formalize the Toronto Purchase, but it was almost another two hundred years before some resolution was reached between the Mississaugas and the Government of Canada. In 2002, the Canadian Government recognized that an “outstanding lawful obligation is owed to the Mississaugas of the New Credit First Nation based on a breach agreement in relation to the 1805 Toronto Purchase surrender.” The Mississaugas of New Credit and the Government of Canada are currently in negotiations regarding the claim.3

Newmarket: Early Settlement and Town

Upper Canada first created counties in 1792 for election and militia purposes, but perhaps more importantly, counties provided the basis for surveying townships and for the subsequent land registrations. York Country was created in June 1792 under the jurisdiction of the Home District of Upper Canada.

In 1798, Peter Russell (the government administrator for Upper Canada) ordered the Home District to be divided into two parts, respectively called the East and West Ridings. The East Riding consisted of the townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, Gwillimbury and the tract of land to be laid into townships between “the County of Durham and Lake Simcoe.” Despite this large territory the entire population of the Home District in 1799 was 224.4

The Township of Whitchurch is located east of Yonge Street. Surveying commenced in 1800 and was essentially complete by 1802 – although the earliest patents were registered in the 1790s. It has ten concessions, numbered eastward from Yonge Street. Many of the first settlers to the township were Quakers from Pennsylvania and Vermont. This included Timothy Rogers who was among the first to explore the area around the Holland River as far as Lake Simcoe in order to find a suitable location for

3 Indian Claims Commission: Mississaugas of the New Credit First Nation Inquiry Toronto Purchase Claim (June 2003), pp. 236-8.
4 Graeme Mercer Adam and Charles Pelham Mulvany, History of Toronto and County of York, Ontario, Volume 1, pp. 16-7.
a settlement. Rogers with Amos Armitage and Jacob Lundy took a leading role in Quakers affairs. Together they issued a mildly-worded complaint to Governor Francis Gore in 1806 about the delays in receiving their land patents. Gore intervened on their behalf to Mr. Jarvis, Secretary and Registrar for the Province and the Quakers had their patents shortly after.

Rogers founded a new settlement on the Holland River about 25 km north of Toronto with easy access to the Don and Humber rivers. It was a natural site for a "new market" to serve surrounding settlements as well as fur traders and aboriginal peoples bound for Toronto. The first enterprises were mills along the river with tanning and stores following. The arrival of the Ontario, Simcoe, Huron Railroad (OSHR) in 1853 fueled land speculation which resulted in six farm lots subdivided into 300 town lots over the next few years. The Ontario, Simcoe, Huron Railway ran through Newmarket just east of Main Street and south of Huron Street (now Davis Drive).

The Village of Newmarket was incorporated January 1, 1858 and became a Town through a Proclamation dated August 7, 1880. In 1885, Newmarket – the only town in the Whitchurch, was described by W.H. Smith in Canada Past, Present and Future, as a

... considerable village, containing nearly eight hundred inhabitants. It has been long settled, and to tell the truth, it has rather an old-fashioned look about it. It is divided into two distinct positions, at some little distance from each other. The east branch of the Holland River runs through the village, and two grist mills are erected on it. There are also in Newmarket a foundry, tannery and brewery, seven churches ... a court-house and a grammar school. Newmarket is situated in a fine section of country, and is surrounded by excellent farms.5

Although varied, the soil in the township was adaptable for agricultural purposes. First class farms comprised about one-quarter of the township and by the 1880s the majority of the farm houses were brick stone or 'first-class' frame. Field crops took the most amount of land, followed by pasture and orchards. The 1881 census returns show leading crops as oats (200,232 bushels), barley (93,562 bushels), and wheat (78,543 bushels).

During the late 19th century, Newmarket was the most important business centre in the county outside of Toronto. Located in the northwestern part of the township and a short distance (about 6 km) south was the Village of Aurora – the two connected by the Northern and Northwestern Railway. The first large manufacturing enterprise was a combination saw mill with a sash and door factory established in 1875. By the 1880s it was employing 225 workers. The company became the Office Specialty Manufacturing and turned into one of the largest furniture makers in the province.

The extension of electrified street railway service to Newmarket in 1899 also increased general trade to the village. Based in Toronto, the Metropolitan Street Railway Company was authorized in 1885 to provide freight and passenger service along Yonge Street north of Toronto’s city limits. The company laid a single track on Yonge Street which it continued to extend as far as Newmarket by 1899. In 1904,

5 As quoted in Adam, Volume 1, pp. 182-3.
the Toronto and York Radial Railway acquired several railways including the Metropolitan Street Railway thus allowing it to provide radial (interurban) service to Mimico, Richmond Hill, Scarborough, Schonberg, Aurora, Newmarket and Sutton West. Extending the line into Newmarket proved challenging, however, as the town was not centred on Yonge Street, rather it was located one concession to the east on Main Street – a steep, narrow thoroughfare.

By 1901, the local residents were fed up with the congestion of the radial line on Main Street and the company forced to move the tracks from Main Street. This also helped the company to better align its track for the extension of the railway to Lake Simcoe. With this connection to Toronto secured, Newmarket realized an increase in economic activity, with new factories opening along the line as well as people travelling for pleasure between Toronto and the recreational areas such as Bond Lake. To a certain extent, the railways protected the town from major decline. Although some local businesses were displaced, major establishments such as the Davis Tannery and Office Specialty Manufacturing remained in business for decades.

Newmarket is currently a residential community and commuter suburb. It also serves as the centre for the Regional Municipality of York which was created in 1971 to replace York County.

1st Concession East, Lots 96 & 97 – East Gwillimbury Township

The Tannery Mall property is located at the eastern ends of Lots 96 & 97, 1st Concession East, in the Township of East Gwillimbury. Newmarket was originally incorporated in the north of Whitchurch Township, but the settlement grew north into East Gwillimbury. Tremaine’s 1860 Map of the County of York\(^6\) shows the two lots broadly divided into four different sized parcels, each running roughly the width of the concession (figure 3). The attributed landowners, from north to south, were John Dawson, Thomas A. Lewis, Lydia Rogers and George Loval. While there are several structures illustrated at the west, off Yonge Street, the east side is relatively unmarked. The Town of Newmarket is found immediately south of the subject property, and certain urban developments can be seen encroaching north: Main Street extends north of the town, before curling northeast and meeting up with the concession line at roughly the same point it meets the Barrie GO Line.

The 1878 York County Atlas shows several new developments (figure 4).\(^7\) The east side of Main Street appears to be subdivided, with individual lots facing onto that road, and a shaded stretch along Davis Drive indicates the Town of Newmarket’s growing borders. The land is at this point attributed to V. Denne, assumed to be the late Vincent Denne, whose estate was sold to the Davis Leather Company in 1904.\(^8\) According to census records, a Vincent Denne of East Gwillimbury was a butcher and miller who oversaw a large household, at times numbering 11 members.\(^9\) At this point there are several structures indicated adjacent to the concession line west of the property.


\(^9\) Census’ of Canada, 1861, 1871, 1881, 1891
The Grand Trunk Railway (GTR) Station

Steam train service to Newmarket was established by the Ontario, Simcoe and Huron Railroad Company in 1853, five years before the incorporation of the town. While the railroad line played an active role in the development of Newmarket into a regional centre, it was not until much later that the present station building located at 450 Davis Drive was built. In 1888 the GTR took over today’s Barrie GO Line, and the company underwent a period of several decades’ prosperity. By 1899 the Metropolitan Street Railway had reached Newmarket via Yonge Street, and the GTR’s monopoly on freight and passenger rail service to the town had been broken. It was in this climate of prosperity and competition that the GTR built the Newmarket Train Station in 1900, placing it at the north end of the town so as to draw development in that direction. The station was essentially built at what was then the northern limits of the Town of Newmarket. The surrounding area did develop quickly following the construction of the station, most notably with the Davis Leather Company setting up operations across the street in 1904 (figure 5).

The GTR station was an attractive, single-storey hipped roof building, with gabled peaks facing up and down the tracks as well as atop the central track-facing bay. Built primarily of wood, the station can be said to be of a carpenter gothic style, with some Queen-Anne stylistic details. A polychromatic paint treatment gave the building a lively appearance, which led some to refer to the station’s “tasty” design. The station remains, though it is no longer operated in conjunction with the Barrie GO Line.

Davis Leather Company & Tannery

The Davis Leather Company was established in Newmarket in 1904 following a second catastrophic fire to befall their parent company’s Kinghorn tannery operation. It grew from the Andrew Davis & Son Tannery, which had operated a tanning business at Kinghorn dating back to 1854 (figure 6). The facilities were remote, being located several kilometers from the railway (figure 7). A fire in 1884 caused them to rebuild their facility, but the rural location made reconstruction in fire retardant materials prohibitively expensive. The new building was significantly larger, but once again, made of wood (figure 8). Following a 1903 fire that destroyed that facility, management set about finding new locales to rebuild in, with rail access and fire protection top of mind. An existing tannery building in Kingston provided the opportunity to continue production with minimal downtime. However Kingston did not offer the highest supply of hides, it was a far move for employees, and the existing facilities only supported traditional hemlock bark tanning. It was decided that two Davis sons would establish an operation there, while another site would be sought closer to Kinghorn, which could support the new chrome chemical tanning methods put into use by Aubrey Davis before the fire.

The 1903 fire was seized upon as a worthwhile opportunity for town boosters in Newmarket, and quickly a group of local businessmen organized to persuade the Andrew Davis & Son Tannery to re-
establish their operations in Newmarket. The lands of the late Vincent Denne were deemed an ideal location to induce local industrialists: Situated at the north limit of Newmarket between the Holland River and GTR line, site boasted rail access, a water source, and fire suppression via the town’s waterworks. In addition to an agreeable site, the businessmen promoted other incentives to attract the tanners’ interest. A municipal by-law set out the proposed agreement between the Andrew Davis & Son Tannery and the Town of Newmarket: In addition to the Denne Estate, the Town would pay a bonus of $10,000 and provide exemptions from all municipal taxes (save those for schools). The Davises would, in return, build a plant worth at least $40,000, employ 75-100 men, and maintain their operations for at least 15 years. The by-law was supported by a majority of ratepayers in February of 1904, and the Andrew Davis & Son Tannery established the Davis Leather Company in Newmarket, with the Kingston operation retaining the original name. E.J. Davis oversaw both operations as president. By April construction plans for the new building had gone out to tender, drawn up by local architect O.E. Tench. The tannery began operation on March 2, 1905 (figure 9).

The Davis Leather Company tannery was constructed to support both traditional hemlock bark and chrome chemical tanning methods. The latter was immediately deemed feasible for high volume production however, and all components related to hemlock tanning were removed from the facility. While the Andrew Davis & Son Tannery in Kingston produced heavy cowhide leather, the Davis Leather Company in Newmarket quickly established itself as a leader in the production of high-end calf leather. In a short amount of time the products of the Newmarket facility were in such high demand that expansion plans were made. Still eager to incentivize industrial growth, the Town of Newmarket agreed to fix the assessment rate at $20,000 for 10 years, provided new facilities were worth at least $50,000. The Davis Leather Company wound up spending roughly $100,000 on new additions, which included a modern four-storey structure immediately south of the original complex, as well as extensions to existing facilities (figure 10). The new structures roughly doubled the production capacity of the tannery. The investments proved worthwhile, as the Davis Leather Company became the British Empire’s largest producer of calf leather, importing hides from four continents and exporting fine leather to almost fifty countries. At its peak the company employed roughly 200 workers, and in 1946 the Town of Newmarket honoured firm after over 40 years of operations by renaming Huron Street to Davis Drive. In that same year the Davis Brothers retired, becoming a publicly owned company, with tannery operations taken over by a Toronto stock broker. Unfortunately the postwar period did not prove prosperous. Dividends and interest ceased on all

16 George Leusby, “The History of Early Industry in Newmarket” (paper prepared for the Newmarket Historical Society), 11.
18 “Another Public Meeting,” Newmarket Era, February 5, 1904, p.3.
19 The Contract Record. April 6, 1904, 2.
21 Davis, The Davis Family, 124.
shares by 1954, and by 1961 the operation was sold to tanning interests from Boston. They absorbed the inventory and liquidated the machinery before closing the plant in June of 1962.\textsuperscript{25}

**The Tannery Mall**

Aside from several small projects, the Davis Leather Company facilities lay empty and decaying until they were seized upon by Toronto developer Alberto DoCouto. In 1985 his company, Mater’s Management Ltd. proposed a $6,000,000 project to renovate the complex into an 114,000 ft\textsuperscript{2} shopping centre.\textsuperscript{26} DoCouto secured the Town of Newmarket as a major tenant for the venture in 1987, which was also to have 85 stores, two restaurants and a supermarket.\textsuperscript{27} Additionally, the shopping mall was to serve as the new Newmarket GO Station, sitting directly north of the historic building it replaced.\textsuperscript{28} The Tannery Mall, replete with ostentatious columns of fake marble, and arches of fake stone opened in 1988. Brooke Shields cut the ribbon at the official opening, paid $25,000 by DoCouto to fly in just for the event.\textsuperscript{29}

The gilded glory was short-lived: By 1990 many tenants alighted for cheaper rents elsewhere, leaving a half-empty mall, most of whose remaining tenants were owned by Mater’s Management. It soon became clear that the Tannery Mall was the crown jewel in a massively undervalued investment scheme. Roughly 5,000 people, mostly from the Niagara Peninsula, poured almost $100,000,000 into Mater’s Management investments. By 1990 the company was in receivership, with a sickly portfolio boasting little more than incomplete subdivisions and skeletons of shopping centres.\textsuperscript{30} The Tannery Mall one of the few completed parts of the scheme. Newmarket Mayor Raymond Twinney was also drawn into the affair, separately charged with two counts of breach of trust, and four counts of accepting a secret commission.\textsuperscript{31} In 1998, a series of fraud and conspiracy charges against DoCouto in Ontario were thrown out thanks to gross legal errors and abuses of legal rights by bureaucrats, prosecutors and police.\textsuperscript{32} In 2010 DoCouto pleaded guilty to two counts of securities fraud in Nevada, for schemes unrelated to his southern Ontario investments.\textsuperscript{33} Today the Tannery Mall is tenanted primarily as office space.

### 7.3 PERSON/EVENT/ORGANIZATION

Vincent Denne

\textsuperscript{25} Ibid, 13.
\textsuperscript{26} Ibid, 17.
\textsuperscript{28} Leusby, 17.
\textsuperscript{33} Tony Ricciuto, “Developer with Niagara ties sentenced to 6 ½ years in prison in U.S,” *Niagara Falls Review*, Access at: http://www.niagarafallsreview.ca/2011/03/16/developer-with-niagara-ties-sentenced-to-6-12-years-in-prison-in-us
Originally from England, Vincent Denne (b.1825-d.1899) first appears in census records for East Gwillimbury Township in 1861. Married to Maria Isabella Denne (1833-1898), they raised a large household, reaching eleven members at its peak. Vincent was both a butcher and a miller, and both businesses were family-run operations (figure 11). By 1891, the family had a fourteen room two storey brick house. Both businesses grew under the Denne children, with the mill supplying flour to Christie’s biscuits, and the meat shop having a retail business in Toronto for several years. Several nearby structures on Davis Drive boast connections to the Denne family.

**The Davis Family & The Davis Leather Company**

The Davises were a Loyalist family connected to numerous successful tannery operations in southern Ontario. In 1792, William Davis moved his family to Upper Canada from Baltimore, settling in Wentworth County outside present-day Hamilton. The family’s foray into tanning began when William’s grandson James Davis added tanning operations to his farm near Finch’s Corners in the 1830s. In 1854 his son Andrew purchased a tannery in Kinghorn, establishing the Andrew Davis & Son. The company developed as a family enterprise, with all children taking interests in the business.

Following two catastrophic fires at their Kinghorn facility (in 1884, and 1903), the company sought new premises to re-establish and grow their business. Then-president E.J. Davis Sr. (1851-1936) sent his sons Elmer and Harold to run the Andrew Davis & Son Company at an existing tannery building in Kingston, while his other sons, Aubrey (1878-1951), Andrew and E.J. Jr. established a new facility in Newmarket, called the Davis Leather Company. The tannery was an important industrial fixture during its 58 years of operation in the Town of Newmarket, employing nearly 200 workers at its peak. The Davises retired from the business in 1946, and the facility closed in 1962.

The Davises played prominent roles in the community, and in 1946, the Town of Newmarket renamed Huron Street to Davis Drive to honour the family’s contributions. E.J. Davis Sr. served in the government for York County, before being elected to the Ontario Legislature five times between 1888 and 1902. The Davis brothers made a large gift to the York County Hospital in 1945, while Andrew J. Davis served on town council for 10 years, in addition to serving as the main sponsor to the Newmarket Redmen hockey club. The Mabel Davis Conservation Area directly east of the Tannery Mall commemorates land donations by E.J. Sr.’s daughter, Mabel, in 1953.

**Oliver Edgar Tench**

O.E. Tench (b.1859-d.1941) was a Newmarket based architect who came to specialize in industrial and school design. Tench won a commission for the Newmarket High School in 1893, which would

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34 Census of Canada, 1861.
35 Census of Canada, 1891.
37 Ibid.
38 Davis, *The Davis Family*, 54.
39 Ibid, 75, 93.
40 Leusby, 13.
precipitate more work, as well as a position with the Newmarket Public School Board. He designed the original Davis Leather Company buildings in Newmarket, as well as numerous alterations to it between 1920 and 1927. In 1909, he designed an addition for the Andrew Davis & Son tannery in Kingston, which was noted as the, “first reinforced concrete tannery building in Canada” in The Contract Record. From this, he obtained the commission for the new Office Specialty Furniture Manufacturing Company building on Timothy Street in Newmarket, built 1910.

In addition to the Tannery Mall property at 465 Davis Drive, the Town of Newmarket’s Heritage Register lists 5 structures attributed to Tench. These are the Stuart Scott Public School (1923) at 247 Lorne Avenue, King George Public School (1912) at 400 Park Avenue, the former Office Specialty Building (1910) at 543 Timothy Street, the Oliver Tench House (c.1920) at 475 Queen Street, and the Charles Clark House (1905) at 355 Park Avenue. The two schools and former Office Specialty building have Part IV Designations.

8.0 Discussion of Design or Physical Value

This CHER was unable to fully ascertain how much of the original tannery facilities remain beneath the Tannery Mall. Please note that the subject property has the potential to yield further design or physical value, based on what historic fabric might still exist within the Tannery Mall. A more thorough investigation would be required to determine the presence and integrity of such remains.

8.1 STYLE/TYPE/TRADITION

The Tannery Mall contains structural remains of the Davis Leather Company, which is an early example of a reinforced concrete tannery building in Canada.

The Davis Tannery Buildings

The Davis Tannery complex was built in two major phases: the first in 1904, followed by a large addition in 1912. The original facility, designed by Newmarket architect O.E Tench, consisted of roughly three buildings, and a large brick smoke stack (figure 12). This complex was dominated by a three-storey, L-shaped building, with a main façade facing Davis Drive, and the other addressing the railway siding. The structure had a noble, if scaled-back aesthetic, dominating a simple neoclassical treatment. The main facades were articulated by narrow bays between ashlar stone piers, which rose to a lightly articulated cornice. The window sizes indicate a modern structural system, though piers are still conservatively sized, being roughly equal to the width of each window opening. The brick smoke stack was likewise elegant, employing a moderate taper rising to rib which supported the splayed top. The secondary structures appear to have been given a simpler aesthetic treatment.

42 The Contract Record, May 5, 1909, 23.
43 The Contract Record, April 6, 1904, 2.
The 1912 additions to the tannery nearly doubled the capacity of the facility, and presented a much more modern face to Davis Drive. A new four-storey reinforced concrete building was located just south of the original complex, presenting ten bays to the street, and adding another three to the railway siding. The design is expressly modern, defined by wide bays of large window openings between thin concrete piers. This articulation clearly expresses the modern steel and concrete structural systems, incorporating the general façade configurations that emerged out of the Chicago School several decades prior. Despite having a more functional decorative treatment, the tannery addition’s overall massing and structural expression is very similar to the Robert Simpson Co. store in Toronto, designed by Burke and Horwood in 1895 (figure 13). This building utilized a steel structure, which was fireproofed by encasing the members in concrete. While the steel structural system was not the same, the physical expression born of these new technologies was practically the same. Despite renovations and overcladding, this façade expression remains clearly legible from the interior of the Tannery Mall (figure 14). The design also bears a striking resemblance to the 1909 additions to the Andrew Davis & Son’s Kingston tannery (figures 15 & 16), which boasted itself to be the first reinforced concrete tannery in Canada. The similarities in massing, form, materiality, window openings, and decoration are more than uncanny. No explicit attribution of Tench to the 1912 addition has been identified. However based on the similarities above noted, if he was not the designer, his tannery building at Kingston undoubtedly affected its design. The 1912 Davis Leather Company addition thus comprises an early use of a reinforced concrete structure for use as a tannery.

The Tannery Mall

The Tannery Mall is largely a renovation overttop of the original Davis Tannery Company complex. Some of the original buildings have been clad over and renovated, and once open spaces between buildings have been enclosed (figures 17 & 18). The resulting mall is a multi-storey complex, whose confused exterior is defined by a plethora of forms, shapes and materials. The building has an extremely busy roofline, and considerable horizontal movement, which is at its worst on the east façade (figure 19). The south and west facades are defined by narrow bays between piers with blind arcades and varied fenestration (figures 20 & 21). The north façade is extremely plain, assuming the role of rear of the building (figure 22). There is something of a Post-Modern air about the exterior design, which utilizes various stylized historical motifs and forms where possible. However the design cannot be described as a unified composition: Elements appear to have been placed at a whim, and certain large areas are unapologetically devoid of any decoration (figure 23). The central bay of the main façade is a dark, recessed loading area, even more confused by the presence of the former tannery smoke stack, since converted to a clock tower.

The Tannery Mall can be described as having a contemporary eclectic aesthetic, one that makes use of various historic materials, forms and motifs without any coherent design or stylistic integration. Certain aspects of the interior suggest Post-Modern stylistic influences, such as the glazed gabled atrium roof with steel trusses (figure 24) and exaggerated tile campanile-bottom (figure 25). However most of the historically derived elements of the interior, including the balustrades; stone veneer work; interior lamp-posts and mounts; awnings; and faux-iron gates come across as sincere attempts at

grandeur and opulence (figures 26, 27 & 28). These elements lack any sense of irony, exaggeration, cleverness and design sensibility, ultimately negating any coherent Post-Modern expression.

8.2 FUNCTION

The Tannery Mall was originally to be a retail centre, designed to hold 80 stores, and a 200 seat restaurant. In the late 1980s, the Newmarket GO Station moved into the mall. Today the site is predominantly office space. The mall is organized about two major corridors, one located at the south side of the east façade, and the other at the west side of the north façade. Both form major entrances from the parking lot, and converge at an open central atrium near the southwest corner of the building. The southern corridor is open to the full height of the building, resting below the balconies and office windows on the second, third and fourth floors above. The western corridor has ground and second floor levels. Large trees planted at ground level grow up through the balustraded openings on the second level of the corridor, which is open to the third floor above (figure 29). This third storey is dominated by windows overlooking the corridor, creating something of an enclosed streetscape. This is defined by shallow bay windows on the west side (figure 30) and faux Juliette balconies with glass shutters on the east side (figure 31). At its southern terminus the corridor leads to a large balustrade balcony overlooking the atrium below (figure 32). The circulation paths are defined by their connections to open spaces, with most routes being open or adjacent to multi-storey vantage points (figure 33).

Located at the southwest corner of the atrium, is the entrance to the Newmarket GO Station (figure 34). The station is set within a small corridor that leads from the atrium to the train platform, located immediately off the west façade of the building. There is a glassed-in ticket office at the south of the hallway, with staff cubicles along with washrooms and storage space (figure 35). The entire length of the west façade (and beyond) forms the train platform, which is outfitted with glass waiting shelters, lampposts, bike locks, and other facilities associated with commuter rail service (figure 36).

8.3 FABRIC

The first Davis Leather Company buildings (built 1904) were likely built on a steel or concrete structure, with a wooden joist and beam floor system. This would make the decorative stone exterior a veneer. A 30m (95') smoke stack was made of brick.

The 1912 addition to the facility was built of steel and concrete, with wooden floors, “of the best class of mill construction.” In places, this wooden floor system remains visible, and a very robust construction is observed (figure 37).

The renovations that created the Tannery Mall appear to have utilized significant portions of the existing tannery buildings, relying heavily on veneers to create its new aesthetic. The exterior is defined by a reliance on fake stone blocks, grey stucco, and large panels of aluminum-framed glazing (figure 38). On the interior, the Tannery Mall boasts a myriad of motifs, materials and finishes, many of

46 Wes Plater, Industrializations, 19.
which are faux in nature. Floors throughout are pink and green marble, as is the cladding on the large
tower base in the atrium. The balustrades found throughout are faux stone, likewise the columns and
brackets are finished to look like marble (figures 39, 40 & 41). The Newmarket GO Station, within the
Tannery Mall features up-to-date furnishings and finishes that match the functional needs of Metrolinx.

9.0 Discussion of Contextual Value

The Tannery Mall has a contextual relationship to the Barrie GO Line that runs immediately west of the
building. The relationship is historically tied to the industrial rail siding of the Davis Leather Company,
and has been re-established by the Newmarket GO Station.

9.1 SOCIAL MEANING

The Tannery Mall holds historical meaning as a structure related to a large local industry. As of the
draft report, THA is still awaiting input from the Senior Planner – Community Planning for Newmarket.
The planner’s insights might reveal other sources of social meaning.

9.2 ENVIRONMENT

The Tannery Mall is located on the north side of Davis Drive, on a large triangular piece of property
bordered by the Barrie GO Line on the west, and the Holland River to the east. The Davis Leather
Company’s tannery was originally located north of the town of Newmarket, but today the Tannery Mall
finds itself at the centre of Newmarket. Generally speaking, there are subdivisions west, north and
east of the property, while the older downtown is to the south. The Mall is accessed directly from
Davis Drive, a major east-west thoroughfare in Newmarket. In recent decades Davis Drive has
developed as a major commercial street.48 A recreational trail following the Holland River traverses the
east side of the property. Directly east is the Mabel Davis Conservation Area, while to the west are
detached houses, and a low-wise condominium.

The Tannery Mall has a contextual relationship to the Barrie GO Line. The relationship dates back to
the courting of the Davis Tannery Company by a group of prominent Newmarket businessmen. Part of
the strategy to induce the company to set up in Newmarket was to offer a location readily accessible
by rail. The parcel decided upon fit this need perfectly by offering a generous railway siding, directly
north of the Newmarket GTR Station (figure 42).49 This proved advantageous to the tannery, given the
high volume of calf hides imported from abroad. This relationship ceased when the tannery closed in
1962, but was revived in the late 1980s when the Newmarket GO Station relocated within the Tannery
Mall. Today, GO transit riders load the trains from roughly the same location that the Davis Tannery
Company shipped and received its precious cargo.

9.3 FORMAL RECOGNITION

The property at 465 Davis Drive is included on the Town of Newmarket’s Municipal Register of Non-Designated Heritage Properties.
10.0 Data Sheet

<table>
<thead>
<tr>
<th>Property Name</th>
<th>The Tannery Mall (formerly the Davis Leather Company)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIN</td>
<td>035560770, 135560768, 035560423 (Tannery Mall &amp; Parking Lots) 035560722 (Metrolinx Platform &amp; Tracks)</td>
</tr>
<tr>
<td>Corridor</td>
<td>Barrie GO Line</td>
</tr>
<tr>
<td>Street Address</td>
<td>465 Davis Drive</td>
</tr>
<tr>
<td>Community/Municipality</td>
<td>Town of Newmarket</td>
</tr>
<tr>
<td>Status</td>
<td>Active</td>
</tr>
<tr>
<td>Construction Date Source</td>
<td>see footnotes</td>
</tr>
<tr>
<td>Construction Date</td>
<td>1904&lt;sup&gt;50&lt;/sup&gt;</td>
</tr>
<tr>
<td>Date(s) of Addition(s)</td>
<td>1912&lt;sup&gt;51&lt;/sup&gt;, 1988&lt;sup&gt;52&lt;/sup&gt;</td>
</tr>
<tr>
<td>Source for Date(s) of Addition(s)</td>
<td>see footnotes</td>
</tr>
<tr>
<td>Datum Type of GPS</td>
<td></td>
</tr>
<tr>
<td>Latitude or UTM Northing</td>
<td>(° N) 44°03'37.4</td>
</tr>
<tr>
<td>Longitude or UTM Easting</td>
<td>(° W) -79°27'35.3</td>
</tr>
</tbody>
</table>

<sup>50</sup> “Another Industry for Newmarket,” Newmarket Era, January 22, 1904, 1.
<sup>51</sup> “Progressive Newmarket,” Newmarket Era, January 5, 1912, 5.
<sup>52</sup> Leusby, 11.
11.0 Figures

Fig. 1 Satellite image showing the subject property (red circle) within the Town of Newmarket (Google/THA 2016).
Fig. 2  Satellite image showing the immediate environs of the property at 465 Davis Drive (Google/THA 2016).
Fig. 3 An 1860 map showing the Town of Newmarket, and subject property located just north, to the east of the rail line (Tremaine’s Map of the County of York Canada West).

Fig. 4 An 1878 map showing the area north of Newmarket, with the name ‘V. Denne’ attributed to the lands east of the railway (Historical Atlas of York County).
Fig. 5  A 1910 postcard looking north at the Newmarket GTR Station, with the Davis Leather Company visible in the background (Toronto Public Library, Call No. PC-ON 1338).

Fig. 6  The first Kinghorn tannery, acquired by the Davis family in 1854 (The Davis Family and the Leather Industry).
Fig. 7  The 1878 map of King Township denotes an “A.D Tannery” located on the northwest corner of the crossroads at Kinghorn (Historical Atlas of York County).

Fig. 8  The second tannery built at the Kinghorn site, following the fire of 1884 (The Davis Family and the Leather Industry).
Fig. 9  A pre-1913 photograph looking north at the Davis Leather Company’s 1904 building (Industrializations: A History of Newmarket’s Three Key Industries…).

Fig. 10  The 1912 addition to the Davis Leather Company tannery, looking north at the south facade. Wide windows and thin piers indicate a new structural system compared to the original structures (Newmarket: Heart of York Region).
Fig. 11 An advertisement for the Vincent Denne’s mill products (Newmarket Era, November 22, 1889, pp. 4.).

Fig. 12 An architects rendering of the original Davis Leather Company tannery ("The History of Early Industry in Newmarket").
**Fig. 13** The Simpson Department Store in Toronto. The wide window openings and thin support piers express the modern steel structural system (A History of Canadian Architecture).

**Fig. 14** The general facade composition of thin piers and wide window openings remains legible underneath a veneer of marble in the Tannery Mall (THA 2016).
Fig. 15  An undated rendering showing Tench’s 1909 addition to the Kingston tannery of Andrew Davis & Son (Unknown source, accessed at: https://s-media-cache-ak0.pinimg.com/originals/67/9b/71/679b71dad0626ab66e634b5866480d050d.jpg).

Fig. 16  The abandoned remains of the Tench’s Kingston addition (Doug Rickaby, accessed at: http://tracksidetreasure.blogspot.ca/2013/01/cns-hanley-spur-long-line.html).
Fig. 17  A Fire Insurance Plan showing the layout and different functions of the Davis Leather Company tannery in 1959 (Fire Insurance Plan, Newmarket, ON, plate 3.).
Fig. 18  A floorplan as found on-site at the Tannery Mall. The red shading indicates areas where the original tannery structure may still be present (THA 2016).
**Fig. 19** The east facade and smoke stack of the Tannery Mall (THA 2016).

**Fig. 20** The Tannery Mall’s south facade (THA 2016).
Fig. 21  The west facade, alongside the GO platform (THA 2016).

Fig. 22  The northeast corner of the Tannery Mall (THA 2016).
**Fig. 23** A heavy reliance on stucco, at the north end of the east facade (THA 2016).

**Fig. 24** The steel truss ceiling light above the central atrium (THA 2016).
Fig. 25  The marble clad water feature, resembling the base of a campanile (THA 2016).

Fig. 26  False historic detailing within the Tannery Mall (THA 2016).
Fig. 27  Faux marble columns supporting a snack bar in the central atrium (THA 2016).

Fig. 28  False wrought-iron gates set within a group of arched openings (THA 2016).
Fig. 29  Trees growing through the second floor of the hallway (THA 2016).

Fig. 30  Bay windows open out over the corridor (THA 2016).
Fig. 31  A Juliette balcony made of faux stone, with tinted glass for shutters (THA 2016).

Fig. 32  The balcony overlooking the central atrium (THA 2016).
Fig. 33  Looking out over the central atrium, at the many hallways and open galleries in the Tannery Mall (THA 2016).

Fig. 34  The interior of the Newmarket GO Station, located off the central atrium (THA 2016).
Fig. 35  Interior ticket booth space in the GO Station (THA 2016).

Fig. 36  The GO Train platform, with glass shelters (THA 2016).
**Fig. 37** Remnants of the 1912 wood flooring system remain exposed, revealing heavy-duty structural systems (THA 2016).

**Fig. 38** The exterior fabric of the Tannery Mall is primary stone veneer, stucco and glazing (THA 2016).
Fig. 39  Faux stone balustrades are used commonly throughout the mall (THA 2016).

Fig. 40  Columns abound inside the Tannery Mall, all covered with a faux marble finish (THA 2016).
Fig. 41  False marbelling on a bracket (THA 2016).

Fig. 42  The old GTR station remains visible from the platform, across Davis Drive (THA 2016).
## 12.0 Chronology

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1834</td>
<td>James Davis adds a tanning operation to his farm north of the Town of York.</td>
</tr>
<tr>
<td>1847</td>
<td>Elihu Pease purchases 16 acres on the Humber River in King Township to establish a tanning operation.</td>
</tr>
<tr>
<td>1853</td>
<td>Ontario, Simcoe and Huron Union Railroad Company (OSHR) establishes commences services on its Toronto to Barrie line, reaching Aurora in May, Bradford in June, and Barrie by October.</td>
</tr>
<tr>
<td>1856</td>
<td>Andrew Davis purchases the Elihu Pease tannery at Kinghorn, establishing Andrew Davis &amp; Son.</td>
</tr>
<tr>
<td>1858</td>
<td>The Town of Newmarket is incorporated.</td>
</tr>
<tr>
<td>1858</td>
<td>The OSHR changes its name to the Northern Railway Company of Canada (NRC).</td>
</tr>
<tr>
<td>1879</td>
<td>NRC merges with the Hamilton and Northwestern Railway (HNWR), becoming the Northern and Northwestern Railway (NNR).</td>
</tr>
<tr>
<td>c.1880</td>
<td>Vincent Denne purchases parts of 1st Concession East, Lots 96 &amp; 97.</td>
</tr>
<tr>
<td>1884</td>
<td>A fire destroys the Kinghorn tannery, a larger frame tannery is quickly rebuilt in its place.</td>
</tr>
<tr>
<td>1888</td>
<td>Grand Trunk Railway (GTR) takes over the NNR, acquiring the Barrie GO Rail Corridor in the process.</td>
</tr>
<tr>
<td>1899</td>
<td>The Metropolitan Street Railway reaches Newmarket.</td>
</tr>
<tr>
<td>1899</td>
<td>Vincent Denne passes away.</td>
</tr>
<tr>
<td>1900</td>
<td>GTR builds its Newmarket Station on the south side of Davis Drive, east of Main Street.</td>
</tr>
<tr>
<td>1903</td>
<td>A second fire befalls the Kinghorn tannery, Andrew Davis &amp; Son begins searching for a new locale to rebuild in.</td>
</tr>
<tr>
<td>1903</td>
<td>Andrew Davis &amp; Son purchase a tannery in Kingston, Ontario to continue operations.</td>
</tr>
<tr>
<td>1904</td>
<td>Newmarket ratepayers approve a by-law offering various incentives for Andrew Davis &amp; Son to establish a tannery.</td>
</tr>
</tbody>
</table>

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53 Davis, 58
54 Leusby, 10.
56 Davis, 77.
57 *Illustrated Historical Atlast*.
58 Davis, 93.
59 De Fort-Menares.
60 “Notice to Creditors,” *Newmarket Era*, December 8, 1899, 4.
61 De Fort-Menares.
62 Davis, 95.
63 Ibid.
64 “Another Public Meeting,” *Newmarket Era*, February 5, 1904, 3.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1904</td>
<td>The Davis Leather Company is established in Newmarket, an plans for the tannery go out to tender.(^65)</td>
</tr>
<tr>
<td>1905</td>
<td>The Davis Leather Company tannery begins operations.(^66)</td>
</tr>
<tr>
<td>1912</td>
<td>Additions to the tannery worth $10,000 are built, doubling the facility’s production capacity.(^67)</td>
</tr>
<tr>
<td>1923</td>
<td>Canadian National Railways (CNR) absorbs the GTR, which went into receivership four years earlier.</td>
</tr>
<tr>
<td>1945</td>
<td>The Davis family retires from the Davis Leather Company.(^68)</td>
</tr>
<tr>
<td>1946</td>
<td>The Davis Leather Company becomes a publicly traded company.(^69)</td>
</tr>
<tr>
<td>1946</td>
<td>Town council passes a by-law renaming Huron Street to Davis Drive.(^70)</td>
</tr>
<tr>
<td>1954</td>
<td>Dividends and interest no longer paid on common or preferred stock.(^71)</td>
</tr>
<tr>
<td>1961</td>
<td>The Davis Leather Company is sold to Boston tanners.(^72)</td>
</tr>
<tr>
<td>1962</td>
<td>The company is shut down.(^73)</td>
</tr>
<tr>
<td>1972</td>
<td>CNR commences commuter service on the Barrie GO Rail Corridor.</td>
</tr>
<tr>
<td>1978</td>
<td>VIA Rail takes over commuter service on the Barrie GO Rail Corridor.</td>
</tr>
<tr>
<td>1982</td>
<td>GO Transit takes over commuter service.</td>
</tr>
<tr>
<td>1987</td>
<td>Developer Alberto DoCouto renovates the Tannery Mall as an upscale retail centre,</td>
</tr>
<tr>
<td>1988</td>
<td>Brooke Shields cuts the ribbon at the Tannery Mall opening ceremony.</td>
</tr>
<tr>
<td>1990</td>
<td>The Tannery Mall is left half empty, with most tenants leaving for cheaper rents.</td>
</tr>
<tr>
<td>1993</td>
<td>Newmarket Mayor Raymond Twinney is charged with several counts of breach of trust and accepting a secret commission pertaining to his dealings with DoCouto and the Tannery Mall.(^74)</td>
</tr>
<tr>
<td>1998</td>
<td>DoCouto’s charges are dropped on account of legal errors and abuses of rights.(^75)</td>
</tr>
<tr>
<td>2009</td>
<td>Metrolinx acquires the Barrie GO Rail Corridor.</td>
</tr>
<tr>
<td>2010</td>
<td>DoCouto is sentenced to 6 ½ years in prison for fraud in the State of Nevada.(^76)</td>
</tr>
</tbody>
</table>

\(^65\) *The Contract Record*, April 6, 1904, 2.
\(^66\) Playter, 15.
\(^67\) *Newmarket Era*, May 31, 1912, 7.
\(^68\) Leusby, 13.
\(^69\) Ibid.
\(^70\) Ibid.
\(^71\) Ibid.
\(^72\) Ibid.
\(^73\) Ibid.
\(^76\) “Developer with Niagara ties...”
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Primary

The Contract Record, various editions.


The Era: Newmarket’s Digital Newspaper Project

Globe and Mail Archives


Secondary


De Fort-Menares, Anne M. “Historic Sites and Monuments Board of Canada, Railway Station Report – Former Canadian National Railway Station Newmarket, Ontario RSR-138.”


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