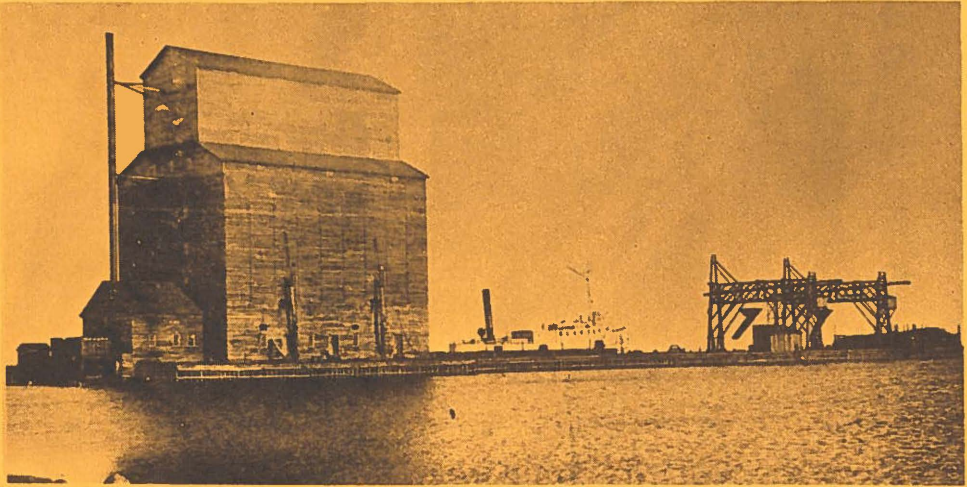
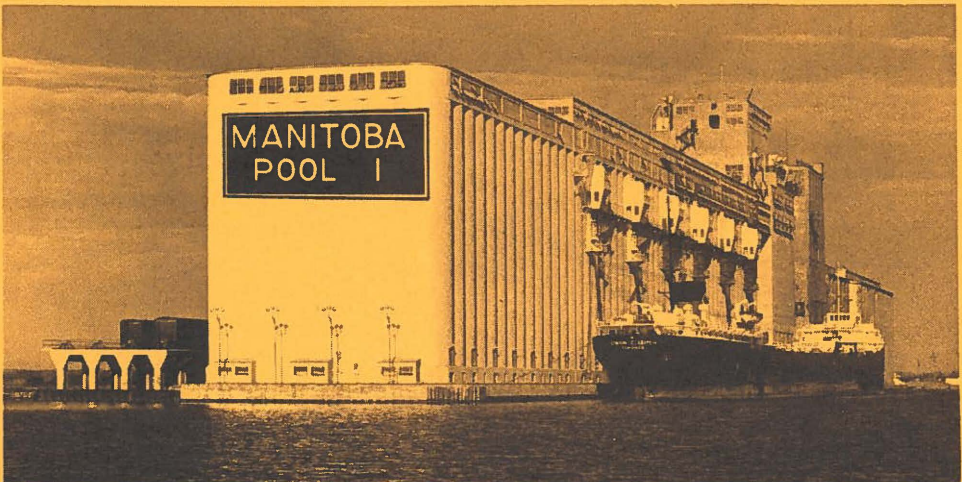




KING'S ELEVATOR PORT ARTHUR — BUILT 1883

**HISTORICAL FACTS GRAIN ELEVATOR
CONSTRUCTION AND SHIPPING
LAKEHEAD HARBOUR
1883 — 1964**



ONE OF THE LAKEHEAD'S MOST MODERN ELEVATORS

**PREPARED BY:
J. E. YOUNG, ESQ.
Chairman
LAKEHEAD HARBOUR COMMISSION
February 1965**

In the report of the Officers of the Thunder Bay Historical Society for the year 1909 and 1910, Mr. Harry Sellers submitted a paper covering the **"Early History of the Handling and Transportation of grain in the Thunder Bay District"**. This report covers grain handling and grain elevator construction from 1883 up to 1910 and reported some 15 elevators built and operating up until that time. A number of these elevators have since disappeared and others have been built. At this date at the Lakehead, covering the waterfronts of Port Arthur and Fort William, we now have a total of 26 large and some very modern grain elevators receiving and shipping between 300 and 400 million bushels of all grains each eight month shipping season.

In the early 1930's, Vancouver and Churchill became grain shipping Ports. The development of Vancouver as a grain shipping port was referred to as **"Stevens Folly"** promoted by Hon. Harry Stevens who was then the Minister of Trade and Commerce in the Federal Government. Churchill was developed as a grain shipping Port at the demand of the Western farmers as a shorter route to the Sea — thus reducing rail rates. Both of these Ports have become very important in this trade as the following figures will show, and have thus established very direct competition with the Canadian Lakehead which had become a **"Captive Route"**.

With only a few days to go to close the crop year for 1963 - 64, as of July 31st reports show that the two railways have moved 756.8 million bushels of wheat — nearly 28 million more than total farm deliveries of Wheat, Oats, Barley, Rye, and Flax to licensed elevators. The C.P.R. moved 198,724 cars with 396 million bushels to the Lakehead and Vancouver, and other milling destinations. To the same points, and also to Churchill, the C.N.R. moved 182,397 cars with 360.8 million bushels. Both railways delivered some 32,000 cars of grain to the Lakehead Elevators during the month of July 1964 and grain shipments from the Lakehead Elevators by water during the same crop year amounted to 442.6 million bushels. The number of vessels required are not available, but the new and larger lake vessels have reduced the number required considerably; for instance, the Canada Steamship Lines vessel **"Saguenay"**, 730 feet long and 75 feet wide, established a record when she cleared the Lakehead on August 28 with 945,596 bushels—60 lbs to the bushel—total cargo 28,368 tons.

Vancouver during the same crop year shipped 220.7 million bushels and Churchill 21.7 million, with these three ports being quite capable of handling and shipping all the grain Western Canada can grow. It would appear reasonable to presume that new elevator construction at the Lakehead has about reached its limit in keeping with present

crop production. The exception being reconstruction of some of the old workhouses and additional storage bins which would also increase the Lakehead shipping capacities.

Therefore the purpose of this paper is to provide as full a coverage as possible from records available of all grain elevators built at the Lakehead since 1883. Also showing the additional storage bins built to these elevators since their original construction which now totals some 106,000,000 bushels. In addition listing those elevators that were constructed and operated and have since disappeared, either being torn down or destroyed by fire. This information I feel is necessary in order to give a complete and full coverage of the present days total which represents an investment of well over 200 million dollars.

Mr. Sellers points out that when the first grain arrived here from the West in 1883 it was stored in warehouses built on the Kaministiquia River bank and at #5 Dock 'Marks Dock' in Port Arthur. Wheelbarrows were used to move the grain from the railway cars to the sheds and also for loading of vessels. The "S. S. ERIN" took the first load of 80,000 bushels. The inadequacy of this method of handling grain was soon replaced by the construction of "Kings Elevator" at Port Arthur, later known as "Horne Elevator" and replaced now and known as "Manitoba Pool 2".

I will attempt to list all Grain Elevators built at the Lakehead in keeping with the year of construction or reconstruction — as follows:

KING'S ELEVATOR

Built 1883 — workhouse of wooden construction—capacity 350,000 bushels — later storage tanks were built of tile and concrete.

This building later was demolished and replaced with a modern building known to the trade as "Manitoba Pool 2" and will be listed with the elevators operating today.

CANADIAN PACIFIC RAILWAY ELEVATORS A - B - C - D

Built on the north bank of the Kaministiquia River at the foot of Victoria Avenue.

- A — of wooden construction in 1885 — capacity 1,039,880 bushels
- B — of tile construction in 1889 — capacity 482,000 bushels
- C — of wooden construction in 1890 — capacity 1,195,000 bushels
- D — of steel tanks construction in 1902

as storage tanks for elevator (B) capacity 1,976,000 bushels

As new private Terminal Elevators were being built the railways decided to vacate the grain handling business, therefore these elevators were all torn down at various stages. The last company to operate these elevators was the United Grain Growers of Alberta, who built the U.G.G. Elevator at Current River and moved in and commenced operation in 1928.

CANADIAN NORTHERN RAILWAY

Who had built a railway through from Port Arthur to the grain fields in the West, built a large elevator at Port Arthur known as **Elevator A - B.**

- A — of wooden construction in 1902, with Tile storage tanks — capacity of workhouse 1,000,000 bushels — Tank capacity 5,000,000 bushels.
- B — of wooden construction in 1902 as a workhouse — capacity 1,000,000 bushels —
(B) house was dismantled in 1919 and replaced 1920 with a modern concrete structure installing mechanical dumping tables with shoveling hoppers at the rear for part or divided cars of grain — now known as Saskatchewan Pool #6.
(A) house was later torn down but not replaced.

INLAND ELEVATORS "FEED MILLS" THAT HAVE BEEN TORN DOWN OR DESTROYED BY FIRE

NATIONAL FEED MILL

2nd Avenue, Port Arthur

Built in 1905 of wooden construction — destroyed by fire 1914 — rebuilt 1915 again of wooden construction — was torn down in 1936 — capacity 65,000 bushels.

R. B. McLEANS

Corner of Atlantic and Athabaska Streets, workhouse of wooden construction — capacity 60,000 bushels. Later torn down. Dates are not available.

R. B. McLEANS X

Corner McLaughlin and Pacific Avenue, built in 1920 of wooden construction metal clad — capacity 70,000 bushels — torn down in 1934.

CAPITAL ELEVATOR

Corner Arthur and Brunswick Avenue, built in 1917 wooden construction — capacity 60,000 bushels — torn down in 1935.

PATERSON ELEVATOR (K)

Corner Yonge and King Streets, built in 1912 of wooden construction — capacity 60,000 bushels — torn down following the rebuilding of Paterson workhouse in 1927.

MOUNT McKAY FEED

Corner James and Gore Streets — built in 1921 of wooden construction — capacity 10,000 bushels — destroyed by fire 1928.

PARRISH & HEIMBECKER

had a small wooden elevator situated almost at the corner of

South Syndicate & Mary Street which was torn down when the same company built the Superior Elevator in Port Arthur in 1922 and is covered on Page 9.

JAMES DAVIDSON, FEED MILL

Corner Arthur and Marks Streets — capacity 20,000 bushels — torn down in 1963.

INLAND ELEVATORS STILL IN OPERATION

DAVIDSON AND SMITH

Corner Fort and Vickers Streets, built originally as a Mattress Factory — reconstructed into a Feed Mill in 1917 and 1918 of concrete and brick with pannel walls — capacity 100,000 bushels.

BOLES ELEVATOR

Hardisty Street, of wooden construction -- capacity 20,000 bushels — built in 1913.

ELEVATORS BOTH INLAND AND ON THE WATERFRONT THAT WERE DESTROYED BY FIRE AND OTHER CAUSES

CANADIAN NORTHERN RAILWAY (B)

Workhouse Port Arthur, by fire 1919 — rebuilt 1920.

NATIONAL FEED MILL

Workhouse Port Arthur, by fire 1914 — rebuilt 1915.

SASKATCHEWAN POOL #5

Current River now POOL 4B

Workhouse Port Arthur destroyed by "Dust Explosion" 1945 — rebuilt 1946.

UNITED GRAIN GROWERS OF ALBERTA

The original storage annex on lake side slipped off its foundation and into the slip in 1961 — rebuilt in 1962.

BLACK AND MUIRHEAD

Kam River, destroyed by fire 1919.

PATERSON (O)

Kam River, workhouse destroyed by fire 1926 — rebuilt 1927.

GILLESPIE ISLAND #2

Kam River, destroyed by fire 1923.

MOUNT McKAY FEED MILL

Kam River, destroyed by fire 1928.

DISTRESS GRAIN STORAGE HOUSES

During the years of 1939 - 40, Canada found itself with a very large quantity of surplus grain that it was unable to sell, which placed storage room at a premium — result about 15 temporary wooden storage sheds were built adjacent to the various elevators. These sheds were

used for a few years and as the surplus grain was sold they were torn down, leaving the concrete floors intact. On these concrete floors several smaller industries have sprung up, for instance at the Ogiivie Elevator a Butler building was erected and is now used for the storage of Bulk Cement by the St. Lawrence Cement Company. This cement is sold to the local building trades.

LIST OF ELEVATORS PRESENTLY OPERATING AT THE LAKEHEAD SHOWING DATES OF ORIGINAL CONSTRUCTION AND DATES OF ADDITIONAL STORAGE ANNEX'S

UNITED GRAIN GROWERS OF ALBERTA (U.G.G.)

Built in 1927 — of concrete — original capacity 3,000,000 bushels, a 4,300,000 storage annex built in 1960 — total capacity 8,250,000 bushels.

With the rebuilding of the Lakeside storage annex in 1962, the most modern type of loading gallery was installed capable of loading vessels with 25,000 tons or 1,000,000 bushels in eight hours.

ALBERTA POOL #9

Formerly the **UNION TERMINAL ELEVATOR** built in 1916-17 original capacity 300,000 bushels.

2nd storage annex added in 1917 — 600,000 bushels

3rd storage annex added in 1927 — 900,000 bushels

The wooden workhouse was torn down in 1930 and rebuilt of concrete adding 1,000,000 bushel storage — total capacity 2,800,000.

SASKATCHEWAN POOL #4 (A) UNIT

Built in 1917 of brick and concrete — capacity 2,500,000 bushels.

2nd Unit built in 1919 — capacity 2,000,000 bushels

3rd Unit built in 1923 — capacity 2,000,000 bushels

SASKATCHEWAN POOL #4 (B) UNIT

Originally known as (B) house, later changed to Pool #5 built in 1918 — concrete workhouse and storage bins 2,200,000 bushels.

2nd Unit built in 1923 — 500,000 bushels

3rd Unit built in 1927 — 1,000,000 bushels

Total capacity of both (A) and (B) houses — 8,700,000 bushels.

The original Pool #5 was destroyed by dust explosion in 1945.

RICHARDSON ELEVATOR

Operated by **EASTERN TERMINAL ELEVATOR CO.**

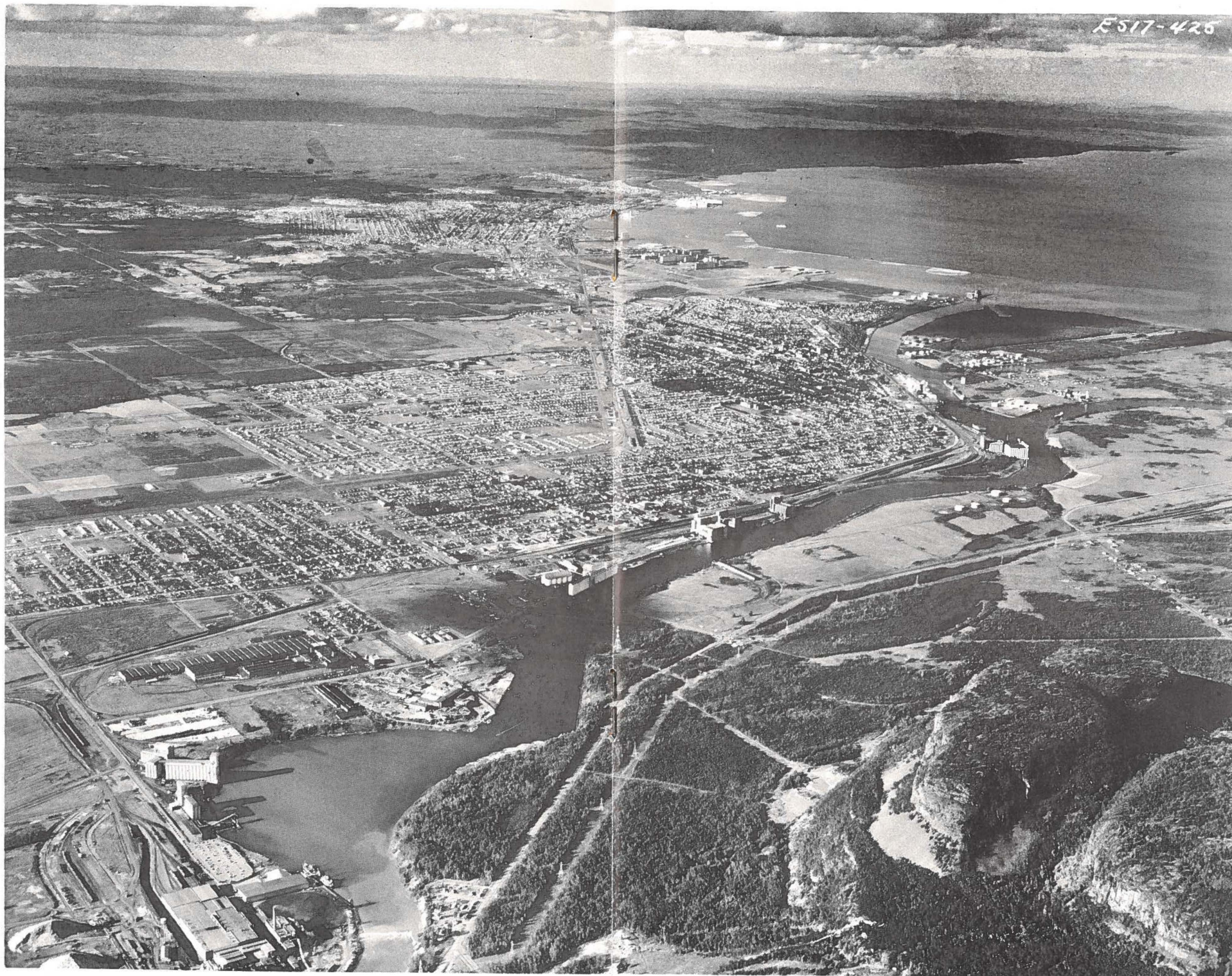
1st Unit built 1918 — concrete construction workhouse and storage bins — 1,905,000 bushel capacity

2nd Unit built 1922 — bins 1,500,000 bushel capacity

3rd Unit built 1930 — bins 2,000,000 bushel capacity

Total capacity 5,405,000 bushels.

FS17-426



MANITOBA POOL #2

This elevator replaced the old **KING'S ELEVATOR** built in 1883 of wood — later concrete and tile bins were built in 1904. I feel it safe to say that a second wooden workhouse was built and torn down and replaced with one of concrete in 1923 — total capacity 1,400,000 bushels. This elevator differs from the others in vessel loading in that a gallery is used to carry the grain on conveyor belts to vessel loading spouts.

SASKATCHEWAN POOL #6

Originally built and operated by the **CANADIAN NORTHERN RAILWAYS** in 1902 with two wooden workhouses. The three storage units had a capacity of 6,734,000 bushels. The (B) workhouse was dismantled in 1919 and was replaced in 1920 with a new concrete structure with modern automatic rail car dumpers (the first at the Lakehead) increasing the capacity by 600,000 bushels — the other wooden workhouse (A) was then torn down — total capacity 7,334,000 bushels.

MANITOBA POOL #3

Originally the **RELIANCE ELEVATOR CO.** first unit built in 1924 of concrete

1st Unit built 1924 — capacity 1,400,000 bushels, concrete
2nd Unit built 1929 — capacity 2,150,000 bushels, concrete
3rd Unit built 1960 — capacity 2,500,000 bushels, concrete
4th Unit built 1961 — capacity 1,650,000 bushels, Steel Tanks
Total capacity — 7,700,000 bushels.

CANADA MALTING CO.

Originally the **BAWL F ELEVATOR CO.**

1st Unit built 1923 — capacity 1,250,000 bushels — concrete
2nd Unit built 1927 — capacity 1,100,000 bushels — concrete
3rd Unit built 1961 — capacity 535,000 bushels — concrete
The 3rd Unit is a malting house for the processing of malt which started some few years earlier — total capacity 2,885,000 bushels — this elevator has one dumping table for rail car unloading and two shoveling tracks.

STEWART ELEVATOR

Originally built by **MR. JAMES STEWART, Esq.** later purchased by the **FEDERAL GRAIN CO.**

1st Unit built 1923 — capacity 1,250,000 bushels — concrete
2nd Unit built 1927 — capacity 1,000,000 bushels — concrete
3rd Unit built 1960 — capacity 1,200,000 bushels — concrete
Total capacity 3,450,000 bushels.

SASKATCHEWAN POOL #7

1st Unit built 1928 — capacity 3,900,000 bushels — concrete

2nd Unit built 1928 — capacity 3,000,000 bushels — concrete

3rd Unit built 1948 — capacity 2,100,000 bushels — concrete

Total capacity 9,000,000 bushels

This elevator has **FIVE** automatic rail car dumpers — unloading capacity in 8 hours — 200 rail cars.

THUNDER BAY ELEVATOR

Originally built by the **CANADIAN CONSOLIDATED GRAIN CO.** later purchased by the **UNITED GRAIN GROWERS OF ALBERTA** built 1909 wooden workhouse with concrete storage bins capacity 1,500,000 bushels.

McCABES ELEVATOR

Originally built by the **CANADIAN GOVERNMENT** in 1913
Total capacity 3,250,000 bushels — of concrete construction.

MANITOBA POOL #1

1st Unit built 1914 — capacity 400,000 bushels — concrete

2nd Unit built 1916 — capacity 1,000,000 bushels — concrete

3rd Unit built 1962 — capacity 4,680,000 bushels — concrete

This 3rd unit consisted of modern concrete workhouse to replace the old house and additional storage bins — also concrete elevated rail car trucks — and the most modern gallery system for vessel loading capable of loading 1,000,000 bushels in 8 hours, total capacity 6,080,000 bushels.

SUPERIOR ELEVATOR

1st Unit built 1922 — capacity 300,000 bushels — concrete

2nd Unit built 1927 — capacity 508,000 bushels — concrete

3rd Unit built 1961 — capacity 817,000 bushels — concrete

Total capacity 1,625,000 bushels.

THE FOLLOWING ELEVATORS ARE ALL LOCATED ON THE KAMINISTUIA RIVER AND IN THE TURNING BASIN FORT WILLIAM SECTION

SASKATCHEWAN POOL #12

Originally built by the **EMPIRE ELEVATOR CO.** later sold to the **FORT WILLIAM ELEVATOR CO.**

1st unit built 1904 — capacity 1,750,000 bushels — workhouse built of Wood-Metal Clad — tanks Concrete and Tile — now being used for storage purposes only — for economic reasons of operation.

SASKATCHEWAN POOL #8

Originally the **OGILIVE ELEVATOR & FLOUR MILL CO. LTD.**

1st unit built 1906 — capacity 500,000 bushels — Wooden work-

house and Steel Bins. Some of these Steel Bins slipped into the river and was rebuilt for operations in 1907.

2nd unit built 1911 — capacity 1,500,000 bushels — concrete

3rd unit built 1915 — capacity 1,000,000 bushels — concrete

4th unit built 1944 — includes a car dumper receiving house

Total capacity 3,000,000 bushels

OGILIVE FLOUR AND FEED BY-PRODUCT MILL

Built in 1905 this mill manufactures Feed - Glucose - Starch - and other by-products from grain — built of wood and Iron Clad.

WESTLAND ELEVATOR

Formerly the **NORTHLAND ELEVATOR** also known as **ELEVATOR (D)** built by the Canadian Pacific Railway Co.

1st unit built 1899 — capacity 300,000 bushels — concrete and steel

2nd unit built 1899 — capacity 1,600,000 bushels — concrete and steel

3rd unit built 1912 — capacity 1,700,000 bushels — concrete

4th unit built 1913 — capacity 3,900,000 bushels — concrete

Total capacity 7,500,000 bushels

The above figures are taken from the revised list dated May 1962, but the original description of this construction does not show dates of building but shows the storage capacities as follows:

1st unit 400,000 bushels

2nd unit 2,500,000 bushels

3rd unit 1,100,000 bushels

4th unit 3,500,000 bushels

Total capacity shows the same 7,500,000 bushels as 1962 revised list.

SASKATCHEWAN POOL #10

Originally built by the **CONSOLIDATED ELEVATOR CO.** later sold to the **FORT WILLIAM ELEVATOR CO. LTD.** As originally built — one unit in 1913 — capacity 1,750,000 bushels — concrete construction.

SASKATCHEWAN POOL #11

Originally the **FORT WILLIAM ELEVATOR CO. LTD.** Operated by the **MUTUAL ELEVATOR CO.**

1st unit built 1907 — workhouse capacity 150,000 bushels

2nd unit built 1907 — storage tanks capacity 900,000 bushels

3rd unit built 1910 — storage tanks capacity 700,000 bushels

Total capacity 1,750,000 bushels — built of concrete and tile.

SASKATCHEWAN POOL #5

Originally built by the **WESTERN TERMINAL ELEVATOR CO.** of concrete and tile construction.

1st unit built 1909 — capacity 914,800 bushels

2nd unit built 1914 — capacity 1,130,500 bushels

3rd unit built 1915 — capacity 64,000 bushels

4th unit built 1917 — capacity 161,000 bushels

5th unit built 1923 — capacity 829,000 bushels

Total capacity 3,100,000 bushels.

PATERSON ELEVATOR

Owned by **N. M. PATERSON AND CO. LTD.** — present workhouse of concrete — built in 1927 — 100,000 bushel capacity.

3rd storage unit built 1927 — 1,000,000 bushels — concrete

4th storage unit built 1931 — 2,000,000 bushels — concrete

Total capacity 4,100,000 bushels.

NORTHWESTERN ELEVATOR

Owner **FEDERAL GRAIN CO. LTD.**

1st Unit built 1917 — capacity 390,000 bushels — concrete

2nd Unit built 1917 — capacity 275,000 bushels — concrete

3rd Unit built 1919 — capacity 520,000 bushels — concrete

4th Unit built 1922 — capacity 2,000,000 bushels — concrete

5th Unit built 1924-5 consisting of additional workhouse capacity.

Total capacity 3,185,000 bushels.

LAKEHEAD TERMINAL ELEVATORS LTD.

Formerly known as **ELECTRIC ELEVATOR (Operated by Purvis Grain Co.)**

1st Unit built 1916 — capacity 100,000 bushels — wood-metal clad

2nd Unit built 1916 — capacity 400,000 bushels — concrete

3rd Unit built 1926 — capacity 500,000 bushels — concrete

Total capacity 1,000,000 bushels.

This elevator uses a gallery vessel loading system.

GRAND TRUNK PACIFIC ELEVATOR

Owned by **NATIONAL GRAIN CO. LTD.**

1st Unit built 1909 — capacity 750,000 bushels — workhouse concrete

2nd Unit built 1909 — capacity 2,500,000 bushels

3rd Unit built 1912 — capacity 2,500,000 bushels — concrete

Total capacity 5,750,000 bushels.

SEARLE ELEVATOR

Owned by **SEARLE GRAIN CO. LTD.**

1st Unit built 1928 — workhouse — 200,000 bushels — concrete

2nd Unit built 1928 — storage — 1,400,000 bushels — concrete

3rd Unit built 1928 — storage — 1,400,000 bushels — concrete

4th Unit built 1930 — storage — 2,000,000 bushels — concrete

Total capacity 5,000,000 bushels.

PATERSON — MANITOBA POOL #1 — SASKATCHEWAN POOL #7 — MANITOBA POOL #3 — RICHARDSON ELEVATOR — All have Marine Unloading Legs.

Since the St. Lawrence Seaway came into being in 1959 — the following elevators have provided additional water depths under loading spouts enabling vessels to load to seaway depths of 25½ feet; **UNITED GRAIN GROWERS, SASK. POOL #7, MANITOBA POOL #1, SEARLE GRAIN CO.** have also provided foundation improvements for 30 feet of water and arrangements have been made for dredging the entrance of Mission River and Turning Basin to 27 ft. also the elevator slip, this improved vessel loading has placed the Lakehead in a competitive position with any other Port within the Great Lakes system.

The main Harbour is dredged to 27 feet.—River water depths are as follows: 75% of the entire area has 26 to 30 feet of water, 25%, the remainder, is restricted to 25 feet or less which restricts the entire river area to 25 feet.

THE FOLLOWING TABLE ILLUSTRATES THE INCREASED GRAIN TONNAGES AS SHIPPED THROUGH THE LAKEHEAD HARBOUR IN 10 YEAR PERIODS SINCE 1903

1903 - 1913	All Grain	731,345,185 bushels
1914 - 1923	All Grain	1,343,345,825 bushels
1924 - 1933	All Grain	2,637,134,001 bushels
1934 - 1943	All Grain	2,010,745,475 bushels
1944 - 1953	All Grain	3,329,558,360 bushels
1954 - 1963	All Grain	2,984,787,672 bushels



LAKEHEAD HARBOUR COMMISSIONERS

KEEFER LAKEHEAD TERMINAL
WATERFRONT, INTERCITY

TELEPHONE DIAMOND 5-1256
4-3594

PORT ARTHUR — ONTARIO

COMMISSIONERS:

J. E. YOUNG, CHAIRMAN
J. ANDREWS
F. H. BLACK, O.B.E., F.C.A.
R. B. CHANDLER, P. ENG.
G. F. McDOUGALL

PORT MANAGER AND SECRETARY
K. McCUAIG

MAILING ADDRESS:
P.O. BOX 266
PORT ARTHUR, ONTARIO

March, 1965.

Enclosed herewith is a booklet, "Historical Facts
Grain Elevator Construction And Shipping - Lakehead
Harbour - 1883 - 1964" prepared by J. E. Young, Esq.,
Chairman, Lakehead Harbour Commissioners.

Should you require extra copies, please advise, as soon
as possible, as the supply is limited.

Yours truly,

JEB/mp
Encl.


J.E. Broughton,
Superintendent.